



Atlanta Strategic Action Plan



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Contents

1	Introduction	1
2	Planning Process and Community Participation	3
3	Community Assessment	6
	Quality Community Objectives	6
	Development Patterns	6
	Resource Conservation	11
	Social and Economic Development	15
	Governmental Relations	20
	Areas Requiring Special Attention	23
	Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development	23
	Areas where rapid development or change of land uses is likely to occur	24
	Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation	26
	Areas in need of redevelopment and/or significant improvement to aesthetics or attractiveness (including strip commercial corridors)	27
	Large abandoned structures or sites, including those that may be environmentally contaminated	29
	Areas with significant infill development opportunities (scattered vacant sites)	30
	Areas of significant disinvestment, levels of poverty and/or unemployment substantially higher than average levels for the community as a whole	32
	Plan Elements	34
	Population	34
	Economic Development	60
	Housing	92
	Natural and Cultural Resources	137
	Community Facilities and Services	186
	Intergovernmental Coordination	246
	Transportation System	250
	Urban Design	295
	Land Use	300
4	Community Agenda	330
	Implementation Program	330
	Short Term Work Program	330
	Policies	421
A	Land Use Maps	A
B	Fact Sheets	B
C	Community Meeting Comments	K

D	Population	S
E	Resolutions	AB

1 Introduction

The development and adoption of a comprehensive plan document is a requirement for local governments mandated by The Georgia Planning Act of 1989. In addition, the Charter of the City of Atlanta mandates the preparation of a comprehensive development plan every 3 to 5 years (CDP) in Section 3-601 as follows:

The Mayor shall have a comprehensive development plan of the City of Atlanta prepared and maintained to be used as a guide for the growth and development of the City and which will identify its present and planned physical, social and economic development. This plan shall:

- 1) set forth the comprehensive development goals, policies and objectives for both the entire City and for individual geographic areas and communities within the City,
- 2) in conformance with such development goals, objectives and policies, identify the general location, character, and extent of streets and thoroughfares, parks, recreation facilities, sites for public buildings and structures, City and privately-owned utilities, transportation systems and facilities, housing, community facilities, future land use for all classifications, and such other elements, features and policies as will provide for the improvement of the City over the next 15 years.

Comprehensive planning is the foundation for quality growth management. The comprehensive plan brings together and addresses all aspects of community and economic functions with the objective of sustaining and improving these functions in the future. The comprehensive plan addresses, but is not limited to the following issues of current concern for Atlanta: rapid population growth and suburban sprawl, environmental protection, affordable housing, lack of open space, transportation and quality of life.

In keeping with Georgia State law, the comprehensive plan for Atlanta follows the format for the Requirements for a Partial Update to the Local Comprehensive Plan.

Background

In May 2005, the Georgia State Department of Community Affairs (DCA) adopted new Standards and Procedures for Local Comprehensive Planning. These standards are significantly different from the previous guidelines in terms of format, process for submission, and the content required. As a result, there was a need to produce an interim document called the Partial Update that would address only some of the components under the new guidelines but serve as a bridge from the old comprehensive planning guidelines to the new.

The City of Atlanta launched its planning process for the Partial Update under the new DCA guidelines in April, 2007 with a new name for the plan. Formerly called the Comprehensive Development Plan (CDP), Atlanta's comprehensive plan is now entitled the Atlanta Strategic Action Plan (ASAP). The ASAP is a major update to the 2004-2019 Comprehensive Plan.

Unlike the full document, due in the fall of 2011, this major update follows the requirements for Partial Updates developed by the Department of Community Affairs. This major update includes only some of the required components of the full plan. The partial update includes:

- I. Community Assessment
 - A Quality Community Objectives (QCO) assessment
 - An analysis of Areas Requiring Special Attention
 - Identification of Issues and Opportunities
 - Plan Elements
- II. Community Agenda/ Implementation Program
 - Policies
 - Short Term Work Program
 - Land Use Map

2 Planning Process and Community Participation

As part of the planning process, Bureau of Planning staff worked with City of Atlanta Departments to obtain information on all of the plan components. In addition, a series of community meetings were held in two rounds. The NPUS were grouped into seven study areas. Each meeting included two or three study areas (see Map 2.1 'City of Atlanta Study Areas'). The first round of community meetings were held on April 30, May 3, and May 10, 2007 to brief the public on the differences between the new process versus the older process as well as to solicit contributions from the community.

Below is a table that summarizes the differences between the old process and the new:

Table 2.1 Old CDP and New ASAP Planning Process

Old CDP process	New ASAP process
Annual updates	Full updates every 5 years
Annual Short Term Work Program	Annual Short Term Work Program Strong implementation strategy Link ASAP with CIP and service delivery
Community involvement process	Community involvement is more extensive and inclusive. Visioning process Focus groups/stakeholders
Based on the assessment of current conditions and project lists	Based on a more holistic and strategic approach to problem solving towards achieving the City's Vision: Quality Community Objectives Areas Requiring Special Attention
Ask for information from the City Departments	Coordination with City Departments to implement vision and plan for growth Annual update of Population and development Incorporation of Transportation Plan, Project Greenspace, Beltline, Peachtree Corridor in to ASAP

At the community meetings, the attendees were asked to focus on the strengths of Atlanta as well as the elements that need improvement. They emphasized concerns such as transportation, park space, affordable housing, acknowledgement of historic community areas, and economic development concerns. A summary of the comments made during community meetings is included in the appendix.

2 Planning Process and Community Participation

As part of the partial update, communities were asked to evaluate and revise the existing land use map for their Neighborhood Planning Units (NPU). In order to facilitate this exercise, the Bureau of Planning staff provided technical assistance to NPU and neighborhood leaders by hosting two Land Use Charrettes. These Charrettes served to educate the public about land use maps and its purpose, how to formulate policies and make appropriate land use changes. Almost 70 requests to amend the Land Use map were submitted. The Bureau of Planning staff evaluated these requests and recommended approval to 44 of the requests. A public hearing was held for these land use amendments was held on September 10, 2007.

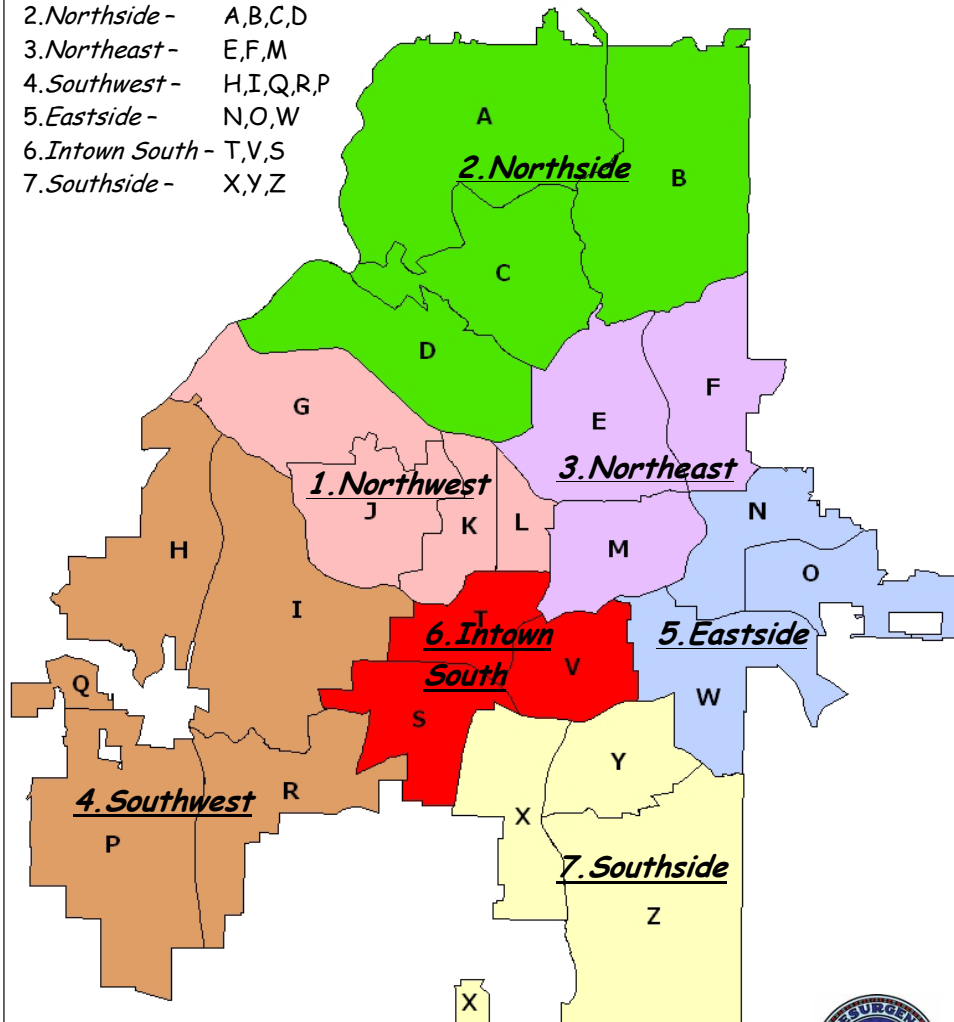
The second round of community meetings were held on July 17, 19 and 25, 2007. At these meetings the draft document was presented and the attendees were asked to review and submit comments. In addition, the draft plan was posted on the Bureau of Planning website. A special citywide public hearing was held on July 30, 2007 to hear public comment on the draft plan. After incorporating the public comments, the revised document was submitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Community Affairs (DCA) for review. After the regional and State agencies have approved the draft document, the City of Atlanta will approve and adopt the document. This process was completed in the fall of 2007.

Comments and questions regarding the Atlanta Strategic Action Plan can be sent by mail to the City of Atlanta Bureau of Planning City Hall South Building, 55 Trinity Ave. SW, S 3350, Atlanta, GA 30303-0310 by phone 404-330-6145 and by email to jlavandier@atlantaga.gov. Comments can also be made on-line.

The planning process for the full Atlanta Strategic Action Plan will kick off in early 2008 and conclude in the fall of 2009.

ASAP Study Area Groups

<u>Study Area</u>	<u>NPU's</u>
1. Northwest -	G, J, K, L
2. Northside -	A, B, C, D
3. Northeast -	E, F, M
4. Southwest -	H, I, Q, R, P
5. Eastside -	N, O, W
6. Intown South -	T, V, S
7. Southside -	X, Y, Z



City of Atlanta
Bureau of Planning



Map 2.1 City of Atlanta Study Areas

3 Community Assessment

Quality Community Objectives

The Georgia Department of Community Affairs has established statewide goals and associated Quality Community Objectives (QCO). Quality Community Objectives (QCOs) are "a statement of the development patterns and options that will help Georgia preserve its unique cultural, natural and historic resources while looking to the future and growing to its fullest potential". As required in the Minimum Planning Standards, the City of Atlanta evaluated how these QCOs are being met in order to determine the "progress to date" towards creating a sustainable and livable community. As part of the evaluation, issues that should be addressed in the Comprehensive Plan were identified. The State Planning goals are listed below.

Statewide Planning Goals

Economic Development Goal: To achieve a growing and balanced economy, consistent with the prudent management of the state's resources, that equitably benefits all segments of the population.

Natural and Cultural Resources Goal: To conserve and protect the environmental, natural and cultural resources of Georgia's communities, regions and the state.

Community Facilities and Services Goal: To ensure the provision of community facilities and services throughout the state to support efficient growth and development patterns that will protect and enhance the quality of life of Georgia's residents.

Housing Goal: To ensure that all residents of the state have access to adequate and affordable housing.

Land Use and Transportation Goal: To ensure the coordination of land use planning and transportation planning throughout the state in support of efficient growth and development patterns that will promote sustainable economic development, protection of natural resources and provision of adequate and affordable housing.

Intergovernmental Coordination: To ensure the coordination of local planning efforts with local service providers and authorities, with neighboring communities and with the state and regional plans and programs.

Development Patterns

Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Historic neighborhoods throughout the City of Atlanta, from West End and Inman Park that developed at the turn of the century to Morningside that developed before the 1950's, have a connected street pattern, small blocks, street lined streets, neighborhood serving commercial areas, community schools, sidewalks and streets that promote walking, biking and transit. All of these are characteristics of Traditional Neighborhood Development (TND). Currently, there is no comprehensive implementation of the concept within the city.

Development standards in the City of Atlanta's Zoning Resolution called for development patterns that were not compatible with the characteristics of these traditional neighborhoods. Moreover, neighborhood commercial uses such as grocers and retailers have long since given way to supermarkets, malls and "big box" retailers, which do not fit the character of these traditional neighborhoods. In response to concerns over incompatible infill development, the City of Atlanta adopted several mixed-use smart growth zoning districts (i.e. Mixed Residential Commercial (MRC), Live Work (LW), Multi-family Residential (MR), Neighborhood Commercial (NC), and Special Public Interest (SPI) districts) that require development patterns compatible with those of Atlanta's historic or traditional neighborhoods and also allow for a mix of uses built in a pedestrian oriented manner. Moreover, the Neighborhood Commercial Zoning district limits the size of commercial uses in order to maintain a neighborhood scale. These traditional neighborhood standards are by right and in some cases require an administrative approval.

Tree lined streets are integral to the character of many neighborhoods. Trees moderate the temperature, absorb stormwater, clean the air, provide habitat, provide shade in the summer, buffer pedestrians from moving traffic and beautify streets. The Tree Protection Ordinance establishes standards to promote the city's policy that "there shall be no net loss of trees" and that Atlanta "will continue to enjoy the benefits provided by its urban forest." Planting of street trees is required in certain Quality of Life zoning districts. Moreover, the Tree Protection Ordinance requires tree planting. The City of Atlanta Parks Department, in partnership with Trees Atlanta, has a tree planting program. Trees Atlanta also plants and maintains trees in the public right-of-way. Some of the tree plantings are funded in part with the tree recompense fund (check). In commercial areas with Community Improvement Districts (CIDs) - Downtown DID, Midtown MID, and Buckhead BCID- the CIDs provide maintenance to the trees and streetscape.

Walkability is one of the key features of traditional neighborhoods. Many of the commercial areas in traditional neighborhoods, such as Little Five Points, Virginia Highlands, East Atlanta; the City's main business districts such as Midtown and Downtown, as well as the mixed-use smart growth zoning districts and the areas around public rail transit are walkable. In these areas errands can be made on foot. Although the City of Atlanta has an extensive sidewalk network, many are in poor condition and some areas lack sidewalks. Sidewalk maintenance is the responsibility of the property owner where the sidewalk is located. As a result, many are not well maintained. The City of Atlanta has installed several streetscapes funded by bond and federal sources. Several of the streetscape projects are public/private partnerships with the CIDs. The Community Improvement Districts also have programs to maintain and clean public areas. The Atlanta Police Department actively works to keep public areas safe for citizens and visitors. Business Watch programs encourage business people to be alert to suspicious circumstances and to take crime prevention steps.

Walking and biking to school are also attributed with traditional neighborhoods. In several neighborhoods throughout the City, students can walk safely to schools. However, lack of sidewalk connectivity, streets with heavy traffic volumes and long distance, are all obstacles students face while walking to school. Biking

3 Community Assessment

to school can be even more challenging. Limited bike lanes, traffic speed and volume are deterrents to biking to school. The Police Department posts School Crossing Guards at selected crossings to promote children's safety.

Sense of Place

Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers to serve as community focal points should be encouraged. These areas should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

A community's "sense of place" is loosely defined as how a place identifies and distinguishes itself from other places. These places foster a sense of uniqueness about that community. Sense of place can be most easily created through a patterns, including a community's historic buildings pattern, building and home styles, the street network, the relationship of buildings to the street, street angle and direction, the placement of railroads, and old trolley routes. In addition, the experience a place provides is defined by the interaction of the built environment with the natural environment such as trees, streams, physical topography, and even weather patterns. Finally, the people in the community itself and cultural patterns are also integral in shaping a community's sense of place. New York City's massive skyscrapers, San Francisco's Victorian homes that line its hilly streets, and Miami's busy waterfront and beaches are all features that create a sense of place for those cities.

Part of Atlanta's sense of place stems from its history. Unfortunately, some of Atlanta's landmark buildings such as Union and Terminus stations, the Peachtree Arcade and the Lowes Grand; early skyscrapers such as the Equitable; grand hotels, such as the Piedmont and the Henry Grady; as well as other commercial and residential buildings been demolished. In some cases they have been replaced with contemporary buildings that lack a pedestrian scale and don't address the street, in other cases they have been replaced with surface parking and vacant lots. This fragmented urban environment with a minimum of street level activity has led to a lack of "place" along with criticism by visitors that "there is no 'there' there". Today, many historic buildings and districts are protected under the City's Historic Preservation Ordinance.

Vibrant in-town neighborhoods, commercial districts, community events, and parks give the city its distinct feel and identity. In an effort to create a more vibrant city, plans have been adopted for Downtown, Midtown and Buckhead. To implement these plans, developments are regulated by the quality of life zoning districts (NC, LW, MRC, MF, and 22 SPIs). They aim to improve the aesthetics of the built environment, maximize the pedestrian experience, and encourage a compatible mix of residential and commercial uses. The Quality of Life bond program is designed to encourage neighborhood livability, pedestrian mobility and generally improve the quality of life in Atlanta. The bond issue complements the zoning, and allows the City to leverage funding with the Department of Transportation, Housing and Urban Development, and private funding to provide many improvements to the City's greenspace and alternative transportation systems.

Transportation Alternatives

Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Taking transit, walking and biking are all transportation modes that can be used in the City of Atlanta as an alternative to driving. However, the ability to use transit, walk or bike varies throughout the City. The City of Atlanta provides public transportation by way of MARTA to the community. MARTA offers a mix of buses (local, express and shuttle services such as the Braves Shuttle; the Tourist Loop and Paratransit) and train services. In addition, Cobb Community Transit, Gwinnett County Transit, Georgia Regional Transportation Authority express bus service and C-Tran provide bus service from surrounding counties to the City of Atlanta. However, additional modes, frequency, and coverage are needed. The Beltline and the Peachtree streetcar studies are proposing additional transit service.

The Mixed Residential Commercial (MRC) District regulations encourage new developments to provide a grid of connected streets to improve the street network and reduce congestion. An appropriate street grid creates small blocks that encourage walking and disperses traffic over the street network. Articulation of the street grid is not always required by the land development code. The subdivision ordinance in particular needs to be updated to require connecting streets. A connecting street network is pertinent for crime prevention in allowing police to have access to the communities.

The City of Atlanta currently has an extensive network of sidewalks that make walking an alternative to driving. Rough pavement, missing links, and non-compliance with the Americans with Disabilities Act (ADA) limit the effectiveness of the sidewalk network for many users. The sidewalk network is being expanded thru implementation of the smart growth zoning districts and as a requirement in new developments. Sidewalks are also being built with bond funding for streetscapes and with public/private partnerships with the CIDs.

The City's ordinance stipulates that, "Before any building permit shall be issued for the construction of any structure on property within any planned development-housing (PD-H) district or any zoning district which permits multifamily residential, commercial or industrial uses, the owner shall agree to construct or have constructed sidewalks...on all public streets within and abutting the property". The ordinance requires all new developments to install a minimum of 5' and up to 15 feet of sidewalks in designated zoning areas of the city. Sidewalks are also required on both sides of existing and proposed streets within subdivisions. All new sidewalks are required to connect to existing wherever possible. Some conventional zoning districts (e.g. C series) do not currently require sidewalks concurrent with new development. Unfilled network gaps that remain should be identified in a pedestrian master plan.

In September 1995, after adoption by the City Council, the Atlanta Commuter On-Street Bike Plan was signed into law as a portion of the City's Comprehensive Development Plan. The On-Street Bike Plan established goals, policies and design criteria to create a network of safe and efficient bicycle routes throughout the City of Atlanta. Reducing traffic congestion, improving air quality and providing Atlantans with high quality transportation choices were priorities of the On-Street Bike Plan and remain critical policy

3 Community Assessment

objectives in Atlanta today. Initial design work was completed by the Department of Public Works in 2005 for the 1995 Commuter On-Street Bike Plan. Through an ongoing partnership with the Path Foundation, the City is building multi-use trails within communities.

The smart growth zoning ordinances allows shared parking arrangements. The City does not currently have a policy that addresses shared parking for commercial and retail developments but it is recommended wherever possible. Currently a special permit is required for shared-use parking to reduce requirements for new spaces. Streamlining requirements would allow more new development to make shared parking arrangements.

Regional Identity

Each region should promote and preserve a regional “identity”, or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or shared characteristics.

Transportation has been the engine of growth and development of the City of Atlanta and in turn the Atlanta Region. The railroads, interstate highways and HJAIA are the threads that tie the economy of the region together. At the same time congestion, urban sprawl, poor air quality and loss of open space that has resulted due to the reliance of the automobile are some of the City's characteristics and that are often used to describe the Atlanta Region.

The Chattahoochee River, the tree canopy, the gently rolling terrain are natural resources that define the character of the region. Architectural styles and types in main streets and in historic neighborhoods, early development patterns are common elements that many communities in the Atlanta Region share. Historical events, from settlement starting in the 1830s, the Civil War, cotton production and the bowl weevil, to the Great Depression and the Civil Rights Movement, shape the Region's collective history. Historic sites in Atlanta: the MLK birth home, the Herndon Home, Auburn Ave, the Atlanta Cyclorama, the Margaret Mitchell House, the Wrens Nest and the Swan House, tell the story of significant events in the City's history that draws visitors to the City. However, preserving the past has been a struggle. Historic buildings have been demolished and replaced by new ones and parking lots. As a result, Atlanta has lost some of its unique characteristics, leading some to describe the City as not having a strong sense of place.

Forward thinking, ambitious, business oriented, coalition building and boosterism are some of the intangible defining features shared by the business and political leaders of the City of Atlanta. This approach and attitude has been a big factor in the growth and success of the City of Atlanta.

Infill Development

Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Since 2000, approximately 39,000 net building permits have been issued in the City of Atlanta. The location of many of these new units could be considered infill. The City of Atlanta has a very small amount of vacant and greenfield sites available for development. Most new development has occurred or will occur in underutilized parcels of land, such as greyfields and brownfields. The City of Atlanta has a brownfield redevelopment program that works to identify these sites.

To encourage infill development numerous plans have been approved for areas throughout the City. Redevelopment will be a primary focus for spurring economic development in portions of the City that are either “built-out” or have experienced disinvestment and decline. The City of Atlanta’s New Century Economic Development Plan identified 14 separate areas within the City that have suffered social and economic decline. Further, the City has placed emphasis on five of the 14 areas as economic development priority areas: Simpson Road, Campbellton Road, Memorial Drive, Donald Lee Hollowell Parkway and the Jonesboro Road corridors.

The purpose of creating a redevelopment plan is to revitalize a neighborhood and establish a proactive framework for its future growth. This is accomplished by identifying existing challenges, ways to overcome them, and creating a long-term vision for positive change. In these plans, inventories are taken of the quality of properties in those study areas and the potential for those areas to support redevelopment. Future land use and zoning changes are recommended by parcel and projects are recommended that support these changes and facilitate redevelopment. The plan is then adopted into the City’s Comprehensive Development Plan (CDP) and targeted actions consistent with the plan are taken by various parties to implement plan recommendations. As stand-alone documents, redevelopment plans serve as long-term guides to decision-making and investment.

As the City’s population has increased, demand for additional housing has followed. Demolition of existing homes and construction of new infill residential units has been a concern for many neighborhoods. At times these new houses are larger, taller and out of context with the neighboring homes and development pattern. In response to these issues, amendments to the Zoning Resolutions that address lot coverage, floor area ratios will be considered by City Council before the end of 2007.

Resource Conservation

Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community’s character.

The City of Atlanta’s historic fabric is a diverse collection of buildings, structures, objects, sites, and district which reflect all decades of the City’s past, embodies the wide variety of themes in the City’s history, and has significance for all of the City’s residents, workers, and visitors. These historic resources are essential in defining the City’s traditional character. The City’s traditional character is best described through the following inventories and designations of historic resources.

3 Community Assessment

The City's Historic Preservation Zoning Ordinance of 1989 (Ordinance) establishes categories of protection: Landmark and Historic for districts and individual buildings/sites, and Conservation just for districts. Currently, 57 buildings are designated as Landmark or Historic and 15 districts are designated as Landmark, Historic or Conservation.

The Atlanta Urban Design Commission (AUDC) has the responsibility for the protection of the City's historic resources and most other historic resource and historic preservation-related issues in which the City is involved. Each designated Landmark and Historic District has a set of customized design regulations to ensure that alterations, additions, new construction, and site work are compatible with the existing historic resources in each district, while demolitions of contributing structures are reviewed using a standard set of criteria that are the same for each district. A standard set of design regulations that are based on the U.S. Secretary of the Interior's Standards apply to the individual buildings/sites and the Conservation Districts. The demolition of individual Landmark Buildings/Sites are reviewed using the same standard criteria used for demolitions in Landmark and Historic Districts. The AUDC administers the Ordinance by issuing Certificates of Appropriateness as the first step in the building permits process for construction, renovation, or demolition are completed. This review and approval process is only required for districts and buildings designated under the Ordinance, as well as in several Special Public Interest (SPI) districts. The AUDC also provides comment or regulation as required by individual ordinances, such as the Subdivision Ordinance, and zoning applications (rezoning, variances, special use permits, etc.).

There are several issues and concerns regarding the City's historic resources that could ultimately affect the City's traditional character. These issues and concerns fall into two categories: awareness/education and implementation/enforcement.

Regarding awareness/education, there is a lack of research and information regarding a wide variety of Atlanta's historic resources, such as the remnants of the City's rural past, remnants of the City's industrial past, sites associated with the Civil Rights Movement, post-WWII neighborhoods, and abandoned cemeteries. Master and/or management plans are needed for some of the historic resources open to the public and/or managed by the City (parks, community centers, etc.). There is no ongoing and active education program for the general public, elected officials, other government agencies, developers, neighborhoods, etc. about historic resource protection and revitalization, preservation tools, or the role of historic preservation in the City's future. Not all development entities (public and private) are aware of historic preservation issues, potential historic resources and the support available to assist them.

Regarding implementation/enforcement, the number of neighborhoods and individual property owners seeking listing in the National Register of Historic Places and designation by the City is expected to increase due to: increased developmental pressures on historic intown neighborhoods, the recognition of designation as a revitalization tool; the various economic incentives which are available for designated properties; and the effect the Beltline will have on the awareness of historic resources along its corridor. However, even with this increased interest in listing and protection, the City has limited resources to respond to these requests, manage the subsequent processing of development-related applications for projects, enforce the regulations that come with designation under the Ordinance, and to directly assist with the improving or enhancing historic resources. Further, the City's current regulatory tools that protect designated historic resources do not address other problems that face non-designated historic areas and other areas with traditional character.

Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

The 1993 Parks Open Space and Greenways Plan; the 2000 Atlanta Community Greenspace Program; and the 2002 Parks and Greenspace Task Force Report have all proposed policies and actions to address greenspace issues. Atlanta's Project Greenspace, to be adopted in 2007, is building on prior planning initiatives by defining a comprehensive strategy and action plan that can be implemented to develop a world-class greenspace system for the future. All of these plans call for an increase in the amount of greenspace throughout the City. The Project Greenspace goal is to have 10.5 acres+ of parkland per 1,000 residents.

The City of Atlanta has been purchasing greenspace under the Greenways Acquisition Project. This project was undertaken as part of settlement of an enforcement action against the City of Atlanta for violations of the Federal Water Pollution Control Act and the Georgia Water Quality Control Act. Specifically, the Combined Sewer Overflow (CSO) Consent Decree signed in 1998 requires the City to implement a \$25 million program to acquire streamside buffers in the City of Atlanta and 14 counties in the Atlanta Region through March 2007. Under this program, the City of Atlanta's Department of Watershed purchased land and easements on 700 acres within the city limits and 1,187 acres outside of the city limits. Furthermore, the Parks Opportunity Bond has allocated \$35 million for park acquisitions.

The City of Atlanta has worked with conservation organizations such as the Trust for Public Land (TPL) the Arthur M. Blank Foundation's Inspiring Spaces Initiative and the Conservation Fund to preserve open space. The City of Atlanta has been working with TPL in the Chattahoochee River Land Protection Campaign. The City of Atlanta, BeltLine Inc and TPL are currently working to preserve land along the BeltLine. To date, almost 200 acres in the Westside Park (the former Bellwood Quarry), Four Corners Park in Peoplestown, and the new Boulevard Crossing Park, has been purchased. Redevelopment plans currently underway for the Lakewood Fairgrounds and Fort McPherson will most likely include greenspace.

Some SPI districts require open space in multifamily residential uses and public space in commercial uses. To further protect open space, the City of Atlanta will adopt a Conservation Subdivision Ordinance in 2007 to comply with the Metropolitan North Georgia Water Planning District's Watershed Management Plan.

Environmental Protection

Environmentally sensitive areas should be protected from negative imprints of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the terrain, drainage, and vegetation of an area should be preserved.

3 Community Assessment

Natural resources provide important environmental benefits to the residents and visitors of the City of Atlanta and are essential to sustain plant and animal life. Project Greenspace identifies many of the City's natural resources and includes goals and strategies to protect them. Moreover, the City of Atlanta has regulations to protect natural resources from the adverse impacts of development and human activities.

Atlanta's tree canopy is consistently identified as an important key resource in the City's quality of life. Chapter 158 (Vegetation) of the City of Atlanta Code of Ordinances set standards for tree protection. The Tree Protection Ordinance requires a permit for the direct or indirect removal or destruction of any trees having a diameter at breast height (DBH) of six inches or greater. Applicants are required to minimize impacts to trees on the site (particularly mature trees) and to plant trees to replace those destroyed. The regulations provide for "recompense" to the tree trust fund based on the differences between the number and total DBH of the trees removed or destroyed and number and total DBH of the trees replaced on the site. This ordinance also includes minimum requirements for parking lot landscaping

Regulations to protect environmentally sensitive resources are set forth in Chapter 74 (Environment) of the City of Atlanta Code of Ordinances. The Soil Erosion and Sedimentation Control article establishes standards to control erosion and sedimentation impacts caused by land-disturbing activities on surface waters and other environmental resources within the City. Applicants are required to submit soil erosion and sedimentation control plans that specify "best management practices" or measures to be used to control erosion and sedimentation pollution during all stages of the land-disturbing activity.

The Post Development Stormwater Management article sets standards to protect water resources from degradation caused by post-development stormwater runoff, including increases in stormwater rates and volumes, post-construction soil erosion and sedimentation, stream channel erosion, and nonpoint source pollution. Applicants are required to submit a stormwater management plan detailing how post-development stormwater runoff will be controlled and managed in accordance with the requirements of the ordinance. Regulations require new development and redevelopment maintain a peak rate of stormwater discharge not more than 70 percent of the pre-development peak discharge at all times during and after the development of the property.

The Flood Area Ordinance regulates and restricts land disturbance and construction within floodways and floodplains. Atlanta's floodplain regulations are more restrictive than many other municipal ordinances in that they prohibit new construction within the 100-year floodplain. No fill or other encroachments that would impede the ability to convey and discharge the water resulting from the 100-year flood are permitted within the floodway. Earth-disturbing activities within the designated floodplain must result in "no net loss" of existing flood volume or expansion of a flood hazard area as determined by engineering calculations.

The Riparian Buffer Ordinance has requirements for the establishment, protection, and maintenance of natural vegetative buffers along the city's streams and rivers. Both perennial and intermittent streams are required to have a 75-foot buffer measured from the top of the stream bank. If a jurisdictional wetland is present, the buffer must include the wetland and extend at least 25 feet beyond the wetland edge.

Wetland Protection Regulations protect the environmental integrity of freshwater wetlands within the City of Atlanta. It does not impose any wetland protection requirements beyond the U.S. Army Corps of Engineers (USACOE) requirements under Section 404 of the Clean Water Act.

Social and Economic Development

Growth Preparedness

Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

The City of Atlanta's Code of Ordinances calls for the development of a Comprehensive Development Plan to guide growth and development. The plan is also required by the Minimum Planning Standards for the City to maintain its Qualified Local Government Status. Grant funding is often tied to this designation. The twenty year Comprehensive Plan, prepared every 3 to 5 years, contains comprehensive development goals, policies, and objectives for both the entire city and for individual geographic areas and communities within the city. The plan also incorporates information regarding transportation, parks and recreation, community facilities, housing, land use, policies and implementation strategies for a 15 year time frame. In addition, the plan is required to include a land use map to guide growth as well as goals and objectives based on the existing and projected demographic and socioeconomic data. Twenty year demographic projections are prepared by the City of Atlanta's Bureau of Planning and are used by other departments and agencies throughout the City. The Capital Improvements Program is based on population projections as well as other factors. In addition to the Comprehensive Development Plan, corridor studies, Livable Center's Initiative (LCI) studies and plans for specific geographic areas of the City have been adopted by the City of Atlanta.

Moreover, as called for in the Georgia Planning Act, the City of Atlanta prepares a Comprehensive Plan, Short Term Work Program and Capital Improvements Element according to the Minimum Planning Standards and the time frame required by the Georgia Department of Community Affairs.

The City of Atlanta has adopted the "New Century Economic Development Plan for the City of Atlanta" (updated July 14, 2005) which outlines the three primary components of the economy: Healthy Neighborhoods and Quality of Life, Economic Opportunity, and Physical Infrastructure". As a result of this "umbrella" plan the City has been able to identify issues, opportunities and actions which will achieve the stated goals. The City's strategy for growth is to achieve a balance in the preservation of existing single-family neighborhoods and sensitive areas as well as providing opportunities for new development to accommodate population and employment growth at major activity centers and along major corridors with appropriate density and mix of uses.

This plan also identified an action plan which includes Citywide focus on: target industries, business recruitment, retention, and expansion, the Beltline, the Downtown and Brand Atlanta Campaign, economic vitality in underserved areas, business climate, workforce housing, capital available for development, crime rate, public schools, and parks and greenspace. The City identified seven goals by 2009 based on the action plan:

- Create 60,000 new jobs
- Create 24,000 new metro jobs related to the airport growth and expansion
- Grow property value in the City by \$26B

3 Community Assessment

- Add 10,000 new workforce housing units by use of City incentives
- Decrease the city's crime rate to 5,600 crimes per 100,000 residents
- Increase the high school completion rate of Atlanta Public School students to 72%
- Add 1,900 acres of dedicated parks and greenspace

To this end, the City has undergone a variety of plans for LCI designated areas and corridor studies to determine the best land use for underserved areas as well as when infrastructure projects support the plans. These studies recommend implementing zoning changes such as the Quality of Life District, Neighborhood Commercial Zoning and SPI Zoning to create positive growth in the City. Each year the City updates the Capital Improvement Program is updated to support current and future growth based on these priorities. These initiatives provide the framework to foster and control development in the City.

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skilled job opportunities.

The Atlanta Development Authority (ADA) is a public authority created by the City of Atlanta to promote the revitalization and growth of the City through a comprehensive and centralized program focusing on community development and redevelopment. It represents a consolidation of the City's economic and community development efforts in real estate, finance, marketing and employment, for the purpose of providing a focal point for improving Atlanta's neighborhoods and the quality of life for all its citizens. The ADA has a variety of incentives in place, including tax credits, tax abatements, Urban Enterprise Zones, and small business assistance to name a few, which encourage additional business in the City. The ADA works with a variety of economic development organizations to create development strategies for business development based on the City's strengths, assets, opportunities and weaknesses. Moreover, the Atlanta Development Authority is actively pursuing incentives for relocation and expansion, promoting Atlanta as a great place to live, supporting the growth of small business, and creating a comprehensive program to drive retention and expansion of existing business.

The City of Atlanta has a diverse employment base with no single industry and employer dominating the market. Based on an evaluation of existing business types in our community, several target industries have been identified as the focus of our business retention and expansion plan. These industries are compatible with the City of Atlanta's existing business patterns. The City of Atlanta has prioritized these criteria to evaluate target industries with the greatest potential for job creation: large cluster industries, significant near growth prospects and actions by the City that can make a positive impact. The following industries are targeted for growth:

- Transportation, logistics and distribution
- Hotels, tourism, and entertainment
- Health services
- Higher education and bioscience

Other target industries that are identified for expansion are: retail, high tech communications, construction, music, film, and video production and financial institutions.

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

The City of Atlanta has a diverse economy with no sector dominating it. Public Administration and Professional, Scientific, and Technical Services, the sectors with the largest share of jobs, have 12% and 11% of employment respectively. However there has been an overall decline in the number of manufacturing and warehousing jobs. These are generally good paying jobs for skilled workers without a college education. The employment information from the US Census economic data shows that there were approximately 425,000 jobs in the City of Atlanta in 2006 and an average of 21,000 jobs were created each quarter. The variety of jobs available in the City requires a wide range of educational and skill set requirements. By focusing on many target industries, the City of Atlanta will be able to ensure that a wide range of jobs from transportation and logistics to FIRE and managerial are available. The City is working on expanding both high and low-skilled jobs in the City. The City of Atlanta's economic development program has an entrepreneur and small businesses support program to promote the development of a smaller retail and service business sectors. These businesses will provide job opportunities and will further diversify the local workforce.

To enable City of Atlanta residents and businesses to participate in business development and make a positive impact on the greater picture of Atlanta as a prosperous city, the Atlanta Workforce Development Agency, which is a Bureau in the City of Atlanta government, administers employment and training programs under the Workforce Investment Act (WIA). Each local area has a Board of Directors and a physical location or a "One-Stop-Center" which provides workforce development services which train people for jobs in the target industries as well as other areas. They partner with the state, community colleges, public schools and faith based organizations to coordinate workforce development efforts across the city.

Housing Choices

A range of size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and a range of housing choice to meet market needs.

A range of housing choices from cost, size, age and type are available in the City of Atlanta. Approximately 57% housing units are single family homes (1-4 units) and 43% are multi-family homes (5+ units). The number of multi-family homes is increasing. Between 2000 and 2006, 80% of the homes built were multi-family homes. Most of these new multifamily units are located along major corridors and are located in the City's major employment centers – Downtown, Midtown and Buckhead. These residential developments are supported by the land use policies to promote nodal development, to promote residential density near available infrastructure, to develop transit station areas and to minimize urban sprawl.

3 Community Assessment

The Land Use Map and Zoning Ordinances include many residential districts that allow for a variety of housing types and densities. The Land Use Map includes Single Family Residential to Very High Density Residential land uses (describe the allowed densities). The Zoning Resolution contains many residential zoning categories that allow for a range of densities from R-1 to RG-6 and MR-6. The minimum lot sizes range from 2 acres, allowed in R-1 to 2,800 square foot lots allowed in R-4B. Many homes were built in the early to mid 1900s, prior the City of Atlanta's Zoning Ordinance of 1982; therefore the City recognizes many of these small lots as lots of record and are therefore buildable lots. The density ranges allowed in the residential zoning districts vary from one home per two acres in the R-1 district to XX allowed in the RG-6 district (what is the max density).

Residential developments are encouraged to be compatible with their surrounding community. Following the same street pattern and street design is required in neighborhoods designated historic and encouraged in other neighborhoods and in SPI districts. A draft Residential Scale Ordinance is currently under consideration to ensure that new construction is compatible with the scale of existing houses.

Numerous zoning classifications allow for multi-family development such as: R-G (Residential General) Districts, MRC and Commercial Zoning Districts (include units per acre). Moreover, the MRC zoning districts, allow for the combination of live-work mixed use developments. Examples of this type of development include: Atlantic Station and Glenwood Park. Loft developments have proven to be an attractive house type in older industrial corridors of the City of Atlanta such as Castleberry Hill, along Marietta Boulevard, and the Fairlie Poplar District downtown. To encourage a diversity of housing types, some multi-family and mixed-use zoning districts allow accessory units like garage apartments or mother-in-law units. These types of accessory units are common in many of the older neighborhoods. Allowing these accessory units in certain single-family residential districts will be considered.

Most new housing, particularly multi-family development, will be located in land that will be redeveloped. For example, City Hall East, the former Sears distribution facility, will be redeveloped into a mixed use development with xx housing units. Plans are underway for the redevelopment of the land along the BeltLine, the Lakewood Fairgrounds, and Fort McPherson. All of these redevelopments will include a range of housing types. However, there is some vacant land in the City of Atlanta. In 2004, 12% of the land in the City of Atlanta was classified as vacant. The Fulton Atlanta Land-bank Authority is one depository for available land for development

While there is a range in the price of housing in the City of Atlanta, there is a need for an increased availability of workforce and affordable housing. Former housing developments operated by the Atlanta Housing Authority have been redeveloped into mixed income communities. This has resulted in a net loss of subsidized housing. Many of the new private housing units being built through out the City are not affordable to those that work in the City. Moreover, the increase in population has led to an increase demand in housing. As a result the cost of the existing housing stock has also increased. These factors have resulted in housing that is increasingly out of reach for the workforce and residents of the City of Atlanta.

As housing costs increase citywide, providing affordable housing is a challenge. Recent studies also suggest a need for affordable, workforce, and low-income housing. For example, salaries for police employees generally do not sustain living in the City at the current prices of housing. There are several existing programs (through tax abatement programs, zoning bonus incentives, etc.) to address this issue. The Bureau of

Housing is working on an Inclusionary Zoning Ordinance to provide density bonuses for the construction of workforce housing. Several of the Tax Allocation Districts, including the Beltline TAD, call for the construction of workforce housing units. Between 2004 and 2006, almost 4,000 affordable housing units were built.

The City of Atlanta is committed to the development of housing for all income levels. The City supports a number of Community Development Corporations (CDC) who build affordable and low-income housing through various subsidies. In 2004, Mayor Shirley Franklin established a goal of creating 10,000 units of affordable workforce housing by 2009. To assist in accomplishing this endeavor, the City of Atlanta, the Atlanta Housing Authority and the Atlanta Development Authority, have partnered together to implement a new \$75 million workforce housing initiative for persons and families who desire to reside in the City of Atlanta. The single family mortgage assistance program is the first initiative that will be implemented.

The City of Atlanta does not have programs for households with special needs; however, housing programs for rehabilitation of single-family homes for the elderly and housing to the homeless via the Gateway Center are available. Other housing programs for households in Atlanta with special needs are provided by Fulton County.

Educational Opportunities

Education and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt technological advances and pursue entrepreneurial ambition.

Approximately 45 accredited colleges and universities are located in the City of Atlanta and the Atlanta Region. Many top colleges and universities including Georgia State University, Georgia Institute of Technology, Spelman College, Morehouse College, Morehouse School of Medicine, Clark Atlanta, Morris Brown College, American Intercontinental University, Art Institute of Atlanta, and the Savannah College of Art and Design are located in the City of Atlanta. Georgia State University a public, four-year school offers a comprehensive selection of degrees and services. The colleges at the Atlanta University Center are a private, not-for profit four-year schools that offer a range of undergraduate and graduate programs. The Georgia Institute of Technology is a specialty/professional school with extensive facilities and technology focusing on science and engineering. The Savannah College of Art and Design, a recent addition to the City, is a private, four-year school which focuses on the arts. There are also a variety of two-year schools such as the Atlanta Technical College and Bauder College.

Atlanta's educational system has formed a consortium called ARCHE (Atlanta Consortium for Higher Education) which was created to expand opportunities, foster cultural diversity and provide students with access to a variety of programs within their school and through other participating schools. According to a study by ARCHS, Atlanta ranks second nationally in the production of engineering and related technology graduates and fourth in computer science degrees. With such a large concentration of colleges, universities and technical schools, and even private training programs, numerous resources are available for continuing education, executive employee training, and research and development opportunities.

3 Community Assessment

The Atlanta Workforce Development Agency (AWDA), a Bureau of the City of Atlanta under the Executive Offices of the Mayor, offers a wide variety of training opportunities for youth and adults to foster their educational and professional development. The mission of the Atlanta Workforce Development Board (AWDB) is to promote a workforce development system that meets the needs of businesses, job seekers, and workers while ensuring that the City of Atlanta maintains a strong and vibrant economy.

The Atlanta One-Stop Center operated by AWDA seeks to provide quality workforce development services to Atlanta residents and the business community. The Atlanta One-Stop Center connects qualified job seekers to employers, provides comprehensive assessments for residents seeking training or jobs and offers its services and facility as "Your Only Stop" for continued workforce solutions. Workforce solutions are delivered by a consortium of training providers, One-Stop partners, educational, community and faith based organizations.

Governmental Relations

Local Self-determination

Communities should be allowed to develop and work toward achieving their own vision for the future. Where the state seeks to achieve particular objectives, state financial and technical assistance should be used as the incentive to encourage local government conformance to those objectives.

Community participation is integral to many of the activities undertaken by the City of Atlanta. The community participation process is formalized in the City of Atlanta Municipal code. It sets up a process for neighborhood planning by creating Neighborhood Planning Units (NPU's) and spelling out their role. The Neighborhood Planning Units provide input into the development of the comprehensive plan and make recommendations to the City of Atlanta on a wide range of topics including land use, zoning, transportation, open space and parks, community facilities and environmental quality. The 25 Neighborhood Planning Units meet every month and provide recommendations to the City of Atlanta on rezoning, subdivision and variance applications, Zoning Resolution Amendments, Comprehensive Plan amendments and other matters. Over the years, the NPU's have become very knowledgeable of the development process and regulations.

Community participation and community awareness are essential components to all of the planning efforts conducted by the City of Atlanta. Thru the community participation process, City of Atlanta staff reaches out to community members to ensure broad participation. Moreover, community members are involved in developing a vision, goals and recommendations for each of the plans by attending community meetings, participating advisory committees, by submitting comments among other methods. During the planning process, advisory boards are often created to allow for more extensive participation.

Regional Cooperation

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

Many of the challenges facing the City of Atlanta are regional in nature. To address these complex issues, the City of Atlanta has been at the forefront of regional cooperation and planning. In 1947, the City of Atlanta along with Fulton and DeKalb Counties created the Metropolitan Planning Commission, the predecessor of the Atlanta Regional Commission (ARC). The City of Atlanta is a member of the ARC, the 10 county regional planning and intergovernmental agency. The mayor and a city council member serve on the ARC Board. In addition, elected officials and city staff serve on the Environment and Land Use, Transportation and Air Quality, Land Use Coordinating and the Transportation Coordinating committees. The City of Atlanta participates in ARC's transportation planning process that results in the adoption of the Regional Transportation Plan and the Transportation Improvement Plan as well as other studies and initiatives. Moreover, the City of Atlanta works cooperatively with sixteen counties in the region by participating in the Metropolitan North Georgia Water Planning. The City of Atlanta Mayor is a member of the District Governing Board. The District establishes policy, creates plans and promotes intergovernmental coordination of all water issues.

The City of Atlanta along with Fulton County and the other nine cities in the County adopted a Service Delivery Strategy (SDS) in 1999, in response to the 1997 Service Delivery Strategy Act. The SDS identifies service arrangements for 54 services. The agreements were re-evaluated and adopted in 2005 at the time that all local governments were required to adopt new 10 year Comprehensive Plans. The City of Atlanta is currently working with DeKalb County to update its Service Delivery Strategy.

Transportation has played a key role in the development of the City and region. The City of Atlanta has played a leadership role in the development of key transportation infrastructure crucial to the success of the Atlanta Region. In 1968, the residents of Atlanta, joined residents in DeKalb and Fulton Counties, in approving a referendum to designate a one cent sales tax to fund the Metropolitan Atlanta Regional Transit Authority (MARTA). Revenue from the one cent sales tax provides 67% of MARTA's annual budget. The City Council recently adopted legislation extending the one cent sales tax until 2047 to provide MARTA with the ability to expand its operations. It is the ninth largest transit system in the nation and the only one that doesn't receive state funding.

The City of Atlanta's Department of Aviation is responsible for the operation of the Hartsfield-Jackson Atlanta International Airport HJAIA. HJAIA is one of the key reasons many companies are located in the Atlanta Region. The Airport is the principal airport serving Georgia and the Southeastern US. It has been the world's busiest passenger airport for many years and it is gaining importance in the transportation of air cargo and freight. Currently it is one of the top 10 cargo airports in the US. The total annual, regional economic impact of the Airport is more than \$18.7 billion.

The City of Atlanta is a leader in the arts. It provided funding for the Metro Atlanta Arts and Culture Coalition, a six county coalition to support arts and culture in the region. More recently, Mayor Shirley Franklin's Arts and Culture Task Force is proposing the creation of the Cultural Investment Fund. The Cultural Investment Fund will create a mechanism to provide funding to arts and cultural organization. Initially the fund will benefit arts and cultural organization in the City of Atlanta. Task Force members hope that it will become a regional funding source.

3 Community Assessment

Atlanta Mayor Shirley Franklin, working with the United Way, has taken a leadership role in developing a regional approach to eliminate and prevent homelessness. In 2003, the Commission on Homelessness presented the Blueprint to End Homelessness in Atlanta in Ten Years. The plan serves as the framework for the City of Atlanta, Clayton, Cobb, Dekalb, Douglas, Fulton, Gwinnett and Rockdale Counties to provide service and address issues facing the homeless population.

The Atlanta Police department cooperates actively with Fulton County, MARTA, and other police departments; county sheriff and district attorney; State GBI and State Patrol; city schools, court, detention center, and traffic engineers; Atlanta Fire and Rescue Department; Atlanta-Fulton County Emergency Management Agency; and emergency medical services in emergency management and law enforcement.

Areas Requiring Special Attention

Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development

Natural Resources

- Chattahoochee River Corridor
- Thick tree canopy
- Rare birds, native to landscape
- Piedmont Park
- Freedom Park
- Water resources
 - Greenway corridors
 - Stream buffers
 - Nancy Creek
 - Drinking water sources
 - Creek beds particularly along Peachtree Creek
- Vistas and view sheds: The vista and viewsheds are most common in Northwest, West, Southwest, and extreme Southeast portions of the City. They are often found along old ferry or mill roads, and along lesser developing former farm roads.
- Other: old growth stands of trees, stone/boulder outcroppings, and dramatic exposed slopes would also be natural resources requiring special attention. This would be combined with the "vistas and viewsheds" comment above or the comment on "areas that retain rural/agricultural landscape" in the cultural resources section.

Cultural Resources

Post WWII neighborhoods as well as post WWII commercial, industrial, and institutional architecture, which like the neighborhoods are much less understood and documented.

Properties along the BeltLine

Virginia Highlands, Morningside, Castleberry Hill and other National Register of Historic Places listed or potentially listed neighborhoods experiencing substantial infill.

Areas that retain rural/agricultural landscape particularly Bolton Road, Campbellton Road, South Fulton Road,

LCI corridors, such as Bankhead Hwy, and MARTA stations as well as the economic priority areas.

Archeological and Civil War related sites as well as sites associated with the Civil Rights Movement.

Areas where rapid development or change of land uses is likely to occur

The following areas are expected to experience rapid development accompanied by changing land uses in coming years. In many of the areas, existing economic pressures are driving rapid growth and redevelopment, while other areas have been targeted by planners and policy makers for land use changes coupled with economic development public investment incentives, which are expected to bring rapid development.

Areas where growth and land use changes are likely to occur are:

Economic Development Priority Areas

- Campbellton Road
- Donald Lee Hollowell Parkway
- Jonesboro Road
- Memorial Drive Corridor
- Simpson Road
- Stadium neighborhoods:
 - Mechanicsville
 - Peoplestown
 - Pittsburgh
 - Summerhill

Livable Centers Initiative Areas:

- City Center LCI (2001)
- Greenbriar Mall LCI (2001)
- Memorial Drive Corridor LCI (2001)
- West End LCI (2001)
- Bolton/Moores Mill LCI (2002)
- Buckhead Village LCI (2002)
- HE Holmes MARTA LCI (2002)
- JSA/McGill LCI (2003)
- Midtown LCI (2004)
- Oakland City/Lakewood LCI (2004)
- Upper Westside LCI (2004)
- Bankhead MARTA LCI (2006)
- South Moreland (2007)
- West Lake MARTA LCI (2007)

Other areas currently where growth and land use changes are likely to occur:

- Downtown, Midtown and Buckhead Business Districts: These areas have had high level of development activity over the past several years. These three areas led the city in the number of residential housing

units permitted and in population growth. Growth and development will be directed to these areas in the future.

- Near-core Neighborhoods: Neighborhoods near downtown and Atlanta's inner core are currently and will be the most attractive areas for infill development in the city. This process has already begun in north and northeast Atlanta and the pattern is now moving both clockwise and counterclockwise, toward the south and west, around the inner core
- BeltLine Redevelopment Area: Areas concentrated around the Beltline will likely see both planned and unplanned forms of rapid development and land use changes. There will be significant new residential and mixed use development in south and west Atlanta, concentrated around the Beltline, on former industrial and commercial properties. Environmental remediation will challenge the economics of new development in the short term. The areas most susceptible to change are at the intersection of the Beltline with major through-city streets and near MARTA stations. Areas where development will most likely occur are:
 - University Avenue
 - White Street/Donnelly Avenue
 - Jefferson Street
 - Huff Road
 - Old Fourth Ward/City Hall East and south to DeKalb Avenue
 - Bill Kennedy Way
 - Englewood Avenue/Grant Circle
- Peachtree Corridor: While this corridor is currently Atlanta's economic center, there is still a vast amount of development potential from Brookwood to Fort McPherson in the south. This development activity will be fueled by the Peachtree Taskforce recommendations for a street car to run along the full corridor.
- Other Corridors:
 - Cheshire Bridge Road
 - Midtown West (Northside Drive Corridor & Georgia Tech Environs)
 - Georgia State University
 - South Atlanta/Pryor Road
 - Fort MacPhearson
 - Northwest Atlanta
 - Buckhead Village
 - Dekalb Avenue Corridor
 - Downtown "Gulch" between Five Points MARTA station and CNN Center
 - Centennial Park Area
 - Ivan Allen Boulevard
 - Atlantic Station
 - Howell Mill Rd.
 - Huff Road.
 - Upper West Side
 - Midtown: Spring Street & West Peachtree Street corridors
 - Castleberry Hill

3 Community Assessment

- Turner Field Parking Lots
- NPUs Q, P& R (Ben Hill & Niskey Lake)

Redevelopment of Industrial Areas

Atlanta has a large inventory of vacant and underutilized industrial properties, particularly along rail corridors such as the BeltLine. In many cases, development pressures are encouraging residential and mixed-use redevelopment of these sites. While overall this redevelopment is an encouraging sign, this phenomenon is contributing to a decrease in the City's Industrial employment base. As these sites are re-zoned and converted to residential uses, the City is quickly losing its already diminished inventory of large industrial-zoned sites. A concerted effort must be made to preserve industrial land within the city. Areas with experiencing pressures to convert industrial land to other non-industrial uses include:

- Industrial Properties adjacent to the Proposed BeltLine Corridor
- Cheshire Bridge Corridor
- Armour Industrial Yard
- Northside Drive Corridor
- Chattahoochee Industrial park
- Huff Road Corridor
- Howell Mill Road Corridor
- Ellsworth Industrial Park
- Memorial Drive Corridor
- Dekalb Avenue Corridor
- Large Portions of NPU D, particularly adjacent to rail yards.

Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation

Currently the needs of the existing population in many cases outpace the availability of community facilities, particularly transportation. All areas of Atlanta, the near-core neighborhoods most critically, will be strained by the projected demographic growth. Northeast Atlanta will likely show signs of outpaced transportation facilities first; however, south and west Atlanta have had less investment in infrastructure investment in the past and will quickly show an acute lack of community facilities and services. The specific needs are discussed below.

Transportation: Transportation facilities will be addressed in the Comprehensive Transportation Plan. Areas with rapid growth such as Downtown, Midtown and Buckhead experience the worse congestion. Other areas, such as NPU P, don't have an extensive road network to handle increased demand. Road connecting East-West are lacking. Transit service doesn't meet the existing needs.

Sewer and Water: Some parts of the City use septic systems, mainly in SW Atlanta/NPU P. Sewer work is currently being undertaken by the Department of Watershed Management. However, some sewer and water basins might not be able to meet future demands.

Parks and Greenspace: Greenspace planning now being studied by Project Greenspace. Maintaining open space and meeting park needs will be a challenge in Buckhead and areas that have been developed at the highest density.

Other City Services and Municipal Government: Police, fire, and solid waste will be quickly stretched thin without expanded investment and planning – straining of services will extend into City operating departments

Areas in need of redevelopment and/or significant improvement to aesthetics or attractiveness (including strip commercial corridors)

Through its planning activities, the City of Atlanta has recognized many areas and corridors which could benefit from redevelopment and aesthetic improvements. These include both areas that are currently economically viable, yet are not reflective of a first-class urban environment; as well as areas that are currently economically depressed, yet have enormous potential for improvement through redevelopment and public investment. All of these areas would benefit from special attention to encourage and manage improvement.

Economic Development Priority Areas

The highest priority targets for redevelopment and improvement are the six Economic Development Priority Areas that were identified in the City's 2004 New Century Economic Development Plan, all of which exhibit not only significant levels of poverty, unemployment and disinvestment, but also potential for improvement with concerted public investment and economic development. The six areas meet the following criteria identified in the economic development plan:

1. Additional focus by the City and ADA will impact job creation, residential, and commercial development in the near-term
2. Significant developable area is available
3. Supports affordable housing growth goals and mixed use communities
4. Attracts goods and services for the existing revitalizing neighborhoods
5. Enhances usage of transit infrastructure
6. Aligns with employment centers
7. Provides greenspace opportunities
8. Can be implemented with planning tools and incentives

These areas and corridors are:

1. Campbellton Road
2. Donald Lee Hollowell Parkway
3. Jonesboro Road
4. Memorial Drive Corridor
5. Simpson Road
6. Stadium neighborhoods
 - a. Mechanicsville

3 Community Assessment

- b. Peoplestown
- c. Pittsburgh
- d. Summerhill

LCI Areas

14 areas within the City of Atlanta have been designated by the Atlanta Regional Commission as Livable Cities Initiatives Study areas because of their potential to become vital & sustainable activity hubs which support the City's long term growth strategies. All these LCI areas have already been recognized as significant opportunities for redevelopment planning and implementation. They have all undergone extensive planning and public involvement processes, and provided with short and long term implementation plans. The LCI status qualifies these areas to access additional state and federal matching funds, allowing local funds to be significantly leveraged. For this reason, the implementation of these plans should remain a priority for the City of Atlanta. The areas are:

1. City Center LCI -(2001)
2. Greenbriar Mall LCI-(2001)
3. Memorial Drive Corridor LCI-(2001)
4. West End LCI-(2001)
5. Bolton/Moores Mill LCI-(2002)
6. Buckhead Village LCI-(2002)
7. HE Holmes MARTA LCI-(2002)
8. JSA/McGill LCI-(2003)
9. Midtown LCI-(2004)
10. Oakland City/Lakewood LCI-(2004)
11. Upper Westside LCI-(2004)
12. Bankhead MARTA LCI-(2006)
13. South Moreland-(2007)
14. West Lake MARTA LCI-(2007)

As additional areas within the City are designated as LCI communities, they too shall be considered priority areas for planning, implementation of capital projects, and redevelopment.

BeltLine Redevelopment Areas

Another great opportunity for redevelopment and improvement is defined in the BeltLine redevelopment area in which many properties have a high potential for redevelopment and aesthetic improvement. The BeltLine project, as outlined in the 2005 Atlanta BeltLine Redevelopment Plan and defined by the Atlanta BeltLine Tax Allocation District and BeltLine Overlay zoning district, identifies long-term development / redevelopment strategies and short-term recommendations for public and private investment with concentrations on improving and creating parks and trails, building transit and workforce housing, remediating brownfields, and preserving historical resources. It provides a framework for development over the next 25 years along the Beltline, establishes preliminary standards for land use and zoning, and recommends transportation improvement projects to facilitate future development / redevelopment.

Other Areas and Corridors

Several other areas and corridors have been identified by the City as significant planning opportunities for redevelopment and/or aesthetic improvement. Each of these have already undergone significant planning and public involvement to begin to identify future planning activities. These corridors and areas include:

1. Boulevard / Boulevard Drive Corridor
2. Cascade Road Corridor
3. Cheshire Bridge Road Corridor
4. Cleveland Avenue Corridor
5. Fort McPherson
6. Howell Mill Road Corridor
7. James Jackson Parkway / HE Holmes Drive Corridor
8. Lakewood Fairgrounds
9. Martin Luther King Jr. Drive Corridor
10. Metropolitan Parkway Corridor
11. Moreland Avenue Corridor
12. Northside Drive Corridor
13. Peachtree Road / Whitehall Street / Lee Street Corridor
14. Piedmont Road Corridor
15. Ponce de Leon Corridor

Other corridors with redevelopment opportunities are: Ben Mays Dr., Glenwood Ave, DeKalb Ave., JL Lowery Blvd., Hollywood Rd, Perry Blvd., Bolton Rd., Marietta Blvd. Marietta Rd., Flat Shoals Ave, Hosea Williams Dr., McLendon Ave., Buford Hwy., Peachtree Dunwoody Rd., Roswell Rd.

Large abandoned structures or sites, including those that may be environmentally contaminated

Large abandoned structures and sites that may be contaminated typify brownfields. Brownfields are properties that are abandoned or underutilized because of actual or perceived contamination, which makes their redevelopment difficult. Visual evidence of a brownfield site include old rail tracks, large old and vacant buildings, abandoned machinery/equipment and/or large concrete slabs or paving. Through the City's Sustainable Brownfield Redevelopment Project, efforts are underway to compile a geographic database that will list, categorize and map the suspected brownfields throughout the City. This will be available to the public in the fall of 2007.

Areas/communities where there are brownfield sites require special attention because they pose a threat to the community in terms of safety, health, future investment. These sites represent economically unproductive real estate that produces negative returns since the presence of these sites leads to disinvestment throughout the community. Brownfield sites are especially difficult to redevelop into a productive use because of the potential environmental contamination, the extra cost of corrective action (clean-up or caps) and legal ramifications that can arise. The State of Georgia Environmental Protection Department

3 Community Assessment

(EPD) and the United States Environmental Protection Agency (EPA) have programs that offer grant funding in order to provide incentives (and in some case legal protection) for the identification, assessment, and corrective action for the subsequent redevelopment of these difficult sites.

The City is a recipient of EPA grant funding for the identification and assessment of brownfield sites citywide. The identification of these sites and the formation of a geographic database is a key component of the current program. Once the sites have been identified the next step is to prioritize the sites such that those that pose the biggest threat to communities and have the best potential for successful redevelopment are given special attention.

Thus far, areas of the city that have been identified as requiring special attention due to large abandoned buildings that may be contaminated are the old abandoned industrial sites along the rail segments that make up the BeltLine (see map). Other areas of the city that are being given special attention due to their previous varied industrial uses are the Mayor's six priority areas, Donald Lee Hollowell Parkway, Jonesboro Road, Simpson Road, Martin Luther King, Jr. Drive, Campbellton Road and the Stadium Neighborhoods (see map).

Areas with significant infill development opportunities (scattered vacant sites)

The term infill has many definitions. Some times the word is used to define new construction on vacant parcels, others, it refers to new single family homes that replace existing ones. The new home may be inconsistent in size with the existing houses in the neighborhood.

The diminishing supply of land In the City of Atlanta, the high cost of building additional infrastructure, and the social and economic costs of vacant and abandoned properties all contribute to an economic environment which supports infill development. Infill development allows communities to maximize existing infrastructure and increase densities to levels that will support neighborhood amenities such as retail and transit. Infill development must be carefully managed to make sure that new infill development is consistent with neighborhood character and land use and development plans.

Areas with high levels of housing abandonment

Many single-family residential neighborhoods have seen a sharp increase in the abandonment and vandalism of homes and properties due to economic forces such as high foreclosure rates stemming from sub-prime lending, mortgage fraud, and a thriving black-market for home-building materials such as copper, which encourages theft and vandalism. Residential neighborhoods hit hardest by disinvestment and abandonment tend to be located in the south and west sides of the city. This abandonment, however, creates opportunity, providing sites for infill development and reducing demand for green-field development. Areas especially impacted by disinvestment with large inventories of vacant and abandoned properties include:

- Polar Rock
- Sylvan Hills
- English Avenue
- Vine City

All of the City's Economic Development Priority areas have large inventories of vacant and abandoned properties suitable for infill development, including:

1. Campbellton Road
2. Donald Lee Hollowell Parkway
3. Jonesboro Road
4. Memorial Drive Corridor
5. Simpson Road
6. Stadium neighborhoods:
 - o Mechanicsville
 - o Peoplestown
 - o Pittsburgh
 - o Summerhill

BeltLine

Atlanta has a large inventory of vacant and underutilized industrial properties, particularly along rail corridors such as the BeltLine. These offer excellent opportunities for infill-development, although it is important to retain commercial and industrial uses in these areas to retain an employment base along the BeltLine corridor and create transit accessible jobs throughout the city of Atlanta.

MARTA Station areas

Most MARTA stations outside the Downtown & Midtown core are surrounded by large MARTA-owned surface parking lots. Every station area has been part of an LCI study which supports the consolidation of the parking areas to allow for development of surface parking lots as part of a larger transit-oriented development.

Downtown and Midtown infill opportunities.

In Downtown, Midtown, Buckhead there has been significant infill development. These developments have included a significant amount of highrise (more than 20 stories tall) residential developments, as well as some new hotels and office developments. All of these developments have included ground-floor accessory retail. These areas still have large numbers of vacant lots and surface parking lots that could be developed. More specifically: Downtown south of Marietta Street, North of Underground, the site of the old World of Coke, Peachtree Street between Ralph McGill and North Avenue, scattered lots around Centennial Olympic Park.

Older strip commercial shopping centers

Many older strip commercial shopping centers have the potential to consolidate parking and redevelop street-facing parking areas with infill development. Many of Atlanta's traditional auto-oriented commercial centers have recently been redeveloped in this way, most notably in the Lindbergh Area. Some potential areas include:

3 Community Assessment

- Strip commercial shopping centers along Metropolitan Parkway
- Strip commercial shopping centers along Roswell Road
- Strip commercial shopping centers along Piedmont Avenue/Road
- Strip commercial shopping centers along Marietta Blvd. near Bolton Road
- Strip commercial shopping centers along West Paces Ferry Road near Northside Parkway
- Greenbriar Mall
- West End Mall

Areas of significant disinvestment, levels of poverty and/or unemployment substantially higher than average levels for the community as a whole

Economic Development Priority Areas

Mayor Franklin's 2005 *New Century Economic Development Plan for the City of Atlanta* identifies six priority areas for economic development, all of which exhibit not only significant levels of poverty, unemployment and disinvestment, but also the potential for the improvement with concerted public investment and economic development.

The six Economic Development Priority Areas identified in Plan are:

1. Campbellton Road
2. Donald Lee Hollowell Parkway
3. Jonesboro Road
4. Memorial Drive Corridor
5. Simpson Road
6. Stadium neighborhoods
 - a. Mechanicsville
 - b. Peoplestown
 - c. Pittsburgh
 - d. Summerhill

Neighborhoods below the median household income

Thirteen of the City's twenty-five Neighborhood Planning Units have median household incomes lower than both the 2000 citywide median household income of \$34,770 and the 2005 median household income of \$39,752. These NPUS are:

1. Northeast: M
2. Northwest: G, J, K, & L
3. Southwest: H
4. Intown South: S, T, V
5. Eastside: O
6. Southside: X, Y, Z

Areas of significant residential disinvestment, vacancy, and abandonment.

Many single-family residential neighborhoods have seen a sharp increase in the abandonment and vandalism of homes and properties due to economic forces such as high foreclosure rates stemming from sub-prime lending, mortgage fraud, and a thriving black-market for home-building materials such as copper, which encourages theft and vandalism. Residential neighborhoods hit hardest by disinvestment and abandonment include:

1. Polar Rock
2. Sylvan Hills
3. English Avenue
4. Vine City

Areas of significant commercial and industrial disinvestment, vacancy, and abandonment

Atlanta has a large inventory of vacant and underutilized industrial properties, particularly along rail corridors such as the BeltLine. The demolition of these properties or their conversion to other non-industrial land-uses is leading to a decrease in the city's industrial and employment base: the city is quickly losing its already diminished inventory of large industrial-zoned sites.

A concerted effort must be made to preserve industrial land within the city. Areas with significant industrial disinvestment include:

1. Industrial properties adjacent to the proposed BeltLine corridor
2. Oakland City
3. Capitol View
4. Adair Park
5. Chattahoochee Industrial district
6. Memorial Drive Corridor
7. DeKalb Avenue Corridor
8. Jonesboro Road Corridor
9. McDonough Boulevard Corridor
10. Fulton Industrial Boulevard
11. Atlanta Industrial Park

Plan Elements

Population

The Population Element provides the basis for the development of the Comprehensive Plan. The information in the Population Element paints a picture of where the City of Atlanta has been, the way it is now and forecasts how it will be in the future. It includes an inventory and assessment of changes in the demographic characteristics, including population, race, age and income of the City of Atlanta. This information is critical in determining existing and future service needs, land use development, infrastructure requirements, and housing demand among others.

The City of Atlanta, the county seat for Fulton County and Georgia's capital, is located at the center of the 28 county Atlanta Metropolitan Statistical Area (MSA) and the 10 county Atlanta Regional Commission (ARC). Transportation has been the main engine of growth of the City and the surrounding cities and counties since construction of the railroads in the 1830s. In the 20th century, transportation continued to be the catalyst of growth of the City of Atlanta as well as the surrounding cities and counties with the construction of Hartsfield-Jackson Airport, the interstate highway system and the rail network.

The transportation infrastructure is also the engine of job growth and creation. As a result of the transportation system, the City's economy, along with that of the Region has prospered. This has created numerous jobs which has resulted in an increase in the City's population. An effort to avoid transportation congestion in the Atlanta Region is one the reasons often mentioned by some people that have recently moved to the City of Atlanta from other areas in the Region.

Forecasting Sources and Methods

The City of Atlanta Department of Planning and Community Development Bureau of Planning uses a building permit model to estimate population. Building permits issued for new housing units are a leading indicator of population growth. This model was calibrated to the 1990 to 2000 US Census, but is different than the Census Bureau's Estimates (www.census.gov, click on estimates) and Atlanta Regional Commission's (ARC) County Forecasts to 2030 found on their website (www.atlantaregional.com).

The 1990 and 2000 information is from Summary File 1 (100%) tables of the US Census. The net new units were obtained from the Bureau of Buildings KIVA permit tracking system and assigned to the corresponding census tract. The net new housing units reflect building unit creations minus demolitions. The net new housing units are added to the previous year's housing units to get each new year's estimate of housing units. From the total housing units are subtracted the number of vacant units to obtain households. Households times average household size yields total household population to which is added group quarters population to get total population. Population gained thru annexations is also added.

The vacant housing units are estimated by assuming a vacancy rate and multiplying it times the total housing units calculated above. The assumption is that the vacancy rates will remain at the 2000 level unless hard data indicates a change. A vacancy rate of 10.5% was used. However, with the current slump in the housing sector, this number might be too low. At some of the community meetings, residents expressed concern

over the large number of vacant new houses. The current average estimate of household size is 2.30 persons per household. However, the household size varies from one census tract to the other. In the model, the household size is different in each census tract. Anecdotal evidence indicates that many that are moving into the City are empty nesters and singles. As a result, the average household size may be smaller than 2.3 persons.

The model assumes that there will be a gradual reduction in the number of permits issued reflecting the increasing difficulty in obtaining permits and the decreasing availability of suitable land available for development and redevelopment. From 2000-2006 the actual number of net new housing units permitted was used. From 2007 onwards, the average number of net new housing units was reduced to arrive with a new housing units for each year. The tract level growth was driven by the ARC forecasting model net unit change after 2010.

This model will be updated and refined to establish a range of housing units that could be built under the land use policies to be determined by the Land Use Plan and the number of net new housing units permitted each year. This is then a system with feedback loops. Over the next couple of years, this model will be refined as Bureau of Planning staff align the distribution of the population with the land use map policies and land use plans for specific areas of the City of Atlanta such as Fort McPherson, Lakewood Fairgrounds, the Peachtree Corridor and the BeltLine.

Permitting Information

The number of housing permits issued is one of the main components of the permit driven model used to develop population estimates and forecasts. Permitting information was obtained from the KIVA system, a permit tracking system used by the Bureau of Buildings in Department of Planning and Community Development. Residential building permits are grouped in two categories: 1-4 units and 5+ units. 1 to 4 units includes the number of residential permits issued for residential units in structures with 1 to 4 housing units such as single family, duplex, triplex and quadruplex homes (described below as single family homes). Five units or more includes the number of housing permits issued for residential units that are in a structure with 5 or more housing units (described below as multi-family homes). Both of these equal the total new housing units. The number of units demolished was subtracted from the total of new housing units to obtain the net housing units.

The number of permits issued for new housing units, both single family (1-4 units) and multi family (5+ units) and the number of housing demolitions have increased steadily since 2000. In 2000, there were 2,204 net new housing units permitted. In 2006, 8,593 net new housing permits were issued, an increase of 290% (See Table 3.1 'City of Atlanta Building Permits and Demolitions from 2000-2006'). Since 2000, 37,817 net new housing units have been permitted. The majority of the new units, 80%, are multi-family residential units.

Table 3.1 City of Atlanta Building Permits and Demolitions from 2000-2006

City of Atlanta	2000	2001	2002	2003	2004	2005	2006	Total
1-4 units	754	1,087	820	980	1,695	1,894	2,133	9,363
5+ units	1,628	3,016	4,317	6,084	7,887	4,537	8,036	35,505

3 Community Assessment

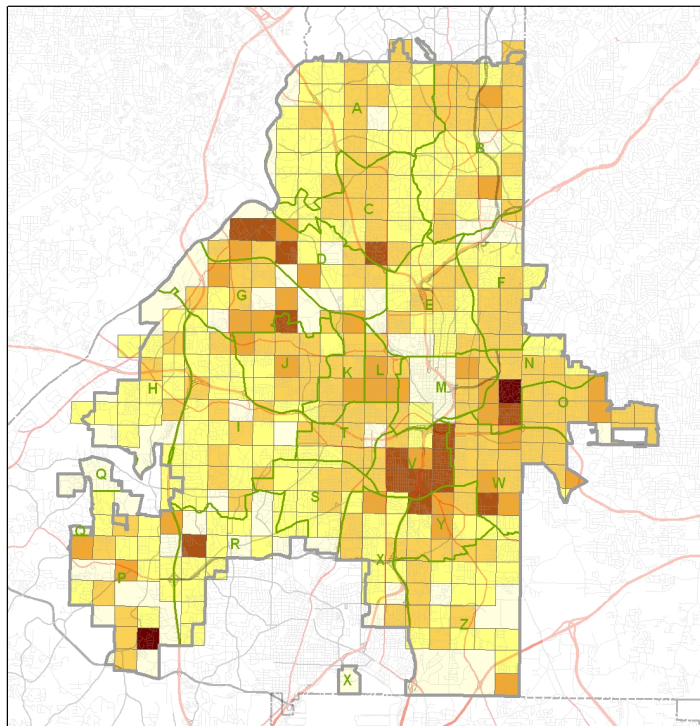
City of Atlanta	2000	2001	2002	2003	2004	2005	2006	Total
Total Housing Units	2,382	4,103	5,137	7,064	9,582	6,431	10,169	44,868
Demolitions	-178	-387	-1,529	-569	-1,005	-1,807	-1,576	-7,051
Net Housing Units	2,204	3,716	3,608	6,495	8,577	4,624	8,593	37,817

The distribution of the housing permits and demolitions issued are shown by NPU in the table below (see Table 3.2 'City of Atlanta Building Permits and Demolitions from 2000 to 2006 by NPU') and the maps below (see Map 3.1 'City of Atlanta New Residential Housing of 1 to 4 Units - 2000 to 2006' and Map 3.2 'City of Atlanta New Residential Housing Five Units or More - 2000 to 2006').

Table 3.2 City of Atlanta Building Permits and Demolitions from 2000 to 2006 by NPU

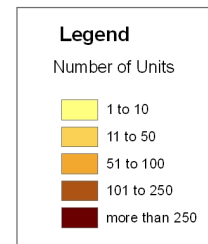
	1 to 4	5+ Units	New Housing		Net New
NPU	Units	Units	Housing	Demolitions	Housing Units
NPU A	436	66	502	-234	268
NPU B	536	6,775	7,311	-987	6,324
NPU C	261	173	434	-160	274
NPU D	844	1,624	2,468	-462	2,006
NPU E	149	8,077	8,226	-574	7,652
NPU F	185	1,092	1,277	-505	772
NPU G	497	1,016	1,513	-43	1,470
NPU H	127	468	595	-21	574
NPU I	259	1,504	1,763	-30	1,733
NPU J	322	163	485	-149	336
NPU K	347	41	388	-196	192
NPU L	204	1,305	1,509	-290	1,219
NPU M	167	3,267	3,434	-689	2,745
NPU N	641	1,637	2,278	-433	1,845
NPU O	395	396	791	-92	699
NPU P	889	1,496	2,385	-22	2,363
NPU R	245	428	673	-56	617
NPU S	116	177	293	-50	243
NPU T	142	827	969	-231	738
NPU V	879	1,662	2,541	-1,035	1,506
NPU W	858	1,170	2,028	-363	1,665
NPU X	169	318	487	-37	450

	1 to 4	5+ Units	New Housing		Net New
NPU	Units	Units	Housing	Demolitions	Housing Units
NPU Y	350	942	1,292	-348	944
NPU Z	345	881	1,226	-44	1,182
Total	9,363	35,505	44,868	-7,051	37,817



Atlanta, Georgia

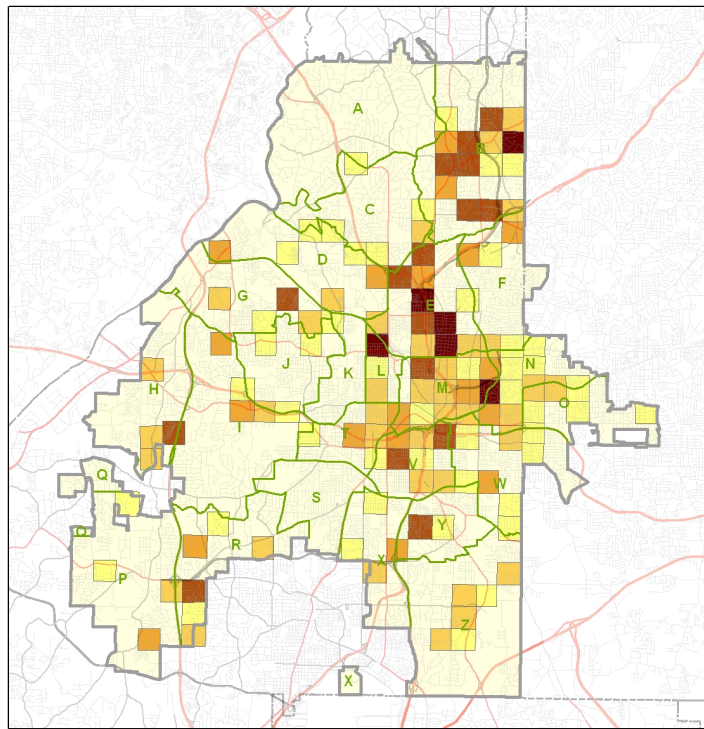
Distribution of New Residential Housing of 1 to 4 Units, 2000-2006



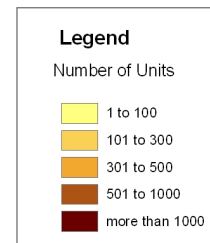
Map 3.1 City of Atlanta New Residential Housing of 1 to 4 Units - 2000 to 2006

Single Family: A total of 9,363 single family homes were permitted between 2000 and 2006. As shown in the Map (See Map 3.1 'City of Atlanta New Residential Housing of 1 to 4 Units - 2000 to 2006'), single family homes were built through-out the City of Atlanta. The areas with the highest concentrations of permitted single family construction were in NPU P (889 homes), NPU V (879 homes), NPU W (858 homes) and NPU D (844 homes).

3 Community Assessment

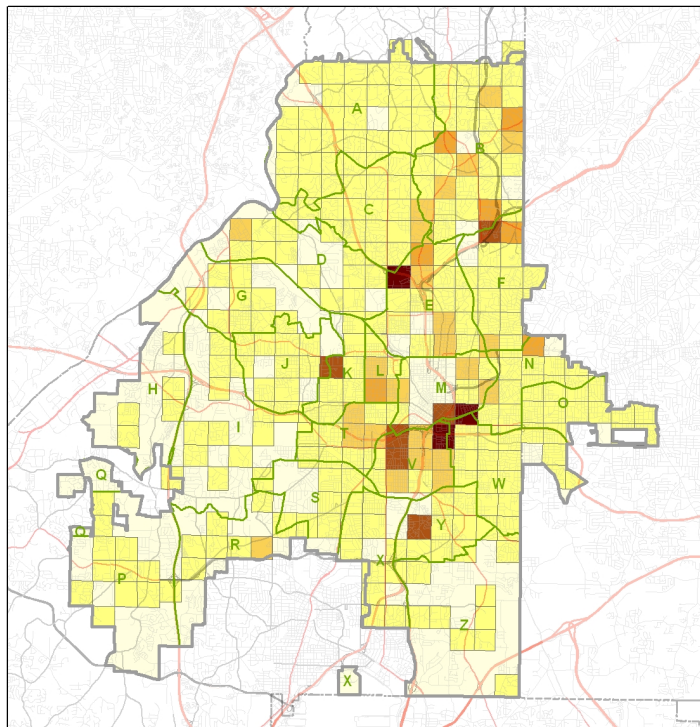


Atlanta, Georgia
Distribution of New Residential
Housing of Over 4 Units,
2000-2006

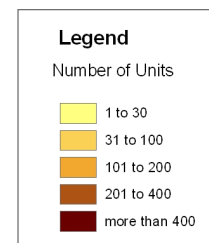


Map 3.2 City of Atlanta New Residential Housing Five Units or More - 2000 to 2006

Multi-Family: A total of 35,505 multi-family homes were permitted between 2000 and 2006. As shown in the map below, (See Map 3.2 'City of Atlanta New Residential Housing Five Units or More - 2000 to 2006') construction of multi-family homes was concentrated along the Peachtree Corridor in Downtown, Midtown and Buckhead and along the neighborhoods surrounding downtown. The areas with the highest concentration of multi-family units were in Midtown - NPU E (8,077 homes), Buckhead -NPU B (6,775 homes) and Downtown - NPU M (3,267 homes) .



Atlanta, Georgia Distribution of Residential Demolitions, 2000-2006



Map 3.3 City of Atlanta Residential Demolitions - 2000 to 2006

Demolitions: A total of 7,051 residential units were demolished between 2000 and 2006. Residential units were demolished through-out the City of Atlanta (See Map 3.3 'City of Atlanta Residential Demolitions - 2000 to 2006'). The NPUs with the highest number of demolitions are: NPU V (1,035 homes), NPU B (987 homes), and NPU M (689 homes). In some parts of the City, public housing developments and aging apartment buildings were demolished.

Total Population

The City of Atlanta has an estimated 2007 population of almost half a million. It is the 35th largest city in the US based on the 2005 US Census population estimate. In 2005, the US Census Bureau revised population estimate for the City of Atlanta was 483,108, close to the City's population in the 1970s. Between 2005 and 2006, the US Census estimated that the City's population grew by 9,928. In the 1990's the City of Atlanta's population started growing after several decades of decline.

3 Community Assessment

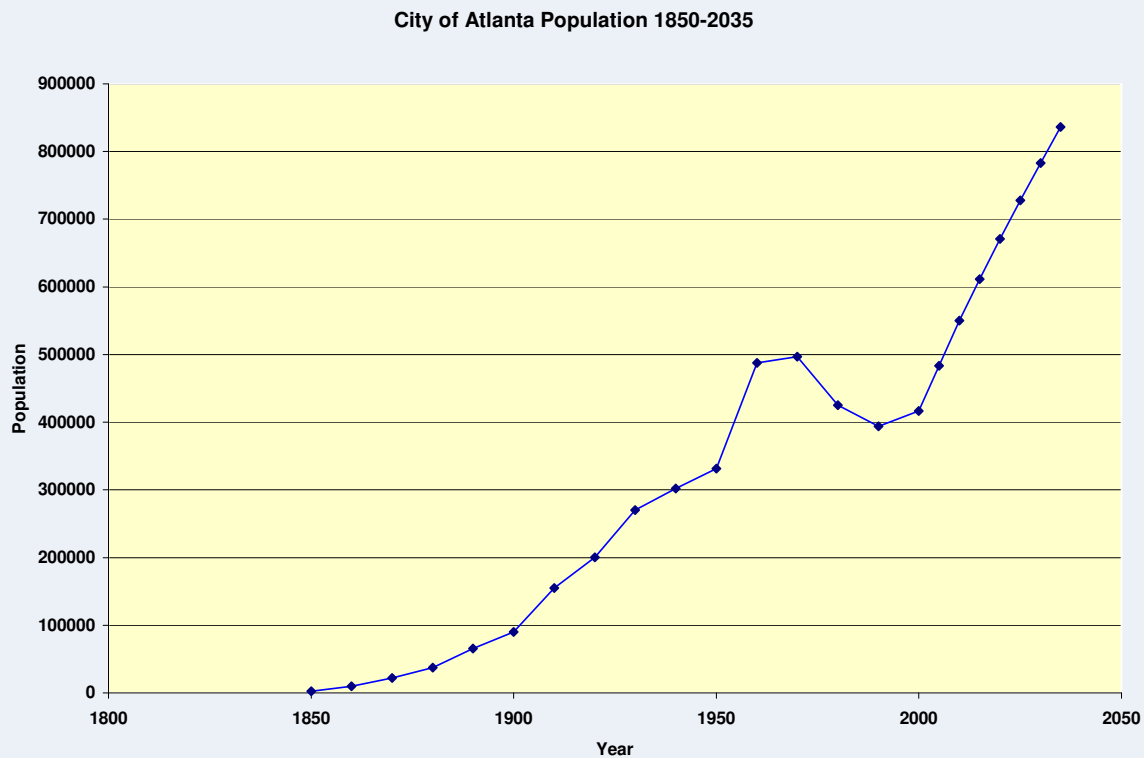


Figure 3.1 City of Atlanta Population 1850-2035

Between 1990 and 2000, the City of Atlanta added 22,457 residents, a growth rate of 5.7%, for a 2000 population of 416,474 (see Figure 3.1 'City of Atlanta Population 1850-2035'). During this time, the population grew in some portions of the City and it declined in other areas (in NPU's G, L, O, S, W & Y). Between 2000 and 2005, the City's population grew by an estimated 66,634 people, a 16% rate of growth. While all areas of the City grew, growth was concentrated in certain parts of the City, particularly Midtown and Buckhead. Based on the City of Atlanta's population forecast, the City of Atlanta is expected to grow by almost 300,000 by 2030 to a population of 782,952, an increase of 62% (See Table 3.3 'City of Atlanta Population and Forecasts 1950-2035').

Table 3.3 City of Atlanta Population and Forecasts 1950-2035

Year	Population Change	Growth Rate
1950	29,026	9.60%
1960	156,141	47.13%
1970	9,518	1.95%
1980	-71,951	-14.48%
1990	-31,005	-7.29%
2000	22,457	5.70%
2005	66,634	16.00%
2010	66,800	13.83%
2015	61,448	11.17%
2020	59,262	9.69%
2025	57,169	8.52%
2030	55,166	7.58%
2035	53,248	6.80%
2040	51,413	6.15%

Population by Study Area & NPU

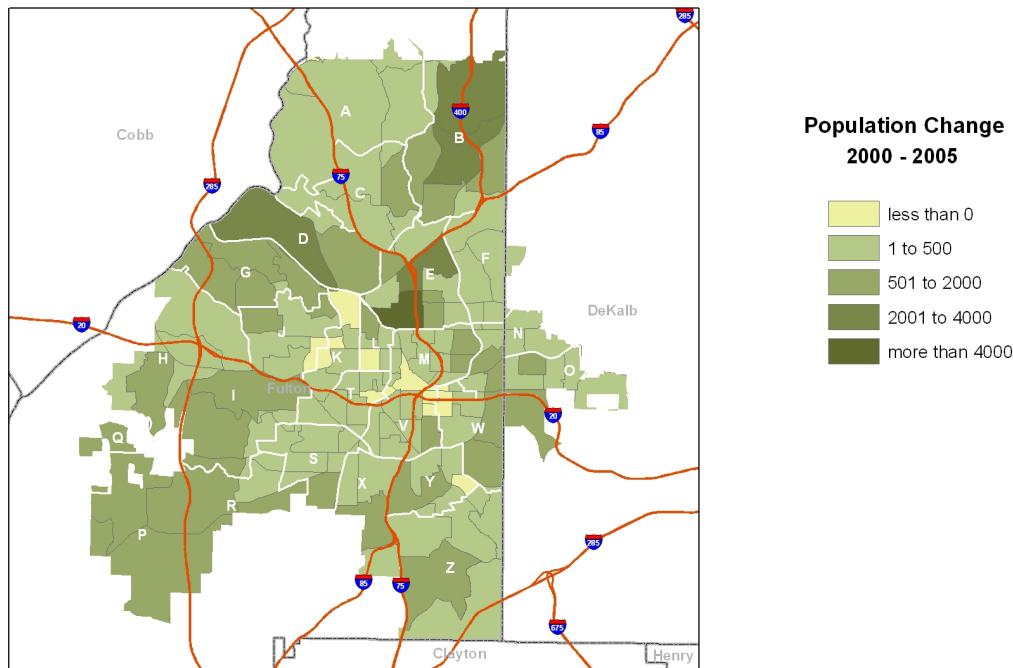
The City of Atlanta Bureau of Planning has created seven study areas for the development of the Atlanta Strategic Plan. Each of the 25 Neighborhood Planning Units are assigned to one of the Study Areas (see Chapter 2). Population and permitting information is presented by NPU and by Study Area. The information for each NPU represents the addition of the census tracts for each NPU. If a census tract was mainly in one NPU was assigned to that NPU. Since census tract boundaries do not follow NPU boundaries, these figures are estimates for the NPUs. The list of census tracts in each NPU is included in the Population Appendix.

Between 1990 and 2000, some parts of the City added population while others lost. Population growth was concentrated in the major employment centers. Buckhead (NPU B) added 6,689 residents, Midtown (NPU E) added 9,166 residents and Downtown added 5,148 residents. Popular intown neighborhoods also added population. Virginia Highlands/Morningside (NPU F) added 2,580 residents. Neighborhoods in Buckhead, NPU C, also added 1,619 residents. Southwest Atlanta, NPU P, added 1,626. On the other hand, some neighborhoods lost population. On the eastside, both NPU O (-3,287) and NPU W (-1,352) lost population. On the west side, NPU G (-2,380) and NPU L (-2,078) lost population.

Since 2000, the City of Atlanta has grown at a faster pace. Between 2000 and 2005, the population increased by approximately 66,634 residents, an increase of 16%. All areas of the City grew (see Map 3.4 'City of Atlanta Population Change 2000-2005' and Table 3.4 'Change in the City of Atlanta Population by Study

3 Community Assessment

Area and NPU between 1990 and 2035') The North, Northeast and Southwest areas of the City led the growth. In the Northside, NPU B added 8,187 residents and NPU D increased by 3,244. In Northeast, NPU E (Midtown) added 14,144 residents while NPU M (Downtown) added 2,893 residents. Southwest Atlanta also experienced significant growth. Both NPU I & P added over 4,000 residents.



Map 3.4 City of Atlanta Population Change 2000-2005

Table 3.4 Change in the City of Atlanta Population by Study Area and NPU between 1990 and 2035

Study Area	1990	1990-2000	2000-2005	2005-2010	2010-2015	2015-2020	2020-2025	2025-2030	2030-2035
Northside	63,964	10,870	13,133	12,838	9,657	9,117	8,826	7,464	7,857
NPU									
	A	15,751	1,340	906	614	1,864	3,240	3,828	3,453
	B	32,222	6,689	8,187	8,975	6,239	4,341	3,481	2,721
	C	9,382	1,619	796	437	381	721	901	853
	D	6,609	1,222	3,244	2,812	1,174	815	616	437
Northeast	62,031	16,894	18,189	16,192	20,089	14,888	15,061	13,414	14,512
NPU	E	26,035	9,166	14,144	11,189	10,525	7,760	7,720	6,919

Study Area		1990	1990-2000	2000-2005	2005-2010	2010-2015	2015-2020	2020-2025	2025-2030	2030-2035
	F	18,901	2,580	1,153	1,456	2,028	2,101	1,933	1,783	1,822
	M	17,095	5,148	2,893	3,546	7,536	5,027	5,409	4,712	5,161
Northwest		52,821	-4,183	5,539	5,466	5,616	6,483	6,324	6,362	5,662
NPU	G	16,227	-2,380	2,888	2,448	1,714	1,187	1,035	1,227	1,210
	J	11,318	137	919	745	995	1,851	1,945	1,895	1,526
	K	17,170	138	212	267	1,448	2,068	2,100	2,021	1,689
	L	8,106	-2,078	1,520	2,007	1,458	1,376	1,244	1,219	1,237
Southwest		62,462	3,281	12,413	12,177	9,951	9,831	9,061	9,811	8,744
NPU	H	18,800	1,011	2,011	1,001	1,861	2,209	2,316	2,553	1,893
	I	23,924	-538	4,079	2,944	2,574	2,591	2,541	3,067	2,508
	P & Q	9,690	1,626	4,302	7,314	3,052	2,865	2,361	2,494	2,462
	R	10,048	1,182	2,022	918	2,465	2,168	1,842	1,697	1,881
Intown South		48,331	-1,126	4,063	7,157	6,176	5,887	5,797	7,371	6,007
NPU	S	15,376	-1,058	924	430	709	1,022	1,158	1,424	970
	T	18,165	57	900	3,139	3,140	2,487	2,287	2,062	2,284
	V	14,790	-125	2,239	3,588	2,327	2,378	2,351	3,885	2,753
Eastside		51,932	-3,533	8,110	6,795	7,014	5,213	4,260	3,726	4,650
NPU	N	12,959	1,106	3,214	2,205	1,804	1,059	965	1,075	1,216
	O	17,550	-3,287	1,895	1,292	2,268	1,529	1,170	1,075	1,346
	W	21,423	-1,352	3,001	3,299	2,941	2,626	2,125	1,575	2,088
Southside		52,150	580	5,188	6,176	2,944	7,842	7,840	7,018	5,818
NPU	X	13,898	1,158	1,107	665	181	1,199	1,442	1,444	975
	Y	12,123	-1,381	1,008	2,402	1,226	2,652	2,038	1,945	1,842
	Z	26,129	803	3,072	3,109	1,538	3,992	4,360	3,629	3,001
Citywide Total		394,017	22,457	66,634	66,800	61,448	59,261	57,169	55,166	53,249

Source: US Census and City of Atlanta DPCD

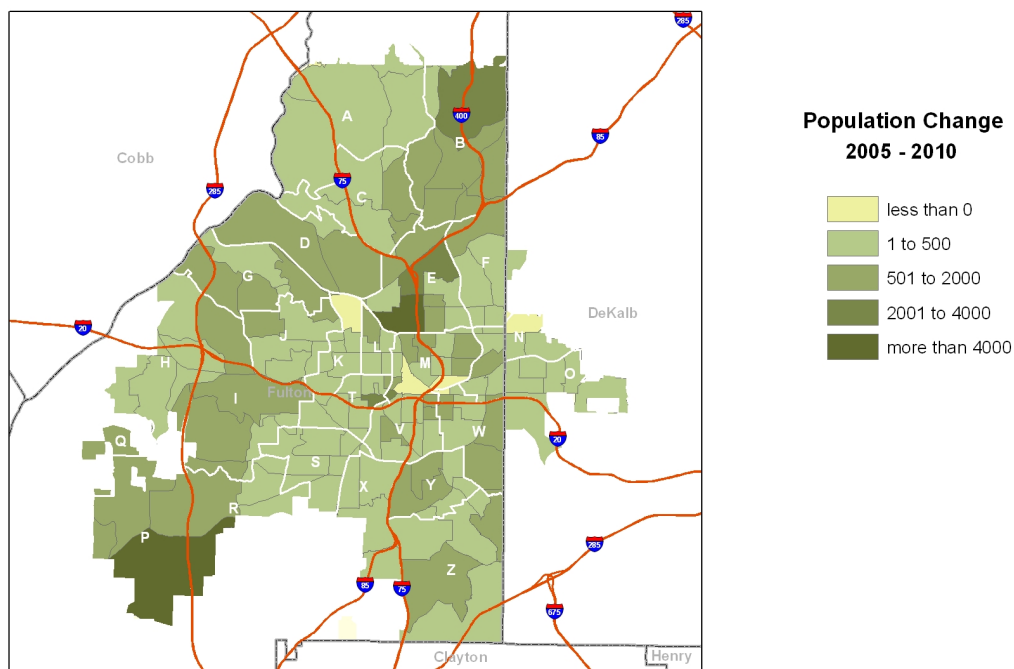
Table 3.5 City of Atlanta Population and Forecasts 1990-2035 by Study Area and NPU

Study Area		1990	2000	2005	2010	2015	2020	2025	2030	2035
Northside		63,964	74,834	87,967	100,804	110,462	119,579	128,404	135,868	143,725
NPU	A	15,751	17,091	17,997	18,611	20,474	23,715	27,543	30,996	33,800
	B	32,222	38,911	47,098	56,073	62,312	66,653	70,134	72,855	76,510
	C	9,382	11,001	11,797	12,233	12,614	13,335	14,236	15,089	15,740
	D	6,609	7,831	11,075	13,887	15,061	15,876	16,491	16,928	17,675
Northeast		62,031	78,925	97,114	113,306	133,395	148,283	163,344	176,758	191,270
NPU	E	26,035	35,201	49,345	60,534	71,058	78,818	86,538	93,456	100,986

3 Community Assessment

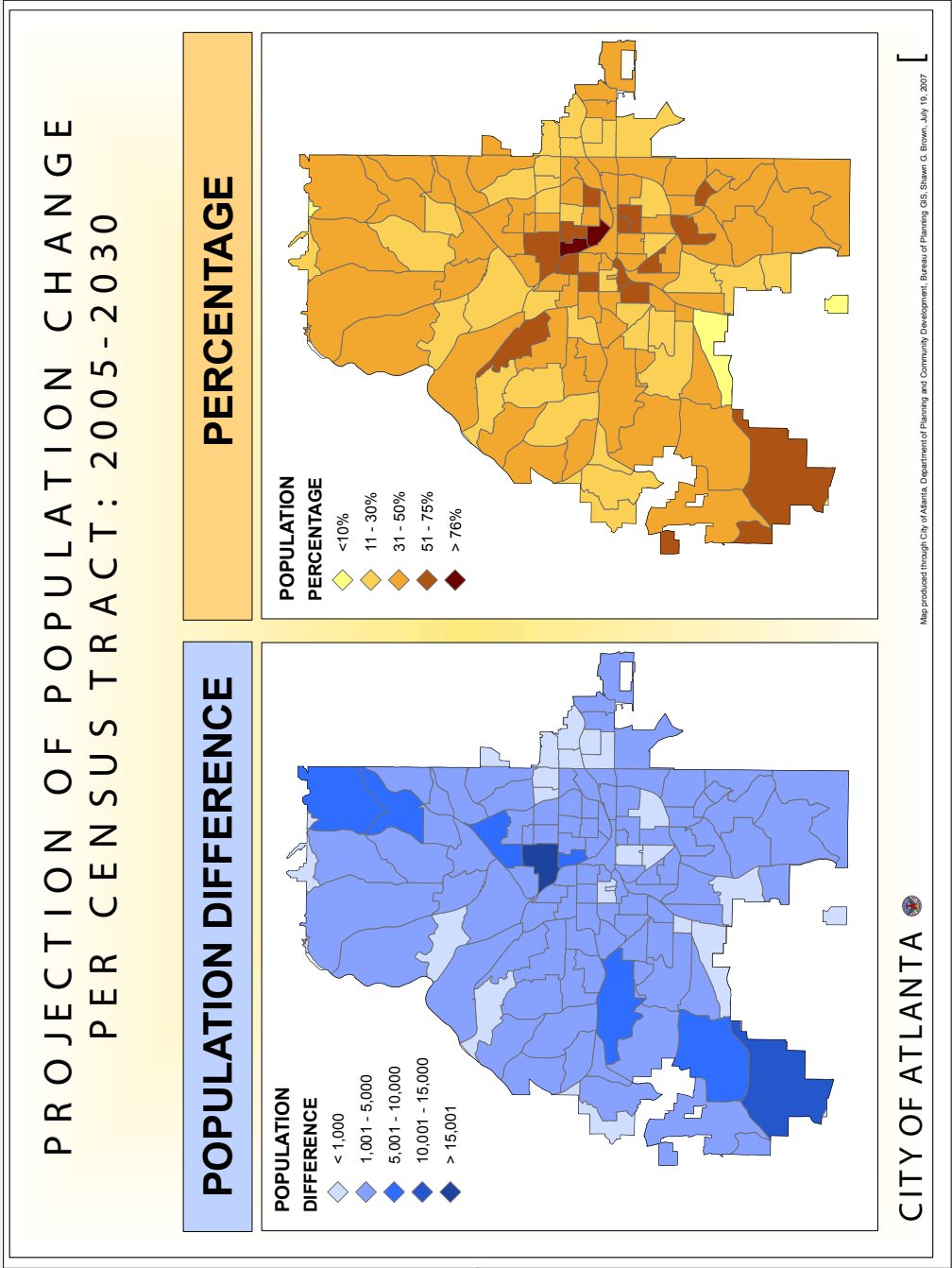
Study Area		1990	2000	2005	2010	2015	2020	2025	2030	2035
	F	18,901	21,481	22,634	24,090	26,118	28,219	30,152	31,935	33,757
	M	17,095	22,243	25,136	28,682	36,219	41,246	46,655	51,367	56,528
Northwest		52,821	48,638	54,177	59,643	65,259	71,741	78,066	84,427	90,089
NPU	G	16,227	13,847	16,735	19,182	20,897	22,084	23,119	24,346	25,557
	J	11,318	11,455	12,374	13,119	14,114	15,965	17,910	19,805	21,331
	K	17,170	17,308	17,520	17,787	19,235	21,304	23,404	25,425	27,114
	L	8,106	6,028	7,548	9,555	11,013	12,388	13,632	14,851	16,087
Southwest		62,462	65,743	78,156	90,333	100,284	110,116	119,176	128,988	137,731
NPU	H	18,800	19,811	21,822	22,823	24,683	26,892	29,208	31,761	33,654
	I	23,924	23,386	27,465	30,409	32,983	35,574	38,115	41,182	43,691
	P & Q	9,690	11,316	15,618	22,932	25,983	28,848	31,209	33,703	36,164
	R	10,048	11,230	13,252	14,170	16,634	18,802	20,644	22,342	24,222
Intown South		48,331	47,205	51,268	58,424	64,600	70,487	76,284	83,655	89,662
NPU	S	15,376	14,318	15,242	15,672	16,381	17,403	18,561	19,985	20,955
	T	18,165	18,222	19,122	22,261	25,401	27,888	30,176	32,238	34,522
	V	14,790	14,665	16,904	20,491	22,818	25,196	27,547	31,432	34,185
Eastside		51,932	48,399	56,509	63,304	70,318	75,531	79,792	83,518	88,168
NPU	N	12,959	14,065	17,279	19,484	21,288	22,346	23,312	24,387	25,604
	O	17,550	14,263	16,158	17,450	19,718	21,247	22,417	23,493	24,838
	W	21,423	20,071	23,072	26,371	29,312	31,938	34,062	35,638	37,726
Southside		52,150	52,730	57,918	64,093	67,038	74,880	82,720	89,738	95,556
NPU	X	13,898	15,056	16,163	16,828	17,009	18,208	19,650	21,094	22,069
	Y	12,123	10,742	11,750	14,152	15,377	18,029	20,067	22,012	23,854
	Z	26,129	26,932	30,004	33,113	34,651	38,643	43,003	46,632	49,633
Citywide Total		393,691	416,474	483,108	549,908	611,356	670,617	727,786	782,952	836,201

Growth between 2005 and 2010 is expected to mirror the growth between 2000 and 2005. The City of Atlanta is forecasted to grow by almost 14%, equal to 66,800 new residents. Growth will be concentrated in the main employment centers: Buckhead, Midtown and Downtown as well as Southwest Atlanta. The Northeast Study Area which includes Midtown will lead the City in population growth. NPU E is expected to add 11,000 residents. In Downtown (NPU M), also in the Northeast Study area, 3,500 new residents are anticipated. The Northside Study Area, which includes NPU B, almost 9,000 residents are projected. In the Southwest Study Area, NPU P will add over 7,000 residents (See Map 3.5 'City of Atlanta Population Change 2005-2010').



Map 3.5 City of Atlanta Population Change 2005-2010

Beyond 2010, the forecast models assigns population growth based of growth trends and some of the assumptions included in the ARC forecast model. With the Full Comprehensive Plan Update, the location and extent of the population growth will be refined and tied to the Land Use Map. The population changes between 2005 and 2030 by census tract by total number and percent is shown in the map below (see Map 3.6 'Projection of Population Change 2005-2030').



Map 3.6 Projection of Population Change 2005-2030

Age Distribution

The City of Atlanta is a young city. The average age of the city's residents is 34.7, younger than the 36.4 average age of the US population. However, like the US population, the City of Atlanta population is aging. Since 2000, the average age has increased by 2.8 years from 31.9. The Atlanta population is aging faster than the US population. The average age of the US population has increase be 1.1 years since 2000.

The population is distributed into the following stages of life: Preschool 0-4, School Age 5-7, Family Forming 18-44, Peak Earning 45-64, Younger Seniors 65-84 and Older Seniors 85 & Over. In 2005, 21% of the population was under 17. NPU G in Northwest and NPU Z in the Southside have the highest percentages of the population under 17, 37.8% and 35.8% respectively. Almost half of the population, 47.9%, is between 18 and 44. NPU E and NPU B have the highest percentage of the 18-44 age group, 76.4% and 61.3% respectively. 21.5 % of the population is 45-64. NPU A has the highest percentage, at 31.6%, followed by the NPUs in the Southwest Study Area, around 27%. Younger Seniors, those between 65-84 make up 8% of the population. NPUs A, B, J and I have the highest percentages of this group, ranging from 14.6% to 11.4%. Older Seniors, those over 85, make up only 1.6% of the population. NPUs B & K have the highest percentage of Older Seniors (See Table 3.6 'City of Atlanta 2005 Age Distribution by Study Area and NPU' and Map 3.7 'Percent Age by Census Tract in 2005').

As mentioned earlier, the City's population is aging. Between 2005 and 2030, the percent of the population under 17 will be decreasing. As well as the percent of the population 18-44 and 45-64. The percent of the population 65-85 will increase to 12.5% and the population over 85 will go up to 2.4%. This trend may indicate that some of the people moving into the city are empty nesters/ retirees and that the population is aging in place and not moving to another area. If the population trends continue, the age distribution by NPU of the 2030 population is shown in Table 3.7 'City of Atlanta 2030 Age Distribution by Study Area and NPU'.

Table 3.6 City of Atlanta 2005 Age Distribution by Study Area and NPU

Age Group								
		Total	Preschool	School Age	Family	Peak	Younger	Older
		Population	0 - 4	5 - 17	Forming	Earning	Seniors	Seniors
Study Area					18 - 44	45 - 64	65 - 84	85 & Over
Northside								
NPU	A	17,997	5.78%	15.55%	32.48%	31.67%	11.83%	2.70%
	B	47,098	4.44%	7.52%	50.39%	21.46%	11.41%	4.77%
	C	11,797	7.11%	10.66%	57.52%	18.69%	5.27%	0.76%
	D	11,075	5.01%	9.22%	61.31%	18.11%	5.59%	0.76%
Northeast								
NPU	E	49,345	1.94%	3.10%	76.40%	14.56%	3.26%	0.74%
	F	22,634	4.18%	6.67%	60.61%	21.93%	5.45%	1.16%
	M	25,136	5.90%	10.98%	53.41%	19.71%	8.31%	1.68%
Northwest								

3 Community Assessment

Age Group								
NPU	G	16,735	11.07%	26.80%	33.08%	19.43%	8.57%	1.07%
	J	12,374	6.96%	19.65%	36.61%	22.75%	12.06%	1.98%
	K	17,520	5.10%	14.89%	44.79%	21.29%	10.63%	3.30%
	L	7,548	8.55%	17.19%	43.11%	22.31%	7.44%	1.40%
Southwest								
NPU	H	21,822	9.00%	22.42%	38.04%	21.88%	7.82%	0.85%
	I	27,465	5.68%	16.19%	34.07%	27.57%	14.65%	1.83%
	P & Q	15,618	6.91%	18.96%	38.03%	27.77%	7.29%	1.03%
	R	13,252	7.69%	18.80%	37.75%	27.63%	7.34%	0.80%
Intown South								
NPU	S	15,242	8.40%	20.18%	42.73%	18.70%	8.70%	1.29%
	T	19,122	6.50%	15.25%	50.93%	18.92%	7.25%	1.15%
	V	16,904	9.18%	23.58%	37.86%	20.76%	7.48%	1.13%
Eastside								
NPU	N	17,275	4.50%	8.72%	59.59%	22.07%	4.27%	0.85%
	O	16,159	6.91%	18.04%	40.10%	22.90%	10.62%	1.43%
	W	23,072	5.96%	13.63%	53.73%	21.47%	6.65%	1.02%
Southside								
NPU	X	16,164	6.27%	18.22%	40.04%	23.32%	9.80%	2.34%
	Y	11,750	8.32%	20.23%	46.39%	18.87%	5.65%	0.54%
	Z	30,004	10.21%	25.55%	37.81%	20.81%	5.18%	0.43%
Citywide Total		483,108	6.27%	14.65%	47.94%	21.51%	8.01%	1.62%

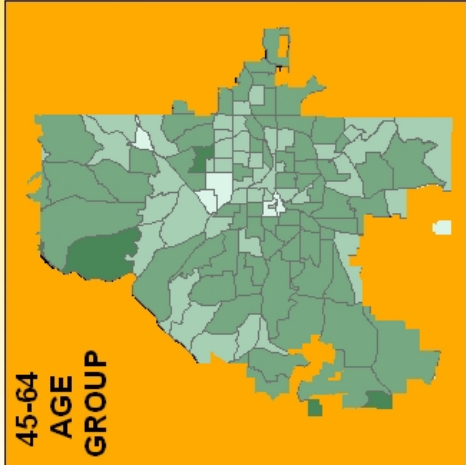
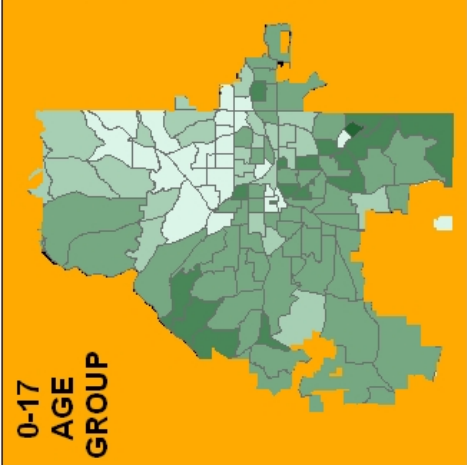
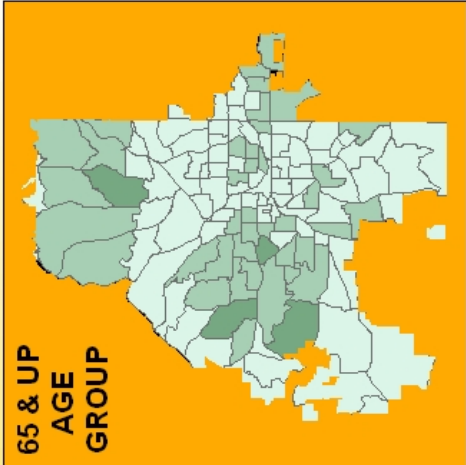
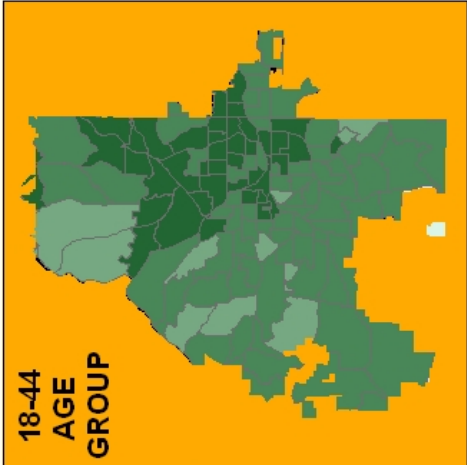


**PERCENTAGE OF
AGE GROUPS
FOR 2005
CENSUS TRACT**

LEGEND

Census Area

- < 10% Census Tract Population
- 11 - 20% Census Tract Population
- 21 - 33% Census Tract Population
- 34 - 50% Census Tract Population
- > 51% Census Tract Population



Map 3.7 Percent Age by Census Tract in 2005

3 Community Assessment

Table 3.7 City of Atlanta 2030 Age Distribution by Study Area and NPU

		Age						
		Total	Preschool	School Age	Family Forming	Peak Earning	Younger Seniors	Older Seniors
Study Area		Population	0 - 4	5 - 17	18 - 44	45 - 64	65 - 84	85 & Over
Northside								
NPU	A	30996	5.46%	14.19%	31.20%	26.43%	18.75%	3.97%
	B	26849	5.03%	9.26%	50.30%	17.97%	14.20%	3.24%
	C	15089	6.99%	9.67%	54.74%	18.75%	8.54%	1.30%
	D	16928	4.95%	9.45%	55.92%	18.74%	9.69%	1.25%
Northeast								
NPU	E	93457	1.70%	2.70%	74.45%	15.37%	4.74%	1.04%
	F	31935	3.98%	6.13%	57.67%	21.17%	9.15%	1.90%
	M	51367	5.64%	9.48%	51.52%	17.73%	13.20%	2.43%
Northwest								
NPU	G	24346	10.35%	25.12%	31.25%	17.90%	13.76%	1.63%
	J	19805	6.61%	18.08%	34.95%	17.98%	19.26%	3.13%
	K	25425	4.86%	13.70%	42.67%	16.57%	17.00%	5.22%
	L	14851	8.55%	15.79%	41.20%	20.61%	11.69%	2.16%
Southwest								
NPU	H	31761	8.55%	20.79%	36.11%	20.58%	12.60%	1.37%
	I	41182	5.43%	14.88%	32.62%	20.83%	23.35%	2.88%
	P & Q	33703	6.55%	17.48%	36.30%	26.47%	11.59%	1.61%
	R	22342	7.34%	17.31%	36.03%	26.39%	11.67%	1.25%
Intown South								
NPU	S	19985	7.79%	18.69%	40.13%	17.64%	13.76%	1.98%
	T	32238	5.65%	12.80%	52.58%	16.66%	10.58%	1.73%
	V	31432	9.15%	21.81%	36.23%	19.45%	11.62%	1.74%
Eastside								
NPU	N	24383	4.24%	8.05%	57.00%	22.40%	6.95%	1.36%
	O	23493	6.39%	16.37%	38.39%	19.56%	17.05%	2.24%
	W	34282	4.47%	10.92%	53.81%	18.27%	10.76%	1.78%
Southside								
NPU	X	21094	5.94%	16.74%	38.37%	19.87%	15.40%	3.67%
	Y	22012	7.41%	17.96%	44.78%	19.65%	9.26%	0.93%
	Z	46633	9.77%	23.66%	35.86%	21.47%	8.55%	0.69%
Citywide Total		782,952	5.89%	13.26%	46.50%	19.42%	12.50%	2.44%

Race and Ethnicity

The race and ethnic background information is based on decennial census figures for 2000 and the adjusted 1990 Census figures which reflect 2000 categories. The forecast uses the 2005 American Community Survey data to examine changes since 1990. The primary trend appears to be a "return to the mean" where local race proportions gradually become closer to national shares. Population totals are controlled to a building permit driven set of forecasts for the City of Atlanta.

According to the American Community Survey, the 2005 racial and ethnic composition of the City of Atlanta is 58.6% Black, 36.2% White, 2.02% Asian and 3.1% are other races or two or more races. Hispanic or Latino (any race) comprise 4.7% of the population (See Table 3.8 'City of Atlanta Forecast by Race- 1990 to 2030'). The City of Atlanta racial composition is changing. The black population declined by 8,573 between 1990 and 2000 (many of the NPU's that lost population between 1990 and 2000 are predominantly black). Between 2000 and 2005, the number of blacks increased by 27,633. However, as a percentage of the population, the percent blacks decreased from 61.4% in 2000 to 58.6% in 2005. The number and the percentage of whites increased between 1990 and 2000 from 31% to 33.2%. Between 2000 and 2005, the white population increased by 36,714 to 36.2%. Several of the census tract experiencing high growth are predominantly white. If these growth trends continue, between 2025 and 2030, the percent white and percent black will be almost the same.

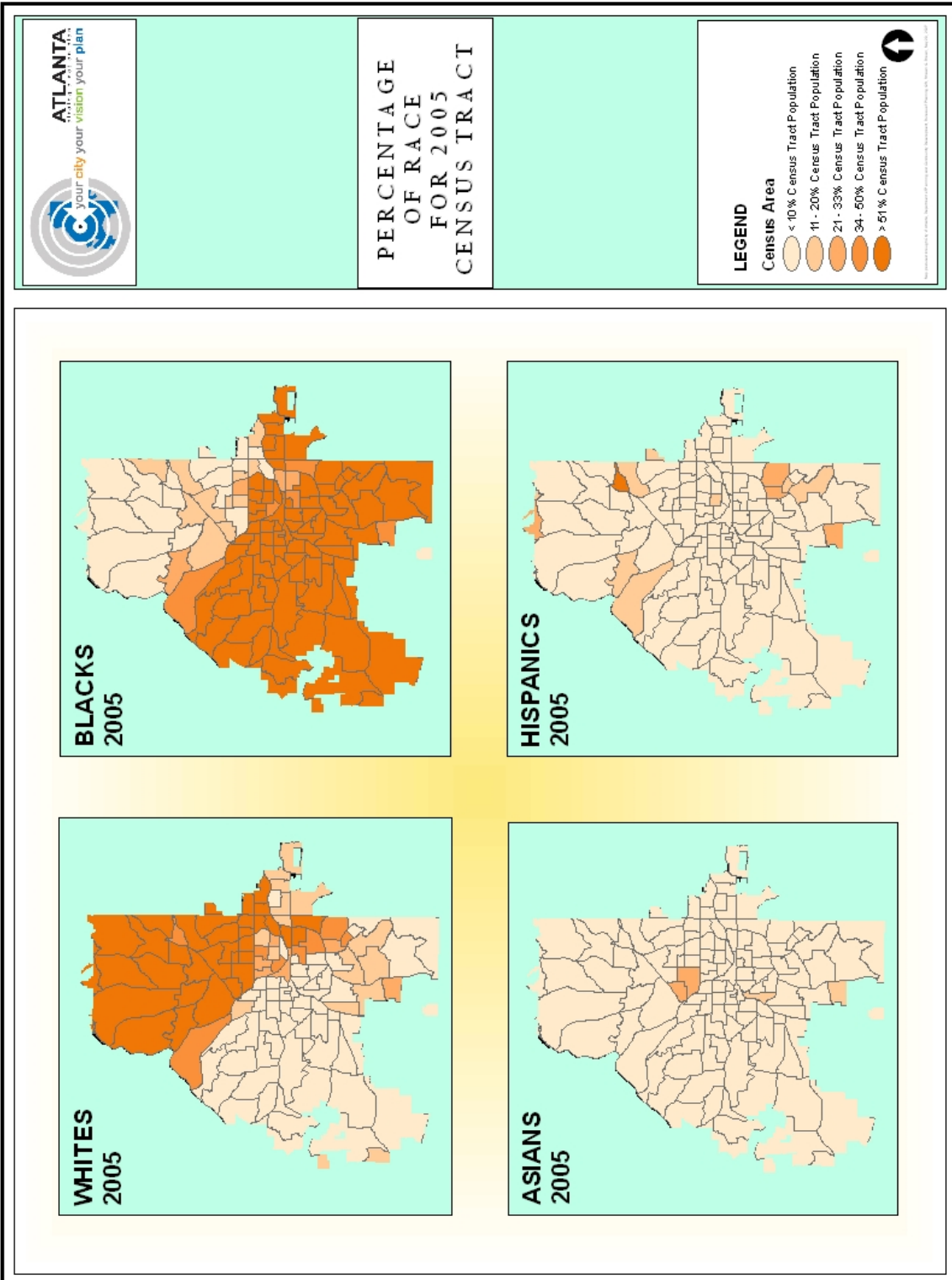
Table 3.8 City of Atlanta Forecast by Race- 1990 to 2030

	Year							
	1990	2000	2005	2010	2015	2020	2025	2030
Characteristic	Adjusted	Census	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Total:	394,017	416,474	483,108	549,908	611,356	670,617	727,786	782,952
Hispanic or Latino:	7,525	18,720	22,650	29,868	37,748	46,391	55,753	65,796
Total Hispanic and Non-Hispanic:	394,017	416,474	483,108	549,908	611,356	670,617	727,786	782,952
White Alone	122,327	138,352	175,066	210,558	246,632	284,301	323,474	364,061
Black Alone	264,262	255,689	283,322	307,140	324,387	337,102	345,515	349,838
Am. In. & Al. Nat.	563	765	614	599	556	489	398	288
Asian alone	3,498	8,046	9,762	12,791	16,087	19,694	23,596	27,775
Nat. Haw. & P.I.	164	173	200	227	252	277	299	322
Some other race alone	3,203	8,272	8,097	11,533	15,394	19,710	24,454	29,604
Two or more races	4,898	5,177	6,046	7,060	8,047	9,043	10,050	11,065

3 Community Assessment

Characteristic	Year							
	1990	2000	2005	2010	2015	2020	2025	2030
	Adjusted	Census	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	1990	2000	2005	2010	2015	2020	2025	2030
Total:	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Hispanic or Latino:	1.91%	4.49%	4.69%	5.43%	6.17%	6.92%	7.66%	8.40%
Total Hispanic and Non-Hispanic:	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
White Alone	31.05%	33.22%	36.24%	38.29%	40.34%	42.39%	44.45%	46.50%
Black Alone	67.07%	61.39%	58.65%	55.85%	53.06%	50.27%	47.47%	44.68%
Am. In. & Al. Nat.	0.14%	0.18%	0.13%	0.11%	0.09%	0.07%	0.05%	0.04%
Asian alone	0.89%	1.93%	2.02%	2.33%	2.63%	2.94%	3.24%	3.55%
Nat. Haw.& P.I.	0.04%	0.04%	0.04%	0.04%	0.04%	0.04%	0.04%	0.04%
Some other race alone	0.81%	1.99%	1.68%	2.10%	2.52%	2.94%	3.36%	3.78%
Two or more races	1.24%	1.24%	1.25%	1.28%	1.32%	1.35%	1.38%	1.41%

In general, a census tract is either predominantly black or predominantly white. The Northside and Northeast study area are predominantly white, while the Northwest, Southwest, Intown South and Southside are predominantly black. The Eastside Study Area is almost balanced between both black and white (See Map 3.8 'Race and Ethnicity by Census Tract in 2005' and Table 3.9 'City of Atlanta 2005 Population by Race and Study Area and NPU'). The Asian population is concentrated around Georgia Tech in NPU E and in the Northside and Northeast Study areas. The Asian population is expected to gradually increase over time. The Hispanic Population is concentrated in the Northside and Southside Study areas. Several apartment buildings along Piedmont Road where many Hispanics lived have been demolished so the location of the Hispanic population may change in the future. The percent of the population that is Hispanic increased from 1.9% in 1990 to 4.7% in 2005. However, the Hispanic population is anticipated to grow at a much slower rate.



Map 3.8 Race and Ethnicity by Census Tract in 2005

3 Community Assessment

If the population growth and the changes in racial composition between 1990 and 2005 continue to 2030, then the racial composition of the City of Atlanta will be 45.8% White, 45.4% Black, 3.8% Asian, 4.8% Other and 8.9% Hispanic (could be any race). See Table 3.10 'City of Atlanta 2030 Population by Race by Study Area and NPU' for the racial composition by Study Area and NPU.

Table 3.9 City of Atlanta 2005 Population by Race and Study Area and NPU

Race and Ethnicity						
Study Area		White Alone	Black Alone	Asian Alone	All Other Races	Hispanic (Any Race)
Northside		82.17%	9.87%	2.88%	5.08%	8.92%
NPU	A	92.7%	2.6%	2.1%	2.6%	3.1%
	B	85.3%	5.6%	3.2%	5.9%	10.4%
	C	73.9%	18.8%	1.9%	5.3%	11.0%
	D	60.5%	30.5%	3.8%	5.2%	9.8%
Northeast		63.08%	28.19%	6.12%	2.62%	4.45%
NPU	E	72.8%	14.6%	10.3%	2.3%	3.6%
	F	87.0%	7.5%	2.2%	3.4%	6.1%
	M	22.4%	73.5%	1.4%	2.6%	4.7%
Northwest		5.24%	94.38%	0.11%	0.28%	0.96%
NPU	G	4.5%	95.2%	0.1%	0.2%	0.8%
	J	4.1%	95.3%	0.1%	0.6%	0.9%
	K	6.9%	92.7%	0.2%	0.2%	1.1%
	L	4.9%	94.9%	0.1%	0.1%	1.2%
Southwest		5.48%	92.94%	0.18%	1.39%	2.03%
NPU	H	4.9%	92.9%	0.3%	1.9%	3.0%
	I	5.8%	93.4%	0.1%	0.7%	2.7%
	P & Q	6.2%	90.8%	0.1%	2.9%	0.6%
	R	4.8%	94.6%	0.1%	0.4%	0.7%
Intown South		5.87%	92.06%	1.51%	0.56%	1.27%
NPU	S	7.2%	92.2%	0.1%	0.5%	1.1%
	T	4.8%	94.2%	0.5%	0.5%	1.0%
	V	5.9%	89.5%	4.0%	0.6%	1.7%
Eastside		42.55%	53.86%	0.88%	2.71%	4.79%
NPU	N	74.1%	21.6%	1.5%	2.8%	2.9%
	O	14.4%	84.3%	0.2%	1.1%	3.4%
	W	38.7%	56.7%	0.9%	3.8%	7.2%
Southside		13.64%	81.23%	2.23%	2.89%	7.30%
NPU	X	17.1%	74.7%	3.9%	4.4%	8.5%

Race and Ethnicity						
Study Area		White Alone	Black Alone	Asian Alone	All Other Races	Hispanic (Any Race)
	Y	19.8%	75.3%	1.3%	3.6%	11.1%
	Z	9.3%	87.1%	1.7%	1.8%	5.2%
Citywide Total		36.35%	58.89%	2.33%	2.43%	4.52%

Table 3.10 City of Atlanta 2030 Population by Race by Study Area and NPU

Race and Ethnicity						
Study Area		White Alone	Black Alone	Asian Alone	All Other Races	Hispanic (Any Race)
Northside		78.41%	7.43%	4.12%	10.05%	17.36%
NPU	A	90.2%	2.0%	3.2%	4.6%	5.5%
	B	78.8%	4.3%	4.7%	12.2%	21.2%
	C	74.3%	13.2%	2.8%	9.7%	19.6%
	D	58.5%	25.8%	4.8%	10.9%	20.6%
Northeast		61.23%	22.96%	10.50%	5.32%	9.05%
NPU	E	67.7%	10.8%	17.0%	4.5%	7.1%
	F	83.2%	6.1%	3.3%	7.4%	14.1%
	M	35.7%	55.5%	3.2%	5.6%	9.4%
Northwest		26.23%	73.06%	0.15%	0.55%	1.93%
NPU	G	26.0%	73.5%	0.1%	0.4%	1.6%
	J	25.0%	73.8%	0.1%	1.1%	1.8%
	K	27.5%	71.8%	0.3%	0.4%	2.2%
	L	26.1%	73.5%	0.1%	0.3%	2.3%
Southwest		24.87%	71.74%	0.25%	3.13%	3.86%
NPU	H	23.9%	72.0%	0.5%	3.7%	5.9%
	I	26.2%	72.2%	0.2%	1.4%	5.7%
	P & Q	23.5%	70.0%	0.2%	6.3%	1.2%
	R	25.7%	73.3%	0.2%	0.8%	1.5%
Intown South		25.34%	71.36%	2.22%	1.08%	2.53%
NPU	S	27.4%	71.6%	0.1%	0.9%	2.0%
	T	25.5%	72.8%	0.6%	1.0%	2.2%
	V	23.8%	69.7%	5.2%	1.3%	3.2%
Eastside		51.60%	41.49%	1.26%	5.65%	10.06%
NPU	N	74.5%	17.7%	2.2%	5.6%	5.8%
	O	32.5%	64.9%	0.3%	2.3%	7.1%
	W	48.5%	42.3%	1.2%	7.9%	15.0%

3 Community Assessment

Race and Ethnicity						
Study Area		White Alone	Black Alone	Asian Alone	All Other Races	Hispanic (Any Race)
Southside		28.30%	63.12%	3.03%	5.56%	14.36%
NPU	X	27.8%	58.0%	5.6%	8.6%	16.7%
	Y	33.0%	58.6%	1.7%	6.7%	21.0%
	Z	26.3%	67.6%	2.5%	3.6%	10.2%
Citywide Total		45.81%	45.45%	3.86%	4.88%	8.89%

Income

Income forecasts were driven with Per Capita Personal Income Trends from 1959 through 2005 from the U.S. Bureau of Economic Analysis (BEA) for Fulton County Trends are deemed to be very stable for income. Consumer Price Index numbers are from the U.S. Bureau of Labor Statistics and were trended from 1913 through 2006, but only the past ten years were used to drive the forecasts because of better Federal Reserve policies to control inflation. Obviously this is one of many possible alternatives and must be monitored and re-calibrated from time to time; particularly after the 2010 Census. Areas which have been substantially redeveloped or where there was been population growth have not had special adjustments because it is unknown how much the income in these areas has changed. The 2010 Census will provide information on the change in income by census tract.

In 2005, the City of Atlanta median household income was \$39,752. It was lower than the median income for the Atlanta Region of \$54,066, the State of \$45,604 and the Nation of \$46,242. The median household income is for the City is forecasted to grow at a faster rate than the State and the Nation and by 2020 it is expected to be higher (See Table 3.11 '2000-2030 Median Household Income')

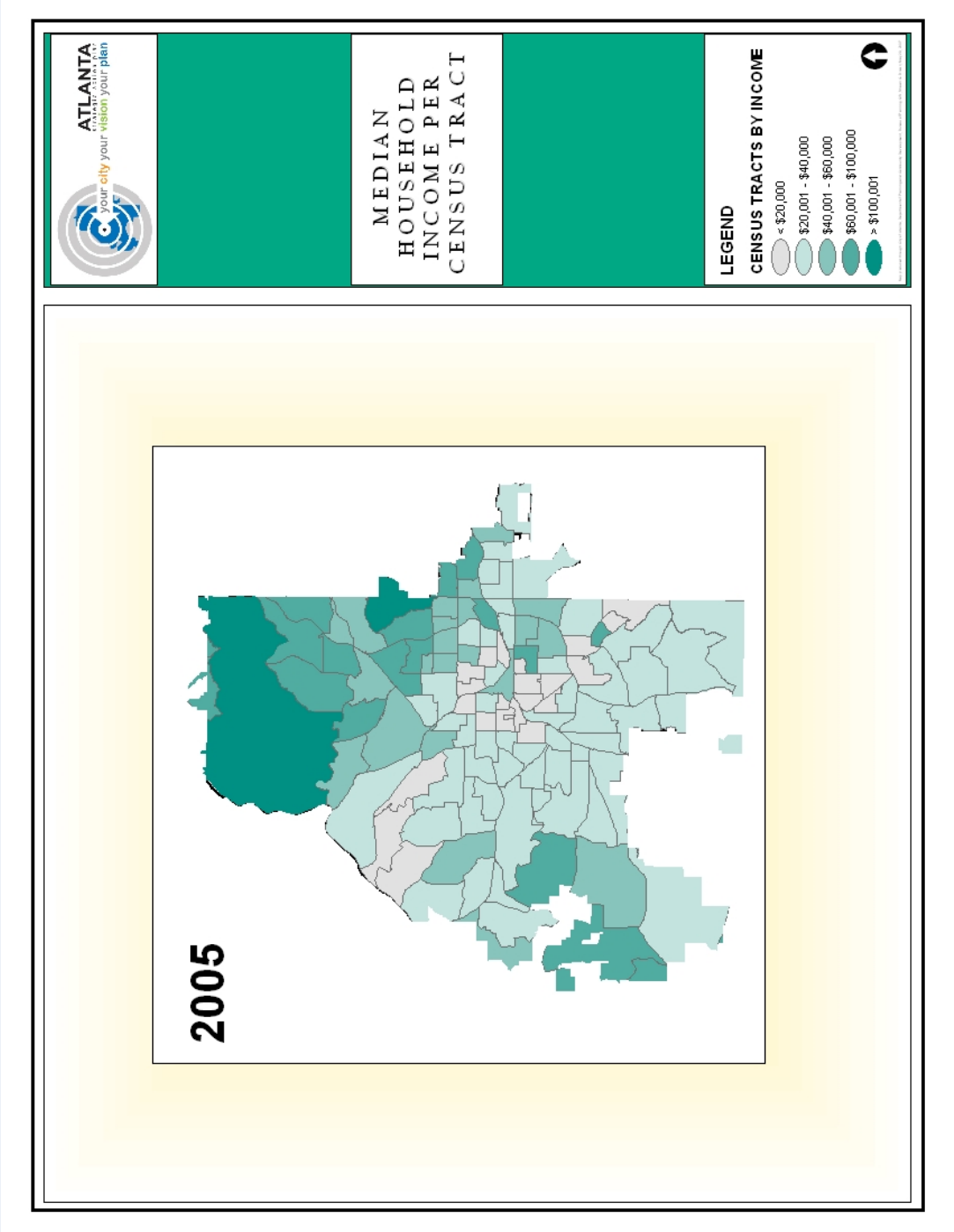
Table 3.11 2000-2030 Median Household Income

	2000	2005	2010	2015	2020	2025	2030
United States	\$41,994	\$46,242	\$62,014	\$62,169	\$72,555	\$85,050	\$98,221
Georgia	\$42,433	\$45,604	\$61,159	\$61,311	\$71,554	\$82,729	\$95,541
Fulton County	\$47,321	\$52,465	\$70,360	\$82,643	\$96,450	\$111,960	\$129,299
City of Atlanta	\$34,770	\$39,752	\$53,311	\$62,617	\$73,079	\$94,105	\$108,678

Although the City has experienced significant economic growth, the prosperity is not universal. According to the American Community Survey, in 2005, 27% of the City's residents live in poverty. The median household income is lower in the Northwest (\$22,634), Intown South (\$20,527) and Southside (\$26,823) Study areas. NPU G (\$17,513) and NPU T (\$17,224) had the lowest median household incomes (See Table 3.12 'City of Atlanta 2000-2030 Median Household Income by Study Area and NPU' and Map 3.9 'Median Household Income by Census Tract in 2005').

Table 3.12 City of Atlanta 2000-2030 Median Household Income by Study Area and NPU

		Year						
Study Area		2000	2005	2010	2015	2020	2025	2030
Northside		\$71,808	\$80,614	\$106,908	\$126,082	\$148,894	\$174,515	\$204,065
NPU	A	\$111,657	\$127,695	\$171,247	\$201,320	\$235,136	\$297,660	\$344,304
	B	\$67,386	\$77,350	\$104,282	\$122,881	\$143,922	\$164,415	\$189,956
	C	\$57,146	\$65,672	\$88,493	\$104,167	\$122,443	\$125,172	\$145,765
	D	\$39,028	\$42,998	\$56,675	\$65,940	\$76,250	\$75,870	\$87,222
Northeast		\$45,502	\$51,879	\$68,726	\$78,248	\$90,344	\$93,681	\$107,414
NPU	E	\$47,954	\$55,793	\$74,714	\$87,345	\$101,799	\$111,884	\$128,764
	F	\$61,172	\$69,577	\$92,363	\$107,894	\$126,516	\$121,752	\$141,216
	M	\$23,071	\$26,216	\$34,700	\$39,563	\$45,517	\$47,044	\$54,159
Northwest		\$19,954	\$22,634	\$30,145	\$35,260	\$41,255	\$43,960	\$50,774
NPU	G	\$15,508	\$17,513	\$23,456	\$27,218	\$31,569	\$42,274	\$48,736
	J	\$23,777	\$27,219	\$36,550	\$42,911	\$50,076	\$51,413	\$59,305
	K	\$21,894	\$25,258	\$33,985	\$40,495	\$47,475	\$45,767	\$52,769
	L	\$17,189	\$20,009	\$27,087	\$31,041	\$35,867	\$34,894	\$40,393
Southwest		\$34,493	\$40,567	\$54,804	\$64,496	\$75,440	\$73,367	\$84,792
NPU	H	\$27,240	\$31,310	\$42,059	\$49,329	\$57,313	\$59,714	\$68,903
	I	\$36,938	\$43,394	\$58,576	\$68,725	\$80,200	\$78,434	\$90,481
	P & Q	\$40,258	\$47,579	\$61,748	\$72,831	\$85,742	\$79,577	\$92,418
	R	\$35,175	\$40,273	\$54,036	\$63,434	\$74,083	\$72,027	\$83,175
Intown South		\$18,120	\$20,592	\$27,111	\$31,476	\$36,617	\$41,284	\$47,137
NPU	S	\$17,989	\$20,367	\$26,819	\$30,861	\$35,594	\$42,644	\$49,182
	T	\$14,936	\$17,224	\$22,842	\$26,723	\$31,366	\$34,456	\$38,785
	V	\$21,249	\$24,252	\$32,538	\$38,306	\$44,957	\$48,776	\$56,565
Eastside		\$41,047	\$46,750	\$62,859	\$68,078	\$85,979	\$81,260	\$93,797
NPU	N	\$52,265	\$59,337	\$79,386	\$73,744	\$107,488	\$102,579	\$118,155
	O	\$30,202	\$34,258	\$45,782	\$92,680	\$63,447	\$64,055	\$74,112
	W	\$37,948	\$42,563	\$57,424	\$54,044	\$80,237	\$72,853	\$84,276
Southside		\$23,549	\$26,823	\$35,712	\$41,837	\$48,745	\$47,749	\$55,158
NPU	X	\$25,659	\$28,982	\$38,758	\$45,515	\$53,333	\$54,627	\$63,325
	Y	\$18,993	\$21,841	\$29,493	\$34,605	\$40,459	\$39,496	\$45,603
	Z	\$23,580	\$27,063	\$36,170	\$42,492	\$49,386	\$47,184	\$54,450
Citywide Total		\$34,770	\$39,752	\$53,311	\$62,617	\$73,079	\$94,105	\$108,678



Map 3.9 Median Household Income by Census Tract in 2005

Table 3.13 City of Atlanta 1990 & 2000 Household Income Distribution

Category	1990		2000	
Total	155,894	%	168,341	%
less than \$9,999	41,132	26.40%	28,669	17.00%
\$10,000 - \$14,999	15,462	9.90%	12,267	7.30%
\$15,000 - \$19,999	14,626	9.40%	11,944	7.10%
\$20,000 - \$29,999	24,440	15.70%	21,678	12.90%
\$30,000 - \$34,999	9,040	5.80%	9,972	5.90%
\$35,000 - \$39,999	8,260	5.30%	8,214	4.90%
\$40,000 - \$49,999	11,261	7.20%	13,490	8.00%
\$50,000 - \$59,999	8,136	5.20%	11,344	6.70%
\$60,000 - \$74,999	7,619	4.90%	12,475	7.40%
\$75,000 - \$99,999	6,021	3.90%	12,859	7.60%
\$100,000 - \$124,999	3,111	2.00%	7,906	4.70%
\$125,000 - \$149,999	1,571	1.00%	4,492	2.70%
\$150,000 and above	5,215	3.30%	13,031	7.70%

In 2005, the City of Atlanta per capita income was \$33,590, higher than the U.S. per capita income of \$25,035 as well as Georgia's per capita income of \$23,982. This may be due to the number of higher paying jobs in the City of Atlanta to the higher cost of living (See Table 3.14 '2000-2030 Per Capita Income').

Table 3.14 2000-2030 Per Capita Income

	2000	2005	2010	2015	2020	2025	2030
United States	\$21,578	\$25,035	\$33,480	\$40,676	\$49,161	\$59,171	\$70,953
Georgia	\$21,154	\$23,982	\$32,072	\$38,965	\$47,093	\$56,682	\$67,969
Fulton County	\$30,003	\$35,795	\$47,870	\$58,159	\$70,290	\$84,603	\$101,449
City of Atlanta	\$25,772	\$33,590	\$44,921	\$54,576	\$65,960	\$79,391	\$95,200

Economic Development

Introduction

The Economic Development Element includes an analysis of the City of Atlanta's economic base, labor force, economic resources, and economic trends. The economic base and labor characteristics of the City of Atlanta, the State of Georgia and the Nation are examined. The intent of this element is to integrate economic development into the community comprehensive planning process. Upon identification of economic needs, facilities, and land uses, goals and priorities can be set.

Based on the information gathered, an assessment is made to determine which sectors are growing or declining locally and which sectors should be encouraged to develop in order to diversify the existing economic base. This will determine whether the existing jobs are appropriate for residents based on skill, education and commute and if not, what options are available to balance and grow the economic base. In addition, this analysis evaluates the existing economic development tools and determines areas where additional tools are needed.

Economic Base

The Minimum Planning Standards require an analysis of historic, current and projected employment and earnings by economic sectors in comparison to the State and the Nation. The City of Atlanta has a diversified economic base. According to City of Atlanta forecasts, the City of Atlanta is anticipated to have 567,624 jobs by 2030 (See Table 3.15 'City of Atlanta Employment Forecast 1990-2030'). According to the projection provided by the Atlanta Regional Commission, employment in the City of Atlanta will grow by 77,792 (17.3%) jobs by 2025. The City of Atlanta ranks 3rd, behind New York, NY and Houston, TX in the nation for Fortune 500 company headquarters (Fortune Magazine, April 2006). The City of Atlanta also ranks 3rd, behind Nashville, TN and Phoenix, AZ for America's 50 Hottest Cities for Business Expansion and Relocation (Expansion Management Magazine, November 2005).

Table 3.15 City of Atlanta
Employment Forecast 1990-2030

Year	Employment
1990	503,523
2000	543,604
2005	548,336
2010	545,339
2015	555,864
2020	549,648
2025	558,618
2030	567,624

The New Century Economic Development Plan for the City of Atlanta, developed in 2004 (Updated July 2005), has set very aggressive goals for employment growth. The City of Atlanta anticipates that 60,000 new jobs will be created by 2009. To achieve this goal, the City has identified several target industries, which are either existing large industry clusters or industries having significant near term growth prospects (See Figure 3.2 'Economic Development Plan - Target Industries'). Progress in these target industries can be illustrated through the groundbreaking of the Georgia Institute of Technology based Technology Enterprise Park located in Downtown, which is a bioscience and technology research and development marketplace that will house both emerging and established companies. This facility will also act as a catalyst for revitalization in the surrounding area.

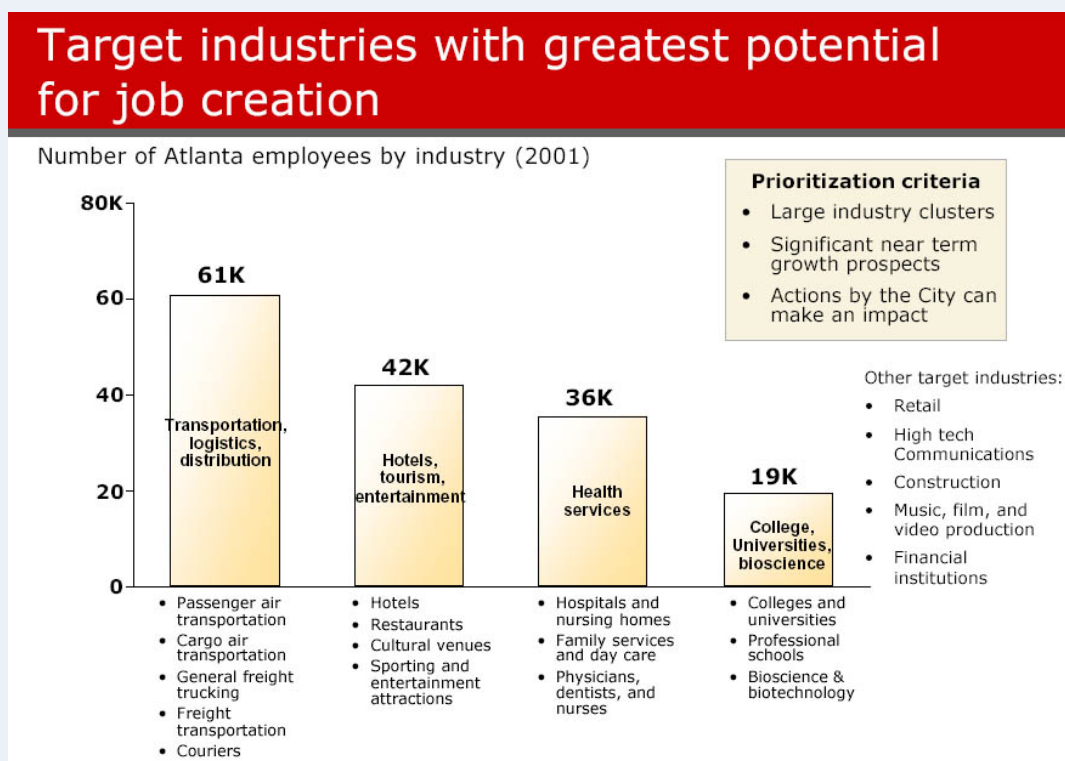


Figure 3.2 Economic Development Plan - Target Industries

Although Atlanta's economy is diverse, it is more service-based than manufacturing-based. Historically, manufacturing provided a relatively large number of jobs. In 2000, employment in manufacturing sector was 7.6% of total employment. By 2005, that percentage had decreased to 5.6%. The State of Georgia has a much higher percentage of manufacturing jobs, 12.10%. For the City to enhance economic vitality there is great need to retain and attract manufacturing industries by having a land use policy that retains existing industrial land uses and identifies land uses for future industrial use. Analysis needs to be completed to determine possible locations for industrial use in the City as well as investigate a stronger citywide industrial policy.

Labor Force

3 Community Assessment

The City of Atlanta has a higher unemployment rate than surrounding counties and the State of Georgia. The City is actively targeting areas which are underserved and working to promote training and job growth to increase employment. Expansion of the existing education and training programs provided by different agencies to the under-skilled population in the City of Atlanta, especially for residents in underserved areas is needed. National studies have shown that income increases and poverty decreases as the educational attainment increases. An educated worker will also have a variety of job options, thus making him/her less vulnerable to changes in the economy.

The Atlanta Workforce Development Agency promotes Summer Youth Programs, a program that prepares High School graduates with the tools to find employment. This agency also provides youth development services and job fairs as well as a variety of other employment services for people of all ages.

As baby boomers reach retirement age, a significant part of the City of Atlanta's workforce will be retiring in the near future. This aging workforce includes many highly skilled professionals. While their retirement might result in a shortage of skilled employees, it will also create job opportunities to the college educated workforce. These retirees will, in turn, create a new labor pool which may be beneficial in other industry sectors. New programs should be investigated to assist this population.

The mean travel time to work in the City of Atlanta in 2005 was 26.6 minutes. This is higher than the 25.1 minutes mean travel time to work in the nation. However, it is lower than the 31.1 minutes mean travel time to work in the Atlanta Region. This indicates that large percentage of the workforce commutes into the City of Atlanta to work.

Economic Development Resources

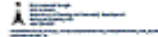
The City of Atlanta has many economic development organizations. Coordination among these different economic development agencies (the Department of Planning and Community Development, ADA, MACOC, DCA, Renewal Communities, the state's Economic Development agencies, etc.) and private entities will enhance opportunities for individuals and corporations to retain and attract businesses.

An example of a positive economic development tool is the small business seminars administered by the Atlanta Development Authority. The last seminar was held in January of 2007. \$2 million dollars has been made available in the form of loans for entrepreneurs and small businesses that need financing. These seminars are designed to support the City's Economic Development Goals of adding an average of 12,000 jobs per year.

Major Initiatives

The City has a strategy to encourage infill and new development at major activity centers and along major corridors. To implement this strategy, the City of Atlanta has adopted 14 Livable Centers Initiatives studies, 2 corridor studies, and 6 economic development priority areas (See Map 3.10 'Economic Development Priority Areas').

Economic Development Priorities



Map 3.10 Economic Development Priority Areas

3 Community Assessment

Other major projects, which are having positive impacts on the City's economy include:

- **Atlantic Station:** The project is open and near completion. The mixed-use development provides jobs, a variety of housing types, retail, restaurants and recreational activities in Midtown Atlanta. This was a former steel mill and brownfield site.
- **City Hall East:** The mixed-use redevelopment at City Hall East is expected to improve the quality of life in surrounding neighborhoods, preserve historic structure resources, provide greenspace and promote economic development.
- **Large Scale Cultural Public Facilities:** The Georgia Aquarium, the World of Coke, and the expansion of the High Museum are important cultural institutions that are attracting new residents and tourists and enhancing the City's quality of life.
- **The Beltline:** This project offers opportunities for development and redevelopment of many intown neighborhoods along the 22-mile of railroad corridors around the City's core. It is expected to promote sustainable economic development in the City as well as add much needed park space and transit options.
- **Fort McPherson:** This 485 acre historic army base is scheduled to close in 2011. It is located adjacent to the Oakland and the Lakewood/McPherson MARTA station and near I-75/85. The McPherson Planning Local Redevelopment Authority is actively working toward creating a redevelopment plan working with a variety of local agencies and neighborhoods.
- **Lakewood Fairgrounds Redevelopment:** This 132 acre site, located near MARTA and I-75/85, seven historic structures, 4 which have been restored, a 15 acre lake and the Hi-fi Buys Amphitheater (still in use) are located on the property.

Economic Base

In 2006, the City of Atlanta had an estimated 419,042 jobs. The number of jobs has increased since 2004, but it is still far less than the number of jobs in 2000. Between 2000 and 2006, 61,406 jobs were lost. An economic recession in early 2000 and the terrorist attacks in 2001 resulted in the loss of jobs (see Table 3.16 'Employment in the City of Atlanta between 2000 and 2005').

Table 3.16 Employment in the City of Atlanta between 2000 and 2005

Year	Number of Jobs
2000	480,448
2001	467,757
2002	427,785
2003	417,967

Year	Number of Jobs
2004	413,849
2005	415,698
2006	419,042
Source: US Census, QWI, 2006 2nd qtr	

The highest number are jobs in the Public Administration sector. Atlanta has a large number of public administration jobs due to the number of federal, state and local government offices located in the City. Professional, Scientific and Technical jobs is the second largest category. Universities, research institutions and high tech industries located in the City are source of many of these jobs. Accommodations and Food services follows as the third largest employment sector. Many of the jobs are the result of the large convention business centered around Downtown (Table 3.17 'Total Employment in the City of Atlanta in 2006').

Table 3.17 Total Employment in the City of Atlanta in 2006

Employment Sector	Total Employment	Percent
Agriculture, Forestry, Fishing and Hunting	59	0.01%
Mining	49	0.01%
Utilities	1,247	0.30%
Construction	9,908	2.36%
Manufacturing	19,088	4.56%
Wholesale Trade	17,972	4.29%
Retail Trade	25,708	6.13%
Transportation and Warehousing	18,597	4.44%
Information	29,267	6.98%
Finance and Insurance	25,461	6.08%
Real Estate and Rental and Leasing	9,989	2.38%
Professional, Scientific, and Technical Services	45,996	10.98%
Management of Companies and Enterprises	10,302	2.46%
Administrative and Support and Waste Management and Remediation Services	27,443	6.55%
Educational Services	30,864	7.37%
Health Care and Social Assistance	36,291	8.66%
Arts, Entertainment, and Recreation	7,250	1.73%
Accommodation and Food Services	38,436	9.17%
Other Services (except Public Administration)	13,533	3.23%
Public Administration	51,582	12.31%
Total	419,042	100.00%

3 Community Assessment

Employment Sector	Total Employment	Percent
Source: US Census, QWI, 2nd quarter		

In 2005, 194,045 City of Atlanta residents were in the workforce, with a large amount in the service sector. The following tables, (See Table 3.18 'Employment by Major Industry Sector, City of Atlanta Residents' and Table 3.19 'Employment by Major Industrial Sector, City of Atlanta and State of Georgia') show the employment in the City of Atlanta and the State of Georgia.

Table 3.18 Employment by Major Industry Sector, City of Atlanta Residents

Sector	2000	2005
Agriculture, forestry, fishing and hunting, and mining	674	1,358
Construction	9,551	10,899
Manufacturing	13,998	10,839
Wholesale trade	6,103	5,384
Retail trade	17,148	21,750
Transportation and warehousing, and utilities	10,448	10,668
Information	10,476	6,666
Finance, insurance, real estate and rental and leasing	15,328	18,053
Professional, scientific, management, administrative, and waste management services	31,406	33,476
Educational, health and social services	30,754	37,235
Arts, entertainment, recreation, accommodation and food services	19,017	19,691
Other services (except public administration)	8,683	7,985
Public administration	8,914	10,041
Total	182,936	194,045

Table 3.19 Employment by Major Industrial Sector, City of Atlanta and State of Georgia

Sector	Percent of Total Employment	
	Atlanta	Georgia
Agriculture, forestry, fishing and hunting, and mining	.7%	1.21%
Construction	5.62%	8.90%
Manufacturing	5.59%	12.10%
Wholesale trade	2.77%	3.82%
Retail trade	11.21%	12.02%
Transportation and warehousing, and utilities	5.5%	6.22%
Information	3.43%	2.83%
Finance, insurance, real estate and rental and leasing	9.30%	7.04%
Professional, scientific, management, administrative, and waste management services	17.25%	10.17%
Educational, health and social services	19.19%	18.36%

Sector	Percent of Total Employment	
	Atlanta	Georgia
Arts, entertainment, recreation, accommodation and food services	10.15%	7.39%
Other services (except public administration)	4.12%	4.69%
Public administration	5.17%	5.25%

According to the Bureau of Census, the largest percentage of the City of Atlanta and Georgia residents are employed in Educational, health and social services jobs. The City of Atlanta lags behind the State of Georgia in the Construction and Manufacturing industry sectors. The City of Atlanta has a higher percentage of Professional (Scientific, Management, Administrative, and Waste Management Services) as well as Arts and Entertainment and FIRE. This illustrates the shrinking heavy/light industrial sectors of the City. The City does not have a solid land use policy to retain this sector.

According to data provided by the Atlanta Regional Commission, the number of jobs increased by 10.2% (40,425) from 1990 to 2000. Between 2000 and 2005, the number of jobs fell by 12.7%. The ARC forecast indicate an 17.3 (77,792) increase in the number of jobs between 2005 and 2025. Compared to the State of Georgia, the projected employment growth rates are relative low (See Table 3.20 'Projected Employment by Major Industrial Sector, City of Atlanta, 2005-2025' and Table 3.21 'Projected Employment Growth by Major Industry Sector, City of Atlanta Compared with the State of Georgia, 2005-2025'). The City of Atlanta has a more aggressive growth goal than projected by Atlanta Regional Commission. As part of the New Century Economic Development Plan the City aims to create 60,000 new jobs, which equals a 14% overall growth rate and 3% annual growth rate.

Table 3.20 Projected Employment by Major Industrial Sector, City of Atlanta, 2005-2025

Employment Sector	2005	2010	2015	2020	2025	% Change
Construction	9,871	9,533	10,365	11,197	11,704	18.6%
Manufacturing	32,450	31,689	31,899	32,108	32,220	-0.7%
Transportation, Communication and Utilities	31,328	30,252	30,846	31,440	31,707	1.2%
Wholesale Trade	25,163	24,413	24,579	24,745	24,475	-2.7%
Retail	56,925	59,989	65,535	71,080	76,195	33.9%
Finance, Insurance, and Real Estate	34,636	33,976	34,881	35,785	36,631	5.8%
Services	172,044	183,498	194,427	205,355	213,615	24.2%
Government	88,467	90,844	94,783	98,721	102,129	15.4%
Total	450,883	464,194	487,313	510,431	528,675	17.3%

Table 3.21 Projected Employment Growth by Major Industry Sector, City of Atlanta Compared with the State of Georgia, 2005-2025

Employment Sector	Atlanta % Change		Georgia State % Change	
	2005-2015	2015-2025	2005-2015	2015-2025
Agricultural	N/A	N/A	22.0%	18.7%
Mining	N/A	N/A	3.0%	4.7%

3 Community Assessment

Employment Sector	Atlanta % Change		Georgia State % Change	
	2005-2015	2015-2025	2005-2015	2015-2025
Construction	5.0%	12.9%	16.0%	15.5%
Manufacturing	-1.7%	1.0%	4.9%	3.6%
Transportation, Communication and Public Utilities	-1.5%	2.8%	20.7%	16.8%
Wholesale Trade	-2.3%	-0.4%	11.8%	11.9%
Retail Trade	15.1%	16.3%	13.1%	12.9%
FIRE	0.7%	5.0%	12.8%	12.9%
Services	13.0%	9.9%	21.9%	22.8%
Government	7.1%	7.8%	11.2%	10.1%
Total	8.1%	8.5%	15.2%	15.2%

Source: Atlanta Regional Commission and Woods & Poole Economics Inc

Atlanta has a highly diversified economy. Nevertheless, there are four target industries that have a significant impact on Atlanta's economy and have the greatest potential for creating jobs in the City. These targeted industries, identified in the "New Century Economic Development Plan for the City of Atlanta", are transportation, logistics and distribution; hotels, tourism and entertainment; health services; and Colleges, university and bioscience. Other target industries are retail, high tech communications, construction, music, film and video production and financial institutions.

Table 3.22 Atlanta's Special/Unique Economic Activities

Industry	Key Employers	# of Jobs (2001)
Hospitality, tourism, entertainment	Marriott Marquis, Hyatt Regency, Hilton Atlanta, Peachtree Plaza, Omni Hotel, MGR Food Services	42 K
Healthcare	Grady, Emory Hospital System, Piedmont, Children's Healthcare of Atlanta	39K
Retail	Publix, Kroger, Rich's Macy's	24K
Banking	SunTrust, Wachovia	19K
High tech communications <ul style="list-style-type: none"> Information services Telecommunications Cable networks and program distribution 	EarthLink, Turner, CNN, BellSouth	18K
Colleges, universities and professional schools	Georgia Tech, Georgia State, AUC	16K
Transportation/Distribution/Logistics <ul style="list-style-type: none"> Air, Ground 	Delta, AirTran, Watkins	61K*
Music, film & video production	So So Def, Craig Miller productions, Comotion Films, Glass Eye Productions	2K

As the table above shows (Table 3.22 'Atlanta's Special/Unique Economic Activities') the City of Atlanta has a diversified economic base. However, some of these industry sectors have experienced little growth or even negative growth in terms of employment during the past five years. For example, the employment

in FIRE sector has increased by 2005 (15%), and the employment in wholesale sector has decreased by 791 (13%) (See Table 3.19 'Employment by Major Industrial Sector, City of Atlanta and State of Georgia'). Based on the projection for the next twenty years, the City will have an increase in jobs in most employment sectors. The City needs to target retaining and strengthening these basic industry sectors to provide more jobs and revenues for the City. Among these sectors, wholesale trade and warehousing have least potential for growth and are not identified as target industries. However, these sectors provide good paying jobs for the portion of the workforce without a high education attainment.

Except for the basic industry sectors, some other industry sectors are having the potential of either providing a great number of jobs for the City or turning from non-basic to basic sectors. These sectors include educational, health and social services, tourism and convention, and retail trade. In addition, universities and research institutions in the City are good resources for high-tech or bioscience related industries. There is need for the City to facilitate and promote the growth of these sectors in an effort to continue diversifying the economic base.

Labor Force

Employment by Occupation

Employment by occupation data is collected by the U.S. Census and shows the occupations of persons living within the City, regardless of where they work. The total number of jobs held by Atlanta residents increased between 1989 and 2005, but the distribution of employment by occupation shifted toward more white-collar and highly skilled jobs as well as jobs related to transportation and material moving. Administration support positions provided the largest number of jobs in 1990, while professional and technical specialty positions provided the largest number of jobs in 2000, followed by executive, administrative and managerial positions. In 2005, the highest percentage of jobs were in executive, administrative and managerial occupations. The largest increase was in jobs in transportation and material moving. The largest decreases were in precision craft/mechanical jobs and in administrative support jobs, while the largest percentage decline was in farming, fishing and forestry (See Table 3.23 'Current and Historic Employment by Occupation, Atlanta Residents, 1989-2005').

A comparison of the state and national distributions of employment by occupation shows that, compared to the national work force, Atlanta residents are more likely to work in offices than in factories. More Atlanta workers are employed as executives and professionals; fewer work in precision production and machine operations (See Table 3.24 'Employment by Occupation Comparison, Atlanta, Georgia, and United States, 1999' and Table 3.25 'Employment by Occupation Comparison, Atlanta, Georgia, and United States, 2005').

Table 3.23 Current and Historic Employment by Occupation, Atlanta Residents, 1989-2005

Occupation	1989	1999	2005	Percent
Total Occupations	175,126	182,936	181,036	4.5%
Executive, administrative, and managerial occupations	22,362	31,520	76,160	41.0%
Professional specialty occupations	28,107	42,682	N/A	51.9%
Technicians and related support occupations	6,262	N/A	31,245	
Sales occupations	20,215	21,478	44,223	6.2%

3 Community Assessment

Occupation	1989	1999	2005	Percent
Administrative support occupations, including clerical	28,400	25,387	N/A	-10.6%
Private household occupations	2,281	N/A	N/A	
Protective service occupations	2,880	3,150	N/A	9.4%
Service occupations, except protective and household	26,124	26,810	N/A	2.6%
Farming, forestry, and fishing occupations	2,161	409	N/A	-81.1%
Precision production, craft, and repair occupations	11,989	8,946	N/A	-25.4%
Machine operators, assemblers, and inspectors	8,649	11,014	8,078	27.3%
Transportation and material moving occupations	7,400	11,540	20,483	55.9%
Handlers, equipment cleaners, helpers, and laborers	8,296	N/A	N/A	N/A
Source: US Census				

Table 3.24 Employment by Occupation Comparison, Atlanta, Georgia, and United States, 1999

Occupation	Percent Employed Residents-1999		
	Atlanta	Georgia	U.S
Executive, administrative, and managerial occupations	17.2%	14.0%	13.5%
Professional specialty occupations	23.3%	18.7%	20.2%
Sales occupations	14.7%	11.4%	12.9%
Administrative support occupations, including clerical	1.7%	2.0%	2.0%
Protective service occupations	11.7%	11.6%	11.2%
Service occupations, except protective and household	13.9%	15.1%	15.4%
Farming, forestry, and fishing occupations	0.2%	0.6%	0.7%
Precision production, craft, and repair occupations	6.0%	10.8%	9.4%
Machine operators, assemblers, and inspectors	4.9%	9.0%	8.5%
Transportation and material moving occupations	6.3%	6.6%	6.1%
Source: US Census			

Table 3.25 Employment by Occupation Comparison, Atlanta, Georgia, and United States, 2005

Occupation	Percent Employed Residents-2005		
	Atlanta	Georgia	U.S
Executive, administrative, and managerial occupations	45.7%	33.6%	34.1%
Professional specialty occupations	*%	*%	*%
Sales occupations	24.6%	26.1%	25.9%
Administrative support occupations, including clerical	*%	*%	*%
Protective service occupations	*%	*%	*%
Service occupations	16.8%	14.7%	16.3%
Farming, forestry, and fishing occupations	0.6%	0.6%	.6%

Precision production, craft, and repair occupations	5.4%	11.2%	10%
Machine operators, assemblers, and inspectors	*%	*%	*%
Transportation and material moving occupations	6.9%	13.8%	13.1%
Source: US Census			

Employment Status

The US Census defines the labor force to include persons sixteen years of age and older, both employed and unemployed, who are able to work. The percentage of Atlanta adults who were at working age increased by approximately 10% between 1989 and 2005, and the number who were in the labor force increased by 11% (See Table 3.26 'Current and Historic Employment Status, Atlanta, 1989-2005'). The percentage of Georgians aged 16 and over who were in the labor force increased from 62.7% in 1990 to 68.7% in 2005. The percentage of Atlanta adults who are in the labor force is higher than the state and national level as compared to 1999 which showed almost the same as the national level and are slightly lower than state level. However, the City of Atlanta unemployment rate is much higher than state and national percent figures See Table 3.27 'Employment Status Comparison, Atlanta, Georgia and United States, 2005'). The Atlanta labor force is roughly one-half female (See Table 3.28 'Percent of Labor Force by Gender, Atlanta, Georgia and United States, 1989,1999, 2005').

Table 3.26 Current and Historic Employment Status, Atlanta, 1989-2005

Employment Category	1989	1999	2005	% Change
Population Aged 16 and Older	308,805	333,209	312,115	10.8%
Civilian Labor Force	192,794	212,817	214,575	11.3%
Percent in Labor Force	62.7%	63.9%	68.7%	6%
Employed	175,126	182,936	194,045	10.77%
Unemployed	17,668	29,881	20,352	15.1%
Percent Unemployed	5.7%	9.0%	9.5%	.8%
In the Armed Forces	812	440	178	-78.1%
Source: US Census				

Table 3.27 Employment Status Comparison, Atlanta, Georgia and United States, 2005

Employment Status	Atlanta	Georgia	U.S.
Percent in Labor Force	68.7%	65.00%	63.39%
Percent Unemployed	9.5%	7.4%	6.9%
Source: US Census			

Table 3.28 Percent of Labor Force by Gender, Atlanta, Georgia and United States, 1989,1999, 2005

2005	Atlanta	Georgia	U.S.
Male:	53.3%	54%	53.7%
Female:	46.7%	46%	46.3%

3 Community Assessment

2005	Atlanta	Georgia	U.S.
1999	Atlanta	Georgia	U.S.
Male:	49.3%	48.5%	48.3%
Female:	50.7%	51.5%	51.7%
1989	Atlanta	Georgia	U.S.
Male:	51.9%	53.8%	54.7%
Female:	48.1%	46.2%	45.3%

The City of Atlanta has a lower percentage of people who obtained a high school degree than both the State and the Nation (See Table 3.29 'Educational Attainment Comparison, Atlanta, Georgia and United States, 2005 Population 25 and over '). Even more concerning is that 17% of the population had less than a high school degree which is lower than the State of Georgia but higher than the national average. In general the median earnings directly correlate to the level of educational attainment. Table Table 3.30 'Educational Attainment Comparison, Atlanta, Georgia and United States, 2005 Median Earnings ' illustrates that a college and graduate degree will significantly increase annual salaries. City of Atlanta residents with a bachelors and graduate degrees will have a higher annual salary than their counterparts in the State and the Nation.

Table 3.29 Educational Attainment Comparison, Atlanta, Georgia and United States, 2005 Population 25 and over

Educational Attainment	Atlanta	Georgia	United States
Less than High School Graduate	17%	17.2%	15.9%
High School Graduate	21.8%	29.6%	29.6%
Some college or Associates Degree	18.8%	25.9%	27.5%
Bachelor's Degree	25.3%	17.6%	17.2%
Graduate or Professional Degree	17.1%	9.6%	10%

Table 3.30 Educational Attainment Comparison, Atlanta, Georgia and United States, 2005 Median Earnings

Educational Attainment	Atlanta	Georgia	United States
Less than High School Graduate	\$12,370	\$19,367	\$18,435
High School Graduate	\$22,965	\$25,538	\$25,829
Some college or Associates Degree	\$30,260	\$31,653	\$31,566
Bachelor's Degree	\$47,103	\$45,335	\$43,954
Graduate or Professional Degree	\$62,025	\$54,563	\$57,585

Although management, professional and related occupations in Atlanta (\$51,710) exceed both the State (\$30,306) and the Nation (\$46,246) women receive less pay in each category (See Table 3.31 'Occupation by Sex and Median Earnings-Atlanta', Table 3.33 'Occupation by Sex and Median Earnings-U. S. Nation' and Table 3.33 'Occupation by Sex and Median Earnings-U. S. Nation'). In contrast, occupations such as construction (Atlanta-\$26,216) lag behind both the State (\$28,281) and the Nation (\$31,306). In this field women, make a very small percentage of the salary afforded to their male counterparts.

Table 3.31 Occupation by Sex and Median Earnings-Atlanta

Occupations	Total	Male	Female	Median earnings	Median Earnings-Male	Median Earnings-Female
Management, professional and related occupations	88,636	54. %	45.6%	\$51,710	\$59,702	\$47,880
Service occupations	32,667	47.6%	52.4%	\$17,000	\$20,902	\$14,493
Sales and office Occupations	47,649	41.6%	58.4%	\$28,203	\$38,657	\$22,842
Farming, fishing, and forestry occupations	1,192	100%	0%	\$20,906	\$20,906	0
Construction, extraction, maintenance, and repair occupations	10,561	95%	5%	\$26,216	\$27,060	\$11,275
Production, transportation, and material moving occupations	13,340	65%	35%	\$21,153	\$22,436	\$17,481

Table 3.32 Occupation by Sex and Median Earnings-Georgia

Occupations	Total	Male	Female	Median earnings	Median Earnings-Male	Median Earnings-Female
Management, professional and related occupations	4,185,729	54. %	46%	\$30,306	\$35,037	\$25,293
Service occupations	615,462	43.6%	56.4%	\$16,656	\$21,543	\$13,219
Sales and office Occupations	1,093,497	38.6%	61.4%	\$26,908	\$35,560	\$23,470
Farming, fishing, and forestry occupations	26,909	82.8%	17.2%	\$17,310	\$18,306	\$12,381
Construction, extraction, maintenance, and repair occupations	463,726	95.4%	4.6%	\$28,281	\$28,563	\$23,283
Production, transportation, and material moving occupations	578,222	74%	26%	\$25,418	\$28,681	\$19,342

Table 3.33 Occupation by Sex and Median Earnings-U. S. Nation

Occupations	Total	Male	Female	Median earnings	Median Earnings-Male	Median Earnings-Female
Management, professional and related occupations	46,514,512	49.3%	50.7%	\$46,246	\$57,385	\$35,555
Service occupations	22,224,170	43.4%	56.6%	\$15,911	\$20,735	\$12,920
Sales and office Occupations	35,352,046	37%	63%	\$25,771	\$33,302	\$22,657
Farming, fishing, and forestry occupations	929,636	79.6%	20.4%	\$15,896	\$17,351	\$10,792
Construction, extraction, maintenance, and repair occupations	13,630,934	96.4%	3.6%	\$31,306	\$31,411	\$27,050
Production, transportation, and material moving occupations	17,807,512	76.9%	23.1%	\$26,658	\$31,154	\$19,401

Unemployment Rates

Since 2002, there has been a trend of decreasing unemployment rates with the recovery of the national and local economies until and upturn in 2005. In 2005, the unemployment rate in Atlanta was 9.5% which is the highest it had been since 1995. Compared to surrounding counties, the state and the nation, Atlanta always has the highest unemployment rate, regardless of the economic condition.

Table 3.34 Historic and Current Unemployment Rates, Atlanta Compare with Surrounding Counties, Georgia, and United States, 1995-2005

Government	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Atlanta	7.2%	6.7%	6.2%	5.6%	5.0%	5.0%	6.1%	8.2%	8.1%	7.7%	9.5%

3 Community Assessment

Government	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Fulton	5.3%	4.9%	4.6%	4.0%	3.7%	3.5%	4.2%	5.7%	5.7%	5.3%	6.2%
DeKalb	4.8%	4.4%	4.4%	4.1%	3.7%	3.3%	4.1%	5.6%	5.5%	5.3%	6.1%
Cobb	3.6%	3.0%	2.9%	2.6%	2.4%	2.8%	3.3%	4.5%	4.3%	4.2%	4.7%
Clayton	5.0%	4.5%	4.1%	3.7%	3.3%	3.4%	3.9%	5.7%	5.8%	5.6%	6.7%
Georgia	4.8%	4.6%	4.5%	4.2%	3.8%	3.5%	4.0%	4.8%	4.7%	4.6%	5.5%
MSA	4.3%	3.8%	3.7%	3.3%	3.0%	3.1%	3.6%	4.9%	4.8%	4.6%	7.0%
U.S.	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%	4.7%	5.8%	6.0%	5.5%	4.8%

Source: US Bureau of Labor

The City of Atlanta has had a higher rate of unemployment than the surrounding counties, the state of Georgia, and the nation for the last decade (See Table 3.34 'Historic and Current Unemployment Rates, Atlanta Compare with Surrounding Counties, Georgia, and United States, 1995-2005'). The City should focus on training and job creation. Most of the unemployed are those who have less education and/or are living in areas with poor accessibility to jobs located in the metro area. Creating entry-level jobs in retail, tourism and some transportation sectors will expand and provide opportunities for the unemployed. As identified in the New Century Economic Development Plan, some areas of the City are not served by retail.

With the diversified economic base, the City also needs to create a wide range of jobs that serve all segments of the population. Entry-level jobs to serve the under-skilled portion of the population are important. In addition, the City needs to equip and attract the labor force for high-skill level jobs, such as FIRE, information, telecommunication and bioscience. Since the City is home to several major universities, Atlanta should work on retaining recent graduates of the many colleges and universities in Atlanta in order to have a high-skilled workforce. Moreover, the City needs to work with technical schools, work force development agencies, universities, colleges to train and educate students to meet the needs of employers.

Almost half of the people living in poverty in Atlanta (45%) have less than a High School degree. This is much higher than in Georgia and the United States (See Table 3.29 'Educational Attainment Comparison, Atlanta, Georgia and United States, 2005 Population 25 and over'). A low percentage of college graduates are below the poverty level. Therefore, it is very important to stress education as a means of having access to high paying jobs.

Table 3.35 Poverty Rate for the Population 25 Years and over for Whom Poverty Status is determined by Educational Attainment Level

Educational Attainment	Atlanta	Georgia	United States
Less than High School Graduate	45.6%	25.2%	23.6%
High School Graduate	24.1%	12.2%	11.2%
Some college or Associates Degree	17%	8%	7.7%
Bachelor's Degree	4.9%	3.2%	3.9%
Graduate or Professional Degree	3.7%	2.4%	2.9%

Commuting Patterns

Despite the number of people working in the City being the greatest share of the total, there is a trend for more people commuting outside the City to their jobs. The number of people working in the City decreased by almost 10 percent from 1989 to 1999 but there was an overall increase between 1989 to 2005 of 3.9 percent. The number working outside the MSA has increased by more than 74 percent from 1989 to 2005 (See Table 3.36 'Current and Historic Commuting Patterns, City of Atlanta, 1989-2005 ').

From 1989 to 1999, the number of persons commuting to jobs inside the City of Atlanta decreased from 117,553 to 106,145, although the total commuters living in the City increased from 171,185 to 178,970. During that period the data indicated that the job growth in certain sectors in the surrounding suburbs was faster than the City. These jobs included manufacturing, wholesale and retail. As noted in an earlier section, the City of Atlanta has lost much of its manufacturing/wholesale business and land use dedicated to this category thus causing the workers with skill sets in those particular areas to search for work elsewhere. In 1999, the percentage of population commuting to jobs more than 29 minutes increased by 3% (5,844) compared to 1990. This category increased 6.3 percent from 1989-2005 (See Table 3.37 'Current and Historic Travel Times, City of Atlanta, 1989-1999'). This indicates there is increased job-housing imbalance in the City. This commuting pattern reveals again that the City needs to create jobs for its residents and improve job housing balance in the city.

The State of Georgia has a mean travel time to work of 27.2. minutes. With increased congestion and poor air quality, there has been an increase in workers that telecommute and work from home. In 2005, there were 145,988, approximately 4% of the workforce, in the State telecommuted. In comparison the City of Atlanta, 8,813 workers or 5% of the workforce telecommuted (See Table 3.37 'Current and Historic Travel Times, City of Atlanta, 1989-1999').

Table 3.36 Current and Historic Commuting Patterns, City of Atlanta, 1989-2005

Commuting Patterns	1989	1999	2005	% Change
Total:	171,185	178,970	186,756	9.1%
Living in an MSA/PMSA:	171,185	178,970	186,756	9.1%
Worked in MSA/PMSA of residence:	169,782	175,996	181,750	7%
Central City	117,553	106,145	122,367	3.9%
Remainder of this MSA/PMSA	52,229	69,851	59,383	13.7%
Worked outside MSA/PMSA of residence:	2,281	2,974	3,965	74%
Worked in a different MSA/PMSA:	1,403	1,876	2,408	72%
Central City	928	1,122	1,557	67%
Remainder of different MSA/PMSA	475	754	435	-8.5%
Worked outside any MSA/PMSA	878	1,098	606	-31%
Source: US Census				

3 Community Assessment

There is a trend toward more people traveling for longer time periods to work. At the same time, due to increased congestion and increase in mixed use developments, there was an almost 19% increase in people with a less than five minute commute. This was the largest increase aside from the 90 or more minutes. There was also a significant increase of the number of people working from home (see Table 3.37 'Current and Historic Travel Times, City of Atlanta, 1989-1999').

Table 3.37 Current and Historic Travel Times, City of Atlanta, 1989-1999

Travel Time	1989	1999	2005	% Change
Total:	172,063	178,970	177,942	3.41%
Less than 5 minutes	3,702	3,127	4,377	18.23%
5 to 9 minutes	12,476	13,151	16,718	34%
10 to 14 minutes	23,318	22,147	23,710	1.7%
15 to 19 minutes	31,672	30,037	27,111	-14.4%
20 to 24 minutes	28,159	28,757	28,371	.01%
25 to 29 minutes	9,884	10,372	10,554	6.3%
30 to 34 minutes	27,320	26,823	30,916	13.2%
35 to 39 minutes	4,064	4,267	4,076	.01%
40 to 44 minutes	4,224	4,859	4,516	7%
45 to 59 minutes	11,215	11,502	12,271	9%
60 to 89 minutes	9,468	10,061	9,899	4.6%
90 or more minutes	2,503	7,126	5,424	116.7%
Worked at home	4,058	6,741	8,813	117%
Source: US Census				

Economic Resources

Economic Development Agencies

Our Community has different economic development agencies which target at different geographic areas or economic development elements.

1. Atlanta Development Authority

The Atlanta Development Authority forges partnerships with private and nonprofit interests (including financial institutions, retailers, corporations, foundations, and universities) to plan and implement redevelopment and economic development projects and programs. This agency also promotes job training and markets Atlanta to potential investors and employers.

Fulton County Economic Development Department

The mission of the Economic Development Department is to market and promote Fulton County through comprehensive programs designed to promote the location of new and expanding business. These comprehensive programs include: Marketing and Business Development, Expansion and Retention

of existing businesses, Small Business Development, and Financing and Development incentives designed to encourage residential, commercial and industrial growth in Fulton County, thereby creating jobs and expanding the tax base.

2. **Dekalb County Economic Development Department**
The Dekalb County Economic Development Department markets Dekalb to the world through its database of investment opportunities and commercial and industrial properties. The Dekalb Development Authority of Dekalb County works with growing companies to find financing alternatives for establishing a presence in Dekalb County.
3. **Metro Atlanta Chamber of Commerce**
Metro Atlanta Chamber of Commerce is the business association of the metro Atlanta area. The Chamber's focuses are improving quality of life and promoting economic growth. Its Economic Development Division is committed to creating a high-quality business environment in the metro area for new and existing businesses. The Chamber's business recruitment team actively recruits new companies to relocate to the region by marketing to, and working directly with, corporate executives and relocation consultants. The Chamber is committed to developing new business in targeted industry clusters, including Corporate Headquarters, Biosciences, Logistics/Transportation, Telecommunications, Computer Software & Services. Recently, the Chamber of Commerce has been working on the Metro Atlanta Quality Growth Task Force, which is a public-private venture to reach consensus on growth strategies necessary to successfully accommodate the next 2.3 million people in the region.
4. **Atlanta Neighborhood Development Partnership, Inc. (ANDP)**
The Atlanta Neighborhood Development Partnership, Inc. (ANDP) works with a dynamic network of businesses and organizations to both advocate for and participate in the bricks and mortar building process for new affordable, mixed income housing and community revitalization. This strong network encompasses lenders, for-profit and non-profit developers, public and private agencies, foundations and community development corporations (CDCs) - all working for positive change at the neighborhood level. Throughout its 12-year history, ANDP has been engaged in developing housing for people of moderate to low incomes. This dedicated, hard work has resulted in the building or renovation of more than 7,800 housing units in the Atlanta Region. To implement the vision and to be a catalyst for sustainable communities, ANDP will:
 - a. Develop mixed income housing that includes very low, low-to-moderate and market rate housing;
 - b. Help build the capacity of community-based organizations;
 - c. Provide debt and equity capital for mixed income housing;
 - d. Advocate for public policies that promote healthy communities; and
 - e. Establish appropriate partnerships that are in alignment with the vision.
5. **Georgia Department of Economic Development**

3 Community Assessment

The Georgia Department of Economic Development is responsible for administering many of the state incentive programs as well as providing technical assistance to local governments, development authorities, and private for-profit entities in the area of economic development. The Redevelopment Fund Project, Employment Incentive Program, and the Downtown Development Revolving Loan Fund are a few resources available through the department. There are many other resources offered through the Georgia Department of Economic Development for businesses to utilize.

6. Atlanta Regional Commission (ARC)

The Atlanta Regional Commission is the regional planning and intergovernmental coordination agency for the 10-county Atlanta area. The agency is involved with the economic development/improvement of Atlanta. ARC has been very involved with revitalizing the weaker neighborhoods of Atlanta. The agencies LCI program, workforce initiatives, and its long-range plans are vital to creating a thriving Atlanta.

7. Georgia Power

Georgia Power operates a full-service Community and Economic Development organization which serves the entire State of Georgia. The purpose of this organization is to help new and existing companies expand in Georgia. Experienced leadership, leading edge technology, and targeted research and management tools have all led to the success of the community and economic efforts.

Economic Development Programs/ Tools

Different economic development programs/tools are available in the City to attract businesses and employment, provide affordable housing, and encourage economic development.

1. Atlanta Renewal Community

Established by the 2000 Community Renewal Tax Relief Act, the Renewal Community Initiative allows Atlanta to receive regulatory relief and tax breaks to help local businesses provide more jobs and promote community revitalization in areas suffering from divestment and decline. This initiative has replaced the Empowerment Zone Program. Through this program, the City of Atlanta will utilize tax credits, tax deductions, capital gains exclusions and bond financing to encourage public-private collaboration to generate economic development in 40 distressed communities. The details of the program are detailed below.

a. Tax Credits

- i. Wage credits: Businesses who hire and retain Renewal Community residents are able to apply credits against their federal tax liability. Businesses operating in the new Renewal Community (RC) will receive up to a \$1,500 credit for every newly hired or existing employee who lives and works in the RC.

- ii. **Work Opportunity Credits:** These credits provide businesses in Renewal Communities with up to \$2,400 against their Federal tax liability for each employee hired from groups with historically high unemployment rates or other special employment needs, including youth who live in the RC.
 - iii. **Welfare to Work Credits:** Businesses are offered a credit of up to \$3,500 (in the first year of employment) and \$5,000 (in the second year) for each newly hired long-term welfare recipient.
- b. **Tax Deductions**
 - i. **Commercial Revitalization Deductions:** States with one or more RCs are permitted to deduct \$12 million per RC per year, up to \$10 million per project for commercial or industrial buildings developed in the RCs. A business can deduct up to \$5 million in the year the building is placed in service or deduct the full amount of eligible expenditures pro rata over 10 years.
 - ii. **Section 179 Deductions:** A qualified Renewal Community business is allowed under the tax code to expense up to \$35,000 of additional qualified property such as equipment and machinery acquired each year during the period of the RC designation, 2002 through 2009.
 - iii. **Environmental Cleanup Cost Deductions:** Businesses are allowed to deduct qualified cleanup costs accrued in Brownfields.
 - iv. **Zero Percent Capital Gains Rate:** This rate applies to an interest in, or property of, certain businesses operating in a Renewal Community, if the asset is acquired during the period of the RC designation and held for at least 5 years.
- c. **Bond Financing**

Qualified Zone Academy Bonds: These bonds allow state and local governments to match no-interest loans with private funding sources to finance public school renovations and programs. Areas that are included in the designation are to become “renewal clusters” and receive priority in their planning and economic development. Listed below are three identified clusters (Map 1).

 - i. **Westside Renewal Cluster:** Combines six communities linked by Ralph David Abernathy Blvd, Martin Luther King Jr. Dr, Joseph E. Lowery Blvd, Northside Dr. and Simpson Rd. Communities in this cluster include West End Historic District, Vine City/ Ashby St., Simpson Rd. Corridor, Greater Atlanta University Center Community, Northwest Atlanta, and English Avenue. Includes the Old Fourth Ward Neighborhood, the Butler/ Auburn Community, and Reynoldstown.

3 Community Assessment

- ii. Eastside Renewal Cluster: Includes the Old Fourth Ward neighborhood, the Butler/ Auburn Community, and Reynoldstown Neighborhood.
 - iii. Southside Renewal Cluster: Memorial Dr., Pryor Rd., Jonesboro Rd. and Metropolitan Pkwy are major commercial corridors connecting the neighborhoods in this Cluster. It includes Mechanicsville, Pittsburgh, Jonesboro Road Corridor, Capitol Homes/ Memorial Drive, Thomas Heights, and greater Southside.
2. Urban Enterprise Zones: An Urban Enterprise Zone (UEZ) designation is given to projects located in depressed areas wherein the City of Atlanta and Fulton County may abate ad valorem taxes on new development, rehabilitation and certain inventories in order to encourage private investment and to expand the tax base. The City may also waive development impact fees associated with development within enterprise zones. There are six types of UEZs:
- a. Housing Enterprise Zone (HEZ) – 57 active HEZ
 - b. Mixed-use Residential Commercial Enterprise Zone (MUR/CEZ) – 16 active MUR/CEZ
 - c. Commercial Enterprise Zone (CEZ) – 6 active CEZ
 - d. Industrial Enterprise Zone (IEZ) – 10 active IEZ
 - e. Mixed-use Commercial/Industrial Enterprise Zone (MUC/IEZ) – 4 active MUC/IEZ
 - f. Business Enterprise Zone (BEZ) – 1 active BEZ
3. Tax Allocation District
- State authorized tax increment financing (TIF), or tax allocation financing, is a method of paying for public improvements within a designated redevelopment district through the increases in tax revenue resulting from the revitalization of that district. Tax allocation bonds are used to finance redevelopment costs within a tax allocation district and are issued on the basis of pledging the projected increase in ad valorem tax revenues resulting from the proposed redevelopment of property within a tax allocation district for the repayment of such bonds. The tax allocation increment is the amount obtained by multiplying the total ad valorem property taxes levied on all taxable property within a tax allocation district in any year by a fraction having a numerator equal to that year's taxable value of all taxable property within the tax allocation district minus the tax allocation increment base, and a denominator equal to that year's taxable value of all taxable property within the tax allocation district. The increment is positive if the tax allocation increment base is less than that year's taxable value of all taxable property and negative if such base exceeds such taxable value.
- The process of tax increment financing begins when the City designates a blighted area as a redevelopment district. In order to create the district, under Georgia's Redevelopment Powers Law (OCGA s 36-44-1 et. seq.), proposed redevelopment activities must be described in a redevelopment plan that meets various requirements. There must be findings that the redevelopment area on the whole has not been subject to growth and development through private enterprise and would not

reasonably be anticipated to be developed without the approval of the redevelopment plan. The redevelopment plan must be adopted by the Mayor and City Council, with the formal consent of the Atlanta Board of Education and the Fulton County or DeKalb County Board of Commissioners. To date, the City has created six TAD's districts: Westside, Atlantic Steel, Princeton Lakes, Perry/Bolton, Beltline and Eastside Tax Allocation districts; and is in the process of creating the four additional. The Atlanta Development Authority (ADA) now serves as the Redevelopment Agent for the 6 TADs.

4. Urban Residential Finance Authority (URFA)

URFA is a program initiated by the Atlanta Development Authority. This Citywide incentive is competitive on application to URFA and provides municipal bond rate financing for affordable housing units.

5. Economic Development & Growth Enhancement Program (EDGE)

This program was developed by the Federal Home Loan Bank of Atlanta (FHLBA) to help their bank members partner with community-based organizations to fund a variety of economic development and neighborhood enrichment initiatives.

The EDGE program provides, through a competitive process, its member financial institutions with the ability to write down the interest rate on a loan to the level deemed necessary to make an economic development project feasible. Practically, this means enhanced cash flow to secure or attract equity and repay debt. Local Initiatives Support Corporation (LISC) has participated in many of these transactions, providing technical assistance, recoverable grants, grants and low interest subordinated debt to CDCs. For example, a community development corporation (CDC) is developing a retail strip to revitalize a commercial corridor in a low-income community. The project has \$750,000 in development costs. An FHLBA Member Bank can provide \$500,000 at 7%. The interest rate however makes the project infeasible since there is not enough cash to pay repay the debt. FHLBA provides a loan advance to the member bank at a subsidized rate. The bank then makes a loan to the CDC at 3%, making the deal viable. LISC partners provide a \$150,000 second mortgage. Local government provides a \$100,000 Community Development Block Grant (CDBG) deferred payment third mortgage, completing the project.

6. Community Improvement Districts (CID's)

A Community Improvement District (CID) is the most powerful public-private partnership today and has been used successfully around the country to revitalize center cities. It is an effective tool for financing improvements that directly enhance property values by allowing property owners to determine how funds are expended in their area. CID funds can augment existing services such as public safety and they can also be used to leverage additional public and private funds. CID funds can be used to leverage such funds at a ratio of 4 to 1. The Georgia Constitution specifies that funds collected through a CID may be used for the following: water, public transportation, street and road construction and maintenance, parks and recreational areas and facilities, storm water and sewage, parking, terminal and dock facilities, and others.

The City of Atlanta has three Community Improvement Districts charging extra taxes to businesses to fund millions of dollars worth of localized projects and services. These include:

- a. Downtown Improvement District (DID): The DID comprises a 200-block area of Downtown. Founded in 1995 by Central Atlanta Progress (CAP) and Downtown property owners, the DID is a public-private partnership that strives to create a livable environment for Downtown Atlanta and is governed by a Board of Directors of nine private and public sector leaders.

3 Community Assessment

DID supports the operation of the Ambassador Force, a 63-person group dedicated to making Downtown safer and more hospitable, and the 13-member Clean Team, which cleans the District's sidewalks and removes graffiti. In 2003, the DID's mission was expanded to include the development of capital projects to improve Downtown's transportation infrastructure. Imagine Downtown, sponsored by CAP, has numerous recommendations that will make Downtown Atlanta more attractive. Down CID is also managing 2 LCI's in the City including City Center LCI and JSA-McGill LCI.

- b. Midtown Community Improvement District (MID): This district was created to offer enhanced safety, maintenance and capital improvement projects in Midtown. The MID extends from Brookwood Station on the north to Pine Street on the south, and from I-75/85 on the west to Piedmont Avenue on the east. MID has been served as an effective financing tool for large-scale, local public improvement programs including public safety, traffic improvements, transit initiatives, and streetscape enhancement. The estimated funding provided through MID is about \$80 million over the last six years.
 - c. Buckhead Community Improvement District (BCID): This district is more oriented toward physical improvements. The BCID, which was approved in 1999, will use the \$1.9 million it has collected to obtain federal matching funds for intersection improvements, operate a shuttle system, and create safer crosswalks and sidewalks for pedestrians.
7. CDBG Grants/Loans
The Community Development Block Grant (CDBG) Program provides funds that can be used for housing, infrastructure, economic development and public service needs. Residents of neighborhoods and local government officials should identify needs in their community and create their own vision for revitalization. Grants for these revitalization efforts may then be attained. The revitalization efforts need to principally benefit low- and moderate-income residents.
8. Business Improvement Loan Fund (BILF)
The BILF Program is sponsored by the City of Atlanta and the Atlanta Development Authority. The BILF is designed to encourage the revitalization of targeted business districts in the City of Atlanta and to support commercial and industrial development in other eligible areas. Loans can be made for additions and/or improvements to commercial, industrial and mixed-use property; purchase of equipment and fixtures, that are part of the real estate; energy conservation designed to encourage the efficient use of energy resources for commercial, industrial, or mixed-use facilities; acquisition of commercial, industrial and mixed-use properties; and inventory and office equipment in targeted Business Improvement Districts. Two (2) forms of financial assistance are available through the Business Improvement Loan Fund (BILF):
- a. Direct Loans: The City may provide a direct loan for an eligible project in targeted Business Improvement Districts if the applicant is unable to obtain a market-rate loan for the financing needed. The maximum loan amount is \$50,000. The interest rate will be determined by the project's cash flow, and the loan must be repaid on a monthly basis (over a term not

to exceed 7 years). Loan funds (not exceeding \$10,000 per applicant) may be used to acquire inventory and office equipment for eligible applicants located in targeted areas of the City where property renovation is not needed.

- b. **Loan Participants:** The City may participate in larger loans (usually \$50,000 or more) throughout Community Development Impact Areas (CDIA). Loans may be made to small businesses to assist in meeting local injection requirements for SBA loans. No more than 10% of the total financing for a project can be provided from the Business Improvement Loan Fund. The interest rate will be determined by the project's cash flow, and the repayment terms may not exceed that of the longest participating lender (maximum 25 years).
- 9. **EPA Brownfields Grants**
EPA's Brownfields Program empowers states, communities, and other stakeholders in economic development to work together to prevent, assess, safely clean up, and sustainably reuse brownfields. A brownfield site is real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. On January 11, 2002, the President signed into law the Small Business Liability Relief and Brownfields Revitalization Act. Under the Brownfields Law, EPA provides financial assistance to eligible applicants through four competitive grant programs: assessment grants, revolving loan fund grants, cleanup grants, and job training grants.
- 10. **Fulton Atlanta Land Bank Authority**
The Fulton/Atlanta Land Bank Authority enables the City to put tax-delinquent properties back into productive use. The land bank authority possesses the power to give land to groups more quickly than bureaucratic and legal procedures allow for. The Fulton/Atlanta Land Bank Authority is the lead agency for all of the tax delinquent properties in the City. The authority reduces real estate legal costs and creates properties that are easier to insure, as well as making it easier to assemble large blocks of land.
- 11. **Livable Centers Initiative**
The livable Centers Initiative (LCI) Program has been created to plan and implement strategies that link transportation improvements and land use strategies to create livable centers that are consistent with the Atlanta Regional Commission's Regional Development Plan. The program focuses on increasing residential development, creating a mix of uses, and improving connectivity in activity and town center development. The ultimate goals of this program are as follows: connect homes, shops and offices; enhance streetscape and sidewalks; emphasize the pedestrian; improve access to transit and other transportation options; and to expand housing options. The Atlanta Regional Commission has programmed \$105 million to fund implementation of the projects. Currently, the City has 14 LCI designations.
- 12. **Phoenix Fund**

3 Community Assessment

The Phoenix Fund assists small and medium-sized businesses with affordable loans. It provides financial assistance for the construction or renovation of privately-owned commercial buildings; equipment purchases needed to operate a business, and, in some cases, working capital. The Atlanta Development Authority will provide loans of \$10,000 - \$100,000 at a rate below prime as a way of creating and retaining jobs for low/moderate income residents in the City of Atlanta.

13. Industrial Revenue Bonds

The Atlanta Development Authority (ADA) issues taxable and tax-exempt industrial revenue bonds in the City of Atlanta. Tax-exempt bonds called Private Activity Bonds (PAB) can be used to finance the acquisition, construction, improvement or modification of plants, factories, mills, sewage, solid waste facilities, machinery, equipment, or any other property which an industrial concern might desire to acquire or lease in connection with the operation of such a facility anywhere within the City of Atlanta. ADA may issue Taxable Bonds for a wider variety of facilities, (i.e., warehouses, office buildings, industrial parks, nursing homes, retail, hotels, and research and development). No facility may be financed by ADA unless it will increase or maintain permanent employment in the City of Atlanta. Financing may be provided to construct, acquire, expand, modify, or renovate facilities.

14. Small Business Administration Loan (SBA)

The SBA-504 Loan Program offers businesses a unique source for 90% financing. Loans are available through the Atlanta Local Development Company (ALDC), a private, nonprofit corporation certified under the U.S. Small Business Administration 504 Certified Development Corporation Program.

15. Opportunity Zones

Opportunity Zones were created to better utilize state statutes to further economic development, entrepreneurship, and increases in private sector investments through locally driven partnerships. The program uses a “bottom up, locally driven” philosophy in order to allow for innovative, multi-faceted policies, programs, and projects. For the less developed census block groups these new opportunities can be realized without the creation of new state programs by efficiently using state statutes in existence. The statutes utilized include The Georgia Enterprise Zone Employment Act and The Georgia Business Expansion and Support Act

16. Georgia Business Expansion and Support Act

This Act provides the following type of tax credit to encourage economic development:

- a. Job Tax Credits: Job tax credits provide for a statewide job tax credit for a business or headquarters of any such business engaged in manufacturing, warehousing and distribution, processing, telecommunications, tourism, or research and development industries that are located in a qualified census tract. Fulton County is considered a Tier 2 county, meaning companies in the City of Atlanta creating 15 or more jobs may receive a \$2,500 tax credit

plus \$500 from the Joint Authority's participation. Atlanta companies located in less developed census tracts that create 5 or more jobs may receive credits of \$3,500 plus \$500 from the Joint Authority participation.

- b. **Retraining Tax Credit:** The retraining tax credit allows some employers to claim certain costs of retraining employees to use new equipment, new technology, or new operating systems. The credit can be worth 50% of the direct costs of retraining, up to \$500 per employee per approved retraining program per year. The total credit amount cannot be more than 50% of the taxpayer's total state yearly income liability. Credits that are claimed but not used can be carried forward for 10 years.
- c. **Headquarters Tax Credits:** Companies establishing headquarters or relocating to Georgia may be entitled to a tax credit under this program.
- d. **Investment Tax Credits:** Investment Tax Credits may apply to taxpayers who have operated a manufacturing or telecommunications facility or manufacturing or telecommunications support facility for the previous three years and meet specified criteria. The credit may be claimed for a 10-year period, provided the qualified property remains in service throughout the period.
- e. **Child Care Credits:** Employers who provide or sponsor child care for employees are eligible to receive a tax credit of up to 75% of the employers' direct costs. The credit cannot exceed 50% of the taxpayer's total state income tax liability for that taxable year.
- f. **Research & Development Tax Credits:** A tax credit is allowed for research expenses for research conducted within Georgia for any business or headquarters of a business engaged in manufacturing, warehousing and distribution, processing, telecommunications, tourism, or research and development industries, assuming certain criteria are met. The credit shall be 10% of the additional research expense over the base amount (not exceeding 50% of the business's remaining Georgia net income tax liability after all other credits have been applied).
- g. **Small Business Growth Companies Tax Credits:** A tax credits is granted to businesses that engage in manufacturing, warehousing and distribution, processing, telecommunications, tourism, or research and development industries that have a net taxable income which is 20% or more above the previous year. Other specified criteria apply.
- h. **Ports Activity Job Tax & Investment Tax Credits:** Tax credits are eligible to businesses that engage in manufacturing, warehousing and distribution, processing, telecommunications, tourism, or research and development that have increased their port traffic tonnage through Georgia ports by specified amounts. The job tax and investment tax credits for the City of Atlanta is an additional \$1,250 per job, or 5% investment tax credit, or 10% optional investment tax credit

3 Community Assessment

Education and Training Opportunities

Currently, the City has relatively limited resource for workforce education and training. There is a need to expand the existing programs that agencies have to provide more training opportunities to the under-skilled population in the City, especially for residents in underserved areas. AWDA, as the City's workforce agency, is working on expanding their programs to meet the needs. There is also need for local NPU's and neighborhood organizations to work on the community level to identify needs and develop strategies for workforce training.

1. **Atlanta Workforce Development Agency (AWDA)**
AWDA is a bureau of City of Atlanta under the executive offices of the mayor. AWDA provide innovative employment and job-training programs to the citizens of the City, strategize with business communities and economic development in job creation, and prepare the current and future workforce for the ever-changing labor demands. They provide services to employers as well as job-training programs for adult and youth, the following are some of the programs:
 - a. **Summer Youth Employment Program:** Provides job-training opportunities for Atlanta youth every year.
 - b. **Goodworks! Program:** The Goodworks! Program teaches participants how to write an effective resume, succeed in an interview, and how to handle themselves and others in the workplace.
 - c. **Computerized Training Program:** This program was designed for individuals with a busy schedule that precludes them from taking typical training programs. In this program participants can take self-paced computerized courses in a wide variety of subjects, such as math, writing, reading, office skills, customer service, security, healthcare and childcare.
 - d. **First Source Employment Program:** Any company that receives a contract from the City of Atlanta worth \$50,000 or more and employs 15 or more individuals must use the First Source Registry to fill at least 50% of all entry-level positions. The First Source Registry contains City of Atlanta residents who have completed skill training funded by the Workforce Investment Act. The unemployed, laid off, veterans, people with disabilities, older workers, and young adults are also included.
 - e. **BRU's Customized Training:** The Business Relations Unit (BRU) supplies companies with customized training services to retool, expand, or create its workforce. The training program is customized to best suit the needs of the company. It is useful to further train current employees or to train job seekers to give them the skills necessary to be hired.
2. **Women's Economic Development Agency (WEDA)**
The Women's Economic Development Agency, Inc. is a non-profit, 501(c) 3 corporation. WEDA programs and services are made possible by grants and contributions from the U.S. Small Business Administration, the City of Atlanta, the Atlanta Empowerment Zone Corporation, and the Atlanta One-Stop Capital Shop and through the generous support of corporations, organizations and individuals.

WEDA assists women in achieving self-empowerment through economic development. WEDA programs and services will focus on entrepreneurial development through business ownership training and mentoring, and financial self-sufficiency through employability skills training and personal financial management. Technical assistance, via one-on-one counseling, also will be made available for all WEDA program offerings.

The programs offered by WEDA include the Business Fundamentals Series, the Business Planning Series, Technical Assistance, the Youth Economic Fundamentals Series and WEDA-By-Design.

3. The Atlanta Regional Workforce Board (ARWB)

The Atlanta Regional Workforce Board (ARWB) at the Atlanta Regional Commission (ARC) offer a variety of free services through a system of one stop Career Resource Centers. Assistance is available to individuals seeking employment, training and educational services, including advanced training for those who need additional skills to become employed or return to work. Career Advisors can assist individuals with financial aid planning including how to apply for PELL Grants, Hope scholarships and financial aid assistance to pay for training through the Workforce Investment Act (WIA).

4. Georgia Adult Education and Training

- a. Quick Start: Quick Start is among the state's primary incentives for recruitment of new jobs to Georgia and retention of existing jobs. Quick Start develops and delivers a full range of high quality customized training services at no cost to client companies.
- b. Intellectual Capital Partnership Program (ICAPP): ICAPP is the economic development program of the University System of Georgia. Georgia businesses can contact ICAPP to tap into the resources of Georgia's 34 public colleges and universities for college-educated employees, access to the latest research, and access to business and operations advice.

Economic Trends

The City of Atlanta has been successful in attracting new businesses. From 2002 to 2005, the City attracted 250 businesses, which range from professional and business services, education and health services, financial services, hospitality, hotel, retail, to transportation, distribution, and manufacturing. These businesses, with a total equivalent real estate value of approximately \$215.5 million, have brought 6,291 jobs to the City (See Table 3.38 'Recently Established Businesses, 2002-2005 Summary'). These diversified newcomers illustrate the economic trend in the City of Atlanta. Table 3.39 'Examples of Major Businesses Established in City of Atlanta, 2002-2005' lists some of the major businesses established in the City during the past three years.

Table 3.38 Recently Established Businesses, 2002-2005 Summary

Year	# of Business	Employees	Equivalent Real Estate Investment
2002	56	1109	\$9,014,197
2003	133	3594	\$35,794,226
2004	33	854	\$147,510,458
2005	28	734	\$23,262,649

3 Community Assessment

Year	# of Business	Employees	Equivalent Real Estate Investment
Total	250	6291	\$215,581,530

Table 3.39 Examples of Major Businesses Established in City of Atlanta, 2002-2005

Major Businesses Established	Employees	Type of Operation	Equivalent Real Estate Investment
2002			
Atlanta Home Depot Transit Facility	84	Warehouse/Distribution	\$360,000
Grey Global Atlanta	43	Division Headquarters	\$368,000
Internap Network Services corporation	117	National Headquarters	\$2,530,000
NovaMed Eye Surgery Center - Perimeter, LLC	75	Operations Center	\$138,000
Parsons Corporation FAA Division	70	Division Headquarters	\$230,000
The Capital Grille	40	Retail	\$92,800
Urban Outfitters	40	Retail	\$304,200
2003			
Bloomingdale's	405	Retail	\$11,700,000
Emeril's Atlanta	145	Retail	\$73,800
ER Solutions, Inc.	300	Operations Center	\$540,500
Filene's Basement	50	Retail	\$615,000
Level 3 Communications	230	Operations Center	\$2,700,000
New York Prime	60	Retail	\$73,695
Twist	65	Retail	\$198,900
Wolfgang Puck Express	40	Retail	\$51,040
2004			
Airtran Airways - Maintenance Hangar	100	Operations Center	\$14,500,000
Au Pied de Cochon	50	Retail	\$87,500
Hotel Indigo	34	Hotel	\$15,000,000
Hughes Supply Co.	200	Warehouse/Distribution	\$1,331,400
InterContinental Hotel	300	Hotel	\$115,000,000
The Titus Group, Inc.	30	Branch Office	\$69,000
2005			
IKEA North America	235	Retail	\$5,927,250
Latex International Southeast	40	Manufacturing	\$206,250
McCarthy Building Companies	20	Regional Office	\$115,000
Novelis	31	National Headquarters	\$2,500,000
Oceanaire Seafood Room	80	Retail	\$140,000
Savannah College of Art & Design	100	Regional Office	\$12,000,000

Major Businesses Established	Employees	Type of Operation	Equivalent Real Estate Investment
Westwood College	75	Branch Office	\$1,110,072

ARC's projection for the next 20 years has foreseen great population and employment growth (22% and 17% respectively) in the City. To accommodate the new growth, the City's strategy on development is focusing on infill development, smart growth and sustainable development in appropriate areas, which is reflected in the following action plans:

- The City has established 6 economic development priority areas and is in the process of developing more detailed strategies on how to promote physical and economic development builds upon the areas' strengths and weaknesses.
- Under the lead of Atlanta Regional Commission, the City of Atlanta has been able to conduct and fund LCI studies for 14 activity and town centers, which promote higher density, mixed-use and transit-oriented development to accommodate population, household, and employment growth in the City. Currently, most of these LCI's are just at the beginning of implementation. There is need for effective implementation of these LCI action plans.
- As an important part of the City and the Region's transportation system, corridors in the City are key to mobility and connectivity. Major corridors including Northside Dr., Ponce De Leon Ave., Moreland Ave., Martin Luther King Jr. Dr., Donald L. Hollowell Pkwy. have the potential to accommodate higher-density, mixed-use development as well as provide multiple choices for movements along these corridors. Currently, studies have been completed for all these corridors and will be implemented step by step based on the plan.
- Downtown, Midtown, and Buckhead are major employment centers in the City. The City is working with the CID's on how to better utilize the advantages of these areas to attract businesses as well as residents.
- Beltline is the top priority project in the City. The Tax Allocation District has been approved. This will improve mobility, greenspace and workforce housing across the City.
- Other major projects either under planning, ongoing or just completed have a positive impact on the City's economy. These projects include Atlantic Station, City Hall East redevelopment, and Aquarium in Downtown.

Issues and Opportunities

Issues

1. Lack of Citywide policy for Industrial (Manufacturing) Development.
2. Need to improve our marketing strategy to promote economic development.
3. Overall vision for the use of land in the City is needed.
4. Downtown does not provide a positive image to the visitor or resident.
5. The permitting system in the City is hindering development/redevelopment and new businesses coming to the City.
6. Infrastructure investments are needed to remain competitive in business recruitment. Currently the City's resources are inadequate.

3 Community Assessment

7. The City has a higher percentage of unemployment than in the region and the state.
8. There is an imbalance of available jobs to match the education and training of citizens/workforce.
9. The City has a high household poverty rate.
10. There is a lack of affordable workforce housing.
11. There is an aging workforce and aging population.
12. The City relies too heavily on expanded airport employment as a mechanism for increasing jobs for City residents.
13. Better coordination, cooperation and support will be needed from both the public and private sections to achieve economic development advances.
14. The crime rate needs to be lowered.
15. The City has a high homeless population.
16. The school system needs to be improved.
17. There is a lack of Code Enforcement for trash and other violations which adds to the overall poor appearance in underserved neighborhoods which promotes crime.
18. The Southern portion of the City suffers from disinvestment.
19. The City is plagued by traffic congestion.

Opportunities

1. The City of Atlanta has a diversified economic base with several major target industries established as the focus of business recruitment and expansion.
2. The large number of colleges and universities make the City a leader in higher education, which also serves as an engine for economic development.
3. Major initiatives which address growth in the City have a positive impact on the City's economy.
4. Our community has established a strategy, which includes Quality of Life Zoning, to concentrate infill and new development at major activity centers and along major corridors with proper density and mix of uses, which promote quality growth in the City.
5. There is a growing cooperation between public and private economic development agencies, groups, and practitioners to achieve balanced growth that maintains a high quality of life style and an appropriate range of employment options.
6. New leadership in the Mayor's office has provided positive support for the City's economic development efforts.
7. Our community has a variety of existing tools, programs, and incentives provided by different agencies. New tools have been added recently and existing tools are in the process of revision to meet changing community needs.
8. The building permit process is being evaluated to promote better business climate.
9. Historic resources can be used to attract intown developers, homebuyers and businesses.
10. Further park development will improve the livability of the City.

Specific Opportunities

1. The Beltline will add 1,400 acres of new greenspace, 33 miles of trails, a 22 mile loop of transit, 30,000 new jobs, 45 neighborhoods will be connected and 5600+ workforce housing units will be added.

2. There are 15 LCI areas designated. Many studies have been completed and funds will be available for implementation.
3. There are three CIDs in the LCI designated areas.
4. There are 6 approved TADs and four which have been approved by the City.
5. The Urban Enterprise Zones attract developers to areas often ignored.
6. The Lakewood Fairgrounds Redevelopment Site has 132 acres available with exceptional access to the City Center, major roadways and historic resources.
7. The Fort McPherson Redevelopment Site is 485 acres with exceptional access to the City Center, major roadways and historic resources.
8. Centennial Park has major attractions.
9. The City has 15 Historic Districts and a multitude of individually listed properties.

Housing

Housing Types and Mix

From 1980 to 2000, the net number of housing units in Atlanta increased by 4.6%, going from 178,744 in 1980 to 186,998 in 2000. As Table 3.40 'Unit Type, City of Atlanta, 1980 and 2000' displays, the most dramatic shift in terms of structure type between these decades was the increase in the number of units in 50 or more unit structures, which increased by 78.8% and made up 6.6% more of the housing stock in 2000 than in 1980. Additionally, a net loss of 7,083 units in 10 to 49 unit structures occurred within that time period; such units made up 19.3% of the city's housing stock in 1980 and 14.7% in 2000. As Table 3.41 'Occupancy Status, City of Atlanta, 1980 to 2000' shows, a decline in occupied units occurred between 1980 and 1990; however, there was a net increase of 5,689 (3.4%) occupied units from 1980 to 2000. Further, although the 2000 occupancy rate of 90.0% represented an increase from that of 1990 (85.2%), it remained lower than the rate in 1980 of 90.9%.

From 1990 to 2000, the number of housing units in the Atlanta increased by 4,244, or 2.3%, from 182,754 in 1990 to 186,998 in 2000. The number of occupied units increased from 155,752 to 168,242, growing by 8.0% (12,490 units) over that time period. Owner-occupied units increased at the higher rate of 9.4% (or 6,316 units), while renter-occupied units increased by 7.0% (or 6,174 units). As of 2000, the majority of the occupied housing units in the city (56.3%) were renter-occupied, and the remainder (43.7%) owner-occupied, which did not represent a significant change from 1990.

Currently, most (80.5%) of owner-occupied units are single unit, detached structures, with single unit, attached structures composing the second largest group, at 6.2%, of owner-occupied housing stock. From 1990 to 2000, the percentage of single unit, detached, owner-occupied units decreased the most, by 4.7%, although the number of units of this type increased by 1,928 units, with the percentage of duplexes also decreasing slightly. The net loss in single-family housing reflects both the increase in the supply of new single-family housing and the demolition of an even larger number of single-family units in the run-up to the 1996 Olympics. The loss of duplex units reflects almost no new construction, demolition and the consolidation of subdivided units into single-family homes as many neighborhoods gentrify. The owner-occupied unit type showing the greatest increase in percentage was the 50 or more unit structure type, which more than tripled in number over the ten-year period, making up 1.6% (1,091 units) of owner-occupied housing stock in 1990 and 4.5% (3,320 units) in 2000. The primary dynamic at work here was the development of high-rise condominiums in Buckhead and Midtown. The percentage of owned single unit, attached structures (townhouses) and 20 to 49 and 10 to 19 unit structures also increased (by 1.2%, 0.7% and 0.6%, respectively), although less substantially than that of 50 or more unit structure. As of 2000, the largest percentage (23.2%) of renter-occupied housing stock saw an increase in the percentage of rental housing of 50 or more units, which made up 13.2% of the rental housing stock in 1990 and 23.2% (21,984 units) in 2000. Within that ten-year span, 5 to 9 and 10 to 19 unit structures decreased, both in number and in percentage of housing stock. These losses were due to both demolitions and condominium conversions.

In brief, the vast majority, over four-fifths, of owner occupied housing is single unit, detached homes, while most renters live in multi-unit structures, with the largest group, about one-quarter, living in buildings of 50 or more units. Current trends indicate an increase in 50 or more unit structures for both owners and renters

and a decrease in the percentage of single unit, detached housing for owners and 3 to 19 unit structures for renters, as Table 3.42 'Unit Type by Tenure for Occupied Housing Units, City of Atlanta, 1990 and 2000' shows.

Table 3.40 Unit Type, City of Atlanta, 1980 and 2000

Type of Housing Unit	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single Unit, Unattached and Detached	80,761	45.2	83,793	45.9	87,165	46.6
Duplex	11,361	6.4	8,088	4.4	7,871	4.2
3 to 4 units	15,186	8.5	13,769	7.5	14,358	7.7
5 to 9 units	19,671	11.0	26,137	14.3	19,496	10.4
10 to 49 units	34,538	19.3	32,365	17.7	27,455	14.7
50 or more units	16,619	9.3	15,700	8.6	29,723	15.9
Other*	608	0.3	2,902	1.6	930	0.5
Total Units	178,744	100.0	182,754	100.0	186,998	100.0

* Other includes 1980 "Manufactured housing, trailers, etc." category, 1990 "Mobile home or trailer" and "Other" categories and 2000 "Mobile home" and "Boat, RV, van, etc." categories. Source: U.S. Census, 1980 and 2000

Table 3.41 Occupancy Status, City of Atlanta, 1980 to 2000

Status	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Occupied	162,553	90.9	155,572	85.2	168,242	90.0
Vacant	16,191	9.1	27,002	14.8	18,756	10.0
Total	178,744	100.0	182,754	100.0	186,998	100.0

Source: U.S. Census, 1980, 1990 and 2000

Table 3.42 Unit Type by Tenure for Occupied Housing Units, City of Atlanta, 1990 and 2000

Type of Housing Unit	1990				2000			
	Owner		Renter		Owner		Renter	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single unit, detached	57,236	85.2	13,647	15.4	59,164	80.5	15,822	16.7
Single unit, attached	3,384	5.0	2,393	2.7	4,555	6.2	2,350	2.5
Duplex	1,024	1.5	5,661	6.4	984	1.3	5,659	6.0
3 or 4 units	811	1.2	10,738	12.1	1,148	1.6	11,148	11.8
5 to 9 units	956	1.4	18,953	21.4	1,169	1.6	16,131	17.0
10 to 19 units	929	1.4	17,484	19.7	1,433	2.0	13,876	14.6
20 to 49 units	680	1.1	6,537	7.4	1,301	1.8	7,478	7.9

3 Community Assessment

Type of Housing Unit	1990				2000			
	Owner		Renter		Owner		Renter	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
50 or more units	1,091	1.6	11,721	13.2	3,320	4.5	21,984	23.2
Manufactured home*	278	0.5	164	0.2	382	0.5	255	0.3
Other*	770	1.1	1,295	1.5	19	0	64	0.1
Total Occupied Units	67,159	100.0	88,593	100.0	73,475	100.0	94,767	100.0

Table 3.43 Vacancy Status, City of Atlanta, 1980 to 2000

Status	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
For rent	7,751	47.9	15,617	57.8	7,609	40.6
For sale only	1,680	10.4	2,981	11.1	3,715	19.8
Rented or sold, not occupied*	1,574	9.7	--	--	1,872	10.0
Seasonal, recreational or occasional use*	356	2.2	383	1.4	1,652	8.8
Migrant workers*	--	--	--	--	62	.3
Other	4,830	29.8	8,021	29.7	3,846	20.5
Total	16,191	100.0	27,002	100.0	18,756	100.0

*In 1980, "Seasonal, recreation or occasional use" and "Migrant workers" categories were collapsed. In 1990, "Rented or sold, not occupied" and "Migrant workers" categories were not used. Source: U.S. Census, 1980, 1990 and 2000

Table 3.44 Unit Type for Vacant Units, City of Atlanta, 1990 to 2000

Unit Type	1990		2000	
	Number	Percent	Number	Percent
Single unit, detached	5,953	22.0	4,817	25.7
Single unit, attached	1,180	4.4	457	2.4
Duplex	1,403	5.2	1,228	6.5
3 or 4 units	2,220	8.2	2,062	11.0
5 to 9 units	6,228	23.1	2,196	11.7
10 to 19 units	4,860	18.0	2,350	12.5
20 to 49 units	1,875	6.9	1,017	5.4
50 or more units	2,888	10.7	4,419	23.6
Mobile home or trailer*	99	0.4	173	0.9
Other*	296	1.1	37	0.2
Total	27,002	100.0	18,756	100.0

*In 1990, categories included "Mobile home or trailer" and "Other." In 2000, categories included "Mobile home" and "Boat, RV, van, etc." Source: U.S. Census, 1990 and 2000

Physically Substandard Housing in 2003

The Census publishes data on both the number of households affected by three types of housing needs (cost burdened, overcrowding and lacking facilities) and some of the socioeconomic characteristics of those households. Data on the fourth type of housing need, physically substandard housing, requires either local surveys (which are quite expensive) or locally generated estimates.

In 1998, the Community Design Center of Atlanta prepared detailed estimates of the physically substandard housing in Atlanta. These estimates were based on three contributing factors: housing code inspections, incomes in surrounding areas and assessed values. The estimates concluded that there were 43,527 physically substandard units in the city.

Estimates for 2003 did not have as much underlying data as the 1998 estimates because housing code inspections data were not available. Based on changes in appraised values between 1998 and 2003, the 2003 estimates increased the cutoff between standard and substandard housing by the proportional increase in each structure type's appraised value. This approach yielded the estimates summarized in Table 3.45 'Substandard Housing Stock, 1998 – 2003', and they conclude that there were 37,196 substandard units in 2003.

Table 3.45 Substandard Housing Stock, 1998 – 2003

Year	Total Bldgs.	Single Family	Duplex	Triplex	Quads	5 – 8 units	9–16 units	16–32 units	33– 100 units	Over 100 units
1998	43527	27214	7050	495	1540	2281	2318	1426	852	351
2003	37196	25077	5184	368	1228	1770	1480	923	745	419
Change	-6331	-2137	-1866	-127	-312	-511	-838	-503	-107	68

Source: Estimates based on data from Fulton County Tax Assessor, 2004; DeKalb County Tax Assessor, 2004

These estimates should be considered general characterizations of the overall magnitude and composition of the substandard stock and not exact measurements of the specific numbers of substandard units. The estimates comport well with the other data assembled for this analysis. Specifically, the increases in the values of single-family units due to substantial increases in gentrification is reflected in the reduction of substandard single family units by 2,137 and in the reduction of substandard duplex units by 1,866. In the first of these cases, increases in values among the lowest price units outpaced average single-family unit price increases, producing a reduction in the number of estimated substandard single-family units. Similar dynamics produced an estimate of fewer substandard duplex units, but in these cases, increases in prices were accompanied by consolidation of duplex units into single family units as gentrification restored these units to their original single family use or as gentrification demolished the duplex units and replaced them with new single family units.

3 Community Assessment

The changes in other segments of the supply were also consistent with prior analysis. ⁱThere were 2,291 fewer substandard units in 2003 in developments containing between three and 32 units. Dual dynamics produced these changes as well: There was an overall reduction of units in the 9-16 category as buildings were demolished after physically declining into dilapidated condition or as units were demolished to make way for newer, larger houses. Simultaneously, other units in close in neighborhoods in three to 32 unit developments converted to condominiums or upgraded in both physical condition and rent.

The reduction in the number of physically substandard units is beneficial to larger public interests because tax revenues on the increased values are greater and there are fewer threats to public health, safety and welfare by physically substandard structures.

But the lower income people who are living in the units that were demolished or upgraded were forced to move without compensation, and they were forced to seek affordable housing in a market that is consistently smaller and more expensive than it was the previous year.

Condition and Occupancy

Table 3.46 Occupancy Status, City of Atlanta, 1980 to 2000

Status	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Occupied	162,553	90.9	155,572	85.2	168,242	90.0
Vacant	16,191	9.1	27,002	14.8	18,756	10.0
Total	178,744	100.0	182,754	100.0	186,998	100.0

Table 3.47 Unit Type by Tenure for Occupied Housing Units, City of Atlanta, 1990 and 2000

Type of Housing Unit	1990				2000			
	Owner		Renter		Owner		Renter	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single unit, detached	57,236	85.2	13,647	15.4	59,164	80.5	15,822	16.7
Single unit, attached	3,384	5.0	2,393	2.7	4,555	6.2	2,350	2.5
Duplex	1,024	1.5	5,661	6.4	984	1.3	5,659	6.0
3 or 4 units	811	1.2	10,738	12.1	1,148	1.6	11,148	11.8
5 to 9 units	956	1.4	18,953	21.4	1,169	1.6	16,131	17.0
10 to 19 units	929	1.4	17,484	19.7	1,433	2.0	13,876	14.6
20 to 49 units	680	1.1	6,537	7.4	1,301	1.8	7,478	7.9
50 or more units	1,091	1.6	11,721	13.2	3,320	4.5	21,984	23.2
Manufactured home*	278	0.5	164	0.2	382	0.5	255	0.3
Other*	770	1.1	1,295	1.5	19	0	64	0.1

i Max Creighton and Larry Keating, Small Multifamily Rehabilitation: An Assessment of Affordable Apartment Developments in Atlanta, Community Design Center of Atlanta, April 2003. This analysis included a survey of physical conditions and concluded that approximately one-half the units in small rental developments were substandard, deteriorating and dilapidated.

Type of Housing Unit	1990				2000			
Total Occupied Units	67,159	100.0	88,593	100.0	73,475	100.0	94,767	100.0

Table 3.48 Vacancy Status, City of Atlanta, 1980 to 2000

Status	1980		1990		2000	
Number	Percent	Number	Percent	Number	Percent	
For rent	7,751	47.9	15,617	57.8	7,609	40.6
For sale only	1,680	10.4	2,981	11.1	3,715	19.8
Rented or sold, not occupied*	1,574	9.7	--	--	1,872	10.0
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Migrant workers*	--	--	--	--	62	.3
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Total	16,191	100.0	27,002	100.0	18,756	100.0

Table 3.49 Unit Type for Vacant Units, City of Atlanta, 1990 to 2000

Unit Type	1990		2000	
Number	Percent	Number	Percent	
Single unit, detached	5,953	22.0	4,817	25.7
Single unit, attached	1,180	4.4	457	2.4
Duplex	1,403	5.2	1,228	6.5
3 or 4 units	2,220	8.2	2,062	11.0
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*In 1990, categories included "Mobile home or trailer" and "Other." In 2000, categories included "Mobile home" and "Boat, RV, van, etc." Source: U.S. Census, 1990 and 2000

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3 Community Assessment

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Table 3.50 Substandard Housing Stock, 1998 – 2003

Year	Total Bldgs.	Single Family	Duplex	Triplex	Quads	5 – 8 units	9–16 units	16–32 units	33– 100 units	Over 100 units
1998	43527	27214	7050	495	1540	2281	2318	1426	852	351
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Change	-6331	-2137	-1866	-127	-312	-511	-838	-503	-107	68

Source: Estimates based on data from Fulton County Tax Assessor, 2004; DeKalb County Tax Assessor, 2004

These estimates should be considered general characterizations of the overall magnitude and composition of the substandard stock and not exact measurements of the specific numbers of substandard units. The estimates comport well with the other data assembled for this analysis. Specifically, the increases in the values of single-family units due to substantial increases in gentrification is reflected in the reduction of substandard single family units by 2,137 and in the reduction of substandard duplex units by 1,866. In the first of these cases, increases in values among the lowest price units outpaced average single-family unit price increases, producing a reduction in the number of estimated substandard single-family units. Similar dynamics produced an estimate of fewer substandard duplex units, but in these cases, increases in prices were accompanied by consolidation of duplex units into single family units as gentrification restored these units to their original single family use or as gentrification demolished the duplex units and replaced them with new single family units.

The changes in other segments of the supply were also consistent with prior analysis.ⁱⁱ There were 2,291 fewer substandard units in 2003 in developments containing between three and 32 units. Dual dynamics produced these changes as well: There was an overall reduction of units in the 9-16 category as buildings were demolished after physically declining into dilapidated condition or as units were demolished to make way for newer, larger houses. Simultaneously, other units in close in neighborhoods in three to 32 unit developments converted to condominiums or upgraded in both physical condition and rent.

ii Max Creighton and Larry Keating, *Small Multifamily Rehabilitation: An Assessment of Affordable Apartment Developments in Atlanta*, Community Design Center of Atlanta, April 2003. This analysis included a survey of physical conditions and concluded that approximately one-half the units in small rental developments were substandard, deteriorating and dilapidated.

The reduction in the number of physically substandard units is beneficial to larger public interests because tax revenues on the increased values are greater and there are fewer threats to public health, safety and welfare by physically substandard structures.

But the lower income people who are living in the units that were demolished or upgraded were forced to move without compensation, and they were forced to seek affordable housing in a market that is consistently smaller and more expensive than it was the previous year.

Cost of Housing

Residential sales in Atlanta expanded from 4,292 in 2000 to 7,570 in 2003 and contracted in 2004 to an annual rate of 6,078 as interest rates increased from record lows. Intensified gentrification geographically expanded both new development patterns and sales of existing homes throughout the city. Where new development had previously focused along the Peachtree spine, along I-20 and MARTA from the West End to East Lake, on the far southwest side and trailed sporadically after gentrifying neighborhoods. Every Neighborhood Planning Unit save one had over 500 sales; eight NPUs had between 500 and 1,000 sales and 15 had over 1,000 sales. Buckhead and NPU-B led the way with 2,501 sales but the east side neighborhoods in NPU-W, which includes Grant Park, Ormewood Park, East Atlanta and Boulevard Heights, also had over 2,000 sales (2,150)⁽ⁱⁱⁱ⁾

Average annual sales prices reflected multiple different, thriving submarkets. Annual prices in 2000 ranged from an average of \$869,573 in NPU-A to \$56,872 in NPU-Y. Average sales prices over the nearly five year period ranged from \$1,040,629 in Northwest Atlanta (NPU-A) through \$539,518 and \$564,682 in NPUs B and C, respectively, to \$82,695 in NPU-J and \$87,180 in NPU-Z.

Reflecting the diversity of housing prices available in the city, there were 5,253 (19.3%) sales at less than \$75,000, and 3,102 (11.4%) sales between \$75,000 and \$124,999. Forty-eight percent (13,196) of the sales were less than \$200,000. Average sales prices in the city increased from \$206,934 in 2000 to \$246,732 in 2004, a \$39,798 (19.2%) increase. In 2004, Atlanta's average sales price was 28.3% higher than the average sales price of existing units in the metro area^(iv). Because average sales prices reflect both changes in prices and the composition of each year's different sizes of units sold, changes in sales price per square foot is a more accurate guide to price changes. In 2000, the sales price per square foot in the City of Atlanta was \$125.33. The price increased each year until in 2004 it was \$169.10, a \$43.77 increase. In percentage terms, the increase was 34.9%.

Prices increased every year in 23 of 24 Neighborhood Planning Units. The only NPU in which prices did not increase annually was at the upper end of the market in NPU-E (Midtown, Ansley Park, Sherwood Forest, Home Park and Georgia Tech) where oversupply caused prices to decline briefly in 2003. Nevertheless, square foot prices were \$231.48 over the 4. 8-year period, 155.4% of the city average.

Of the 27,192 homes that changed hands, the largest single group (8,410/30%) was between 50 and 75 years old. Up until very recently, new residential construction lagged behind sales in existing units in different sectors of the city until a firm base of gentrification-induced increasing numbers of sales and increasing

iii Sales data supplied by the Tax Assessors of Fulton and DeKalb Counties

iv Georgia Multiple Listing Service. The average sale price of existing homes was \$192,262 in 2004.

3 Community Assessment

sales prices assured developers and their financial institutions that investments in developing new housing were secure. During the last few years expanded gentrification has stimulated developer and investor confidence throughout the city. Both the overall volume of new unit sales (7,733/28.4%) and the distribution throughout the city confirm the vigorous establishment of thriving housing markets in every sector of the city. Twenty-five of the 26 NPUs had over 100 new unit sales between 2000 and 2004. The only NPU that did not have 100 new unit sales was R (Southwest Atlanta), which had 80 new unit sales. In the central city, the leader in new unit sales was NPU-V – Peoplestown, Mechanicsville, Summerhill, Pittsburgh and Adair Park with 769 new unit sales. Sales of new units in NPU-V increased from 86 in 2000 to 189 in 2004 (an annualized rate of 227).

The three neighborhoods of Peoplestown, Mechanicsville and Summerhill averaged 9.5 sales each year at an average price of \$30,169 between 1989 and 1991 ^(v) For the past 4.8 years, the same figures are 139.0 sales at an average price of \$165,584.

New housing development (sales and rental) within the city increased by at least 114% between the 1980s and the first four years of this decade. Average annual additions to the stock from 1980 through the early 1990's were 1,710 units. Currently 3,683 new units are added each year ^(vi) The location and types of new development have changed as substantially as the volume. The 1980s witnessed (1) subdivision and infill in the northwest of the few difficult-to-develop lots that the initial wave of new construction passed over; (2) continued suburban development on the southwest side as the African American population built out the last remaining expanse of undeveloped properties within the city; (3) sporadic and deeply subsidized completion of a few decades old urban renewal properties east of the CBD; and (4) a modest number of small infill developments in established gentrified neighborhoods. A much more diverse mix of geographic areas, economic classes and building types characterize development recently. Earlier data documented the nearly complete geographic dispersion of new residential construction throughout the city. Sites vary from the last remaining undeveloped parcel in an area, to former commercial, industrial or residential uses. Economic classes range from a few new units of public housing through a full range of rental and ownership levels to million dollar penthouses and mansions. Building types are equally diverse. Lofts have been developed in former warehouses, factories, office buildings and built anew. As a suburban, Sunbelt city, in 1980 Atlanta had fewer than 15 townhouses. Now there are thousands. Similarly with high rise condominiums: from three or four with peeling paint in the 1980s to more than 30 currently. Low-rise condominium conversions have transformed at least 6,000 units of the existing rental stock. Cluster homes, townhomes, hospital conversions, above the store, new-urbanist-on-the street, accessory units and on the golf course: there are multiple different types of units in the reviving mix.

Table 3.51 Trends of Housing Sales by Neighborhood Planning Units for Years 2000 – 2004 by Average Sales Price and Square Footage

NPU	Average Sales Price	Average Square Footage	Price / Square Foot	Number of Sales
A	\$ 1,040,629	4482	232.20	1030
B	\$ 539,518	2569	209.98	2501

v Larry Keating and Max Creighton, 1991, *Olympic Impact Neighborhoods: Planning Assessments of Human Services, Housing and Transportation Issues*, pp. 53, 69 and 117

vi Atlanta Regional Commission; Some estimates range as high as 5,000 new units per year since 2000. See David Pendered, "Housing Hot" *Atlanta Journal Constitution*, December 27, 2004: E1, 3

NPU	Average Sales Price	Average Square Footage	Price / Square Foot	Number of Sales
C	\$ 564,682	2649	213.18	1294
D	\$ 168,294	1248	134.81	772
E	\$ 511,812	2211	231.48	1261
F	\$ 402,313	2005	200.67	1659
G	\$ 77,386	809	95.61	583
H	\$ 96,959	1136	85.38	636
I	\$ 147,381	1522	96.81	1081
J	\$ 82,695	1062	77.90	1162
K	\$ 114,673	1258	91.14	986
L	\$ 90,358	1009	89.59	645
M	\$ 207,780	1420	146.34	647
N	\$ 215,908	1439	150.08	1244
O	\$ 183,332	1311	139.88	1060
P	\$ 179,469	1319	136.02	734
R	\$ 123,291	1502	82.10	412
S	\$ 108,928	1285	84.76	1065
T	\$ 144,668	1447	99.95	1276
V	\$ 114,153	1101	103.70	1784
W	\$ 186,700	1407	132.66	2150
X	\$ 102,887	1268	81.14	1174
Y	\$ 99,322	1011	98.22	847
Z	\$ 87,180	1065	81.86	1189
TOTAL	\$ 232,930	1564	148.94	27192

Source: Fulton County Board of Assessors (2005)

Cost-Burdened Households

Cost-Burdened Households and Housing Needs

In January 2004, the Georgia Department of Community Affairs (DCA) adopted the indices of housing needs that the U.S. Department of Housing and Urban Development traditionally used to measure needs. DCA's Minimum Standards and Procedures for Local Comprehensive Planning stipulate that needs consist of cost burdened households (defined as those paying over 30% of income for housing), severely cost burdened (those paying over 50% of income for housing), overcrowded households (defined as housing over 1.01 persons per habitable room) and households lacking complete plumbing and/or kitchen facilities. Physically substandard housing is the fourth dimension of substandard housing situations that both governments recognize as fundamental.

3 Community Assessment

These measures disclose that in 2000, 54,612 City of Atlanta households had one or more of the first three types of housing needs, and that in 2003, 37,196 households lived in physically substandard housing^(vii) Nearly one-third (32.5%) of the households in the City of Atlanta are either cost burdened, overcrowded or live in units that lack basic plumbing and kitchen facilities. This figure represents only those households having less than 80 percent of the regional median income, which in 2000 was \$50,400 for a family of four^(viii) This analysis will examine multiple additional socio-economic characteristics of households with housing needs after more detailed assessment of the specific components of needs, but one characteristic is so pervasive and fundamental to understanding the nature of the housing problem that it is briefly discussed here: People who have housing needs are poor.

Living in a substandard housing situation is primarily a consequence of low incomes: 1) All of the households described in this analysis have low incomes (80% or less of area median incomes; \$40,384 for a two person household and \$45,432 for a three person household); 2) 53.4% of households with one or more housing problems have extremely low incomes (defined by U.S. HUD as 30% or less of area median income; in 2000, this figure was \$15,144 for a two person household and \$17,037 for a three person household); 3) 78.2% of households with one or more housing problems have very low incomes (defined as 50% or less of area median income; in 2000, this figure was \$25,240 for a two person household and \$28,395 for a three person household); 4) For renters, 57.3% of those with a housing problem have extremely low incomes and 82.3% have very low incomes; 5) Comparable proportions for owners are 40.3% extremely low income and 63.8% very low income; 6) Relative to the City, 29.2% of all occupied households have at least one housing need; 17.3% of owners and 44.2% of renters.

Table 3.52 Atlanta Housing Needs by Tenure, 2000

Housing Needs	Tenure			
	Owners		Renters	
	Number	Percent	Number	Percent
Cost Burdened	12,053	94.7	36,707	87.6
Severely Cost Burdened	7,674	60.3	19,924	47.6
Overcrowded	988	7.8	8,221	19.6
Lacking Facilities	504	4.0	1,932	4.6
Multiple Needs	654	5.1	4,631	11.1
Total Needs	12,732	100.0	41,880	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Returning to the dissection of housing needs, the most extensive housing need is cost burdening. Fully 48,760 of the households with housing needs are cost burdened – over seven-eighths (89.3%) of the total.

- vii Measurement of the first three indices of needs are drawn from the U.S. Census. Incidence of physically substandard housing is estimated using multiple local data sources. The different bases for the two sets of measures render indeterminate the extent to which physically substandard units are either cost burdened, overcrowded or lacking facilities (and vice versa).
- viii The rationale behind not considering households with more than 80% of the regional median income as having housing needs is that people with that level (and higher) of incomes have the fiscal resources to choose not to live in overcrowded, cost burdened or facility deficient housing situations. A closer examination of the data reveals that there are almost no households with 80% of median or higher incomes who are overcrowded or facility deficient. Slightly less than 4,000 owners (most of whom were relatively young) and 600 renters with higher incomes were cost burdened.

Three-quarters (75.3%) of cost-burdened households are renters. Relative to their own tenure group, renters are far likelier to be cost burdened: 38.7% of renters versus 16.4% of owners are cost burdened. Thus, renters are more than twice as likely (2.36) to be cost burdened.

Severely cost burdened households pay 50% or more of their incomes for housing. There are 19,924 severely cost burdened renter households and 7,674 owner households in the city. Over one-half (54.2% of the cost burdened renters and 63.7% of the cost burdened owners) are severely cost burdened. Seventy-two (72.2%) of cost burdened households are renters.

Overcrowding is the second most pervasive housing problem. Nine thousand two hundred nine (9,209) households have more than one person per habitable room^(ix) Overcrowding is predominately a problem for renters: 8,221 renters are overcrowded whereas 988 owner households are. Eight percent (8.7%) of all renters and 1.3% of all owners are overcrowded.

Units lacking facilities is a measure of housing adequacy that derives from mid-twentieth century and earlier when indoor plumbing was not nearly as common as it is today. But, somewhat surprisingly, the incidence of units lacking either a complete kitchen (hot and cold running water; sink; refrigerator and stove) or a complete bathroom (hot and cold running water; water closet; bath or shower) is increasing in Atlanta. In 2000, there were 2,436 such units, 1,932 of which were rented and 504 of which were owned. Illegal subdivision of existing units and poverty are the most likely explanations for the increasing numbers of these units.

Turning from magnitude of housing needs to some of the socio-economic characteristics of the households with needs, the first attribute analyzed is income. Tables 8 and 9 disaggregate the incomes of households with housing needs by type of housing need. Within the population with housing needs, the poorest subgroup is also the most numerous. Cost burdened renters, who constitute two-thirds (67.2%) of those with housing needs have the lowest incomes of the four subsets for which income is known at \$13,012. Fully 39.0% or 14,298 of cost burdened renters have incomes less than \$10,000. The second poorest group is overcrowded renters, whose median income of \$17,301 is less than one half of the City's median. One third (33.3%/3,736) of this population has incomes of \$10,000 or less.

Table 3.53 Household Income for Owner Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000

Household Income		Owner				
One or More Housing Needs		Cost Burdened		Overcrowded		
Number	Percent	Number	Percent	Number	Percent	
Less than \$5,000	1,585	12.4	1,469	12.2	94	9.5
\$5,000-9,999	1,968	15.5	1,881	15.6	83	8.4
\$10,000-14,999	1,535	12.1	1,464	12.1	51	5.2
\$15,000-19,999	1,471	11.6	1,387	11.5	110	11.1

ix The Census defines habitable rooms such that living rooms are habitable, but bathrooms, kitchens and dining areas are not.

3 Community Assessment

Household Income	Owner					
\$20,000-24,999	1,509	11.9	1,426	11.8	160	16.2
\$25,000-34,999	2,524	19.8	2,412	20.0	249	25.2
\$35,000-49,999	2,140	16.8	2,014	16.7	241	24.4
Total	12,732	100.0	12,053	100.0	988	100.0
Median	\$19,344	-	\$19,371	-	\$24,875	-

Table 3.54 Household Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Household Income	Renter					
One or More Housing Needs		Cost Burdened		Overcrowded		
Percent	Number	Percent	Number	Percent	Number	
Less than \$5,000	9.5	7,120	17.0	6,378	17.4	1,259
\$5,000-9,999	8.4	8,753	20.9	7,920	21.6	1,477
\$10,000-14,999	5.2	7,035	16.8	6,732	18.3	832
\$15,000-19,999	11.1	6,408	15.3	5,690	15.5	1,179
\$20,000-24,999	16.2	4,397	10.5	3,753	10.2	960
\$25,000-34,999	25.2	5,361	12.8	4,413	12.0	1,323
\$35,000-49,999	24.4	2,806	6.7	1,821	5.0	1,191
Total	100.0	41,880	100.0	36,707	100.0	8,221
Median	-	\$13,601	-	\$13,012	-	\$17,301

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

The 2000 Census refined and expanded the categorization of race. Tables 10 and 11 present this data. The most significant features of this data are the higher proportions of each subcategory occupied by black households. Where 34.7% of all households in Atlanta have housing needs, an overwhelming 42.2% are black households. The comparable figure for whites is 24.1%. Where 46.1% of renter households live in socially substandard housing situations, 52.3% of black renter households do. The comparable figure for white renters is 36.2%. Where 20.0% of all owners have housing problems, 26.0% of black owners do. The comparable figure for whites is 13.7%. Overall, black households are 1.76 times more likely to have housing needs. Within rental households, blacks are 1.44 times more likely to have housing problems. For owners, black households are 1.89 times more likely than whites to have housing needs. Differences in incomes, adversely impact specific socio-economic factors, which are the product of historic discriminatory patterns in education, housing and employment and continue to be a disadvantage to lower income households.

Table 3.55 Race and Ethnicity for Owner Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000

Race	Owner					
One or More Housing Needs		Cost Burdened		Overcrowded		
Number	Percent	Number	Percent	Number	Percent	
Non-Hispanic						
White	4,134	32.5	4086	33.9	10	1.0
Black	7,669	60.2	7,143	59.3	816	82.6
American Indian /Native American	53	0.4	53	0.4	0	0.0
Asian	143	1.1	143	1.2	0	0.0
Pacific Islander	0	0.0	0	0.0	0	0.0
Other	181	1.4	179	1.5	0	0.0
Hispanic						
White	301	2.4	291	2.4	38	3.8
Black	162	1.3	97	1.0	98	9.9
American Indian/Alaskan Native	0	0.0	0	0.0	0	0.0
Asian	0	0.0	0	0.0	0	0.0
Pacific Islander	0	0.0	0	0.0	0	0.0
Other	89	0.7	61	0.5	26	2.6
Total	12,732	100.0	12,053	100.0	988	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table 3.56 Race and Ethnicity for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Race	Renter					
One or More Housing Needs		Cost Burdened		Overcrowded		
Number	Percent	Number	Percent	Number	Percent	
Non-Hispanic						
White	9,852	23.5	9,861	26.9	114	1.4
Black	28,043	67.0	24,174	65.9	6,517	79.3
American Indian /Native American	84	0.2	79	0.2	0	0.0
Asian	796	1.9	552	1.5	307	3.7
Pacific Islander	0	0.0	0		0	0.0
Other	754	1.8	688	1.9	137	1.7
Hispanic						
White	1,103	2.6	724	2.0	451	5.5

3 Community Assessment

Race	Renter					
Black	460	1.1	192	0.5	298	3.6
American Indian/Alaskan Native	42	0.1	0	0.0	35	0.4
Asian	0	0.0	0	0.0	0	0.0
Pacific Islander	0	0.0	0	0.0	0	0.0
Other	746	1.8	437	1.2	362	4.4
Total	41,880	100.0	36,707	100.0	8,221	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

The relatively small (4,757 households) Hispanic population exhibits similar characteristics, with over two-fifths (43.5%) of all Hispanic households having housing problems. The proportions of Hispanic renters and owners with housing needs substantially exceed their white counterparts. Over four in nine Hispanic owners (45.9%) have housing needs compared to 13.7% for white owners. Forty-two percent (42.8%) of Hispanic renters have housing needs; the proportion of white renters is 36.2%. These differences translate to Hispanic owner households being 1.80 times more likely to live in deficient housing situations than white owners and to Hispanic renters being 1.18 times more likely to occupy socially deficient housing than white renters.

Renters are 2.55 times more likely to live in substandard housing situations than are owners.

Turning to individual housing needs and race, the most concentrated needs are found within the African-American rental population. Table Table 3.56 'Race and Ethnicity for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' shows that 25,467 black renter households are cost burdened and 6,731 black renters are overcrowded. Nearly two-thirds of all cost burdened rental households (66.4%) are black. The concentration of overcrowding on African-American renters is even more pronounced: 82.8% of all overcrowded rental households are black renters; 92.5% of all overcrowded owner households are black owners.

While only 3.2% of cost burdened owner households are Hispanics, this proportion is substantially greater than the 1.4% of owners who are Hispanic. Similarly, the 13.7% of overcrowded owners who are Hispanic exceed the proportion of owners who are Hispanic (1.4%). Examining rental tenure and individual housing needs shows that Hispanics constitute 2.5% of cost burdened renters and 4.0% of all renters. The lower than proportional incidence of cost burdening is a reflection of the fact that Hispanic renters contend with their limited housing options by overcrowding. Nearly one in ten Hispanic rental households are overcrowded (9.5%), 2.4 times their proportion of rental householders (4.0%).

Three attributes distinguish the types of owner households that are cost burdened (Table Table 3.57 'Household Types for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000'). First, they are either composed of families (43.9%) or individuals living alone (51.0%). Only 5.1% of cost burdened owners are multiple person non-family households. Second, family households

subdivide equally between married couple families (20.5%) and female householder families (20.5%). Third, single person households are composed of more female householders (3,712/30.8% of cost burdened owners) than male householders (2,674/20.28%).

Table 3.57 Household Types for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Household Type	Owner					
	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Family	5,420	42.6	5,296	43.9	988	100.0
Married Couple	2,541	20.0	2,467	20.5	502	50.8
Male Householder, (No Wife)	363	2.9	361	3.0	24	2.4
Female Householder, (No Husband)	2,516	19.8	2,468	20.5	462	46.8
Non-family	7,312	57.4	6,757	56.1	0	0.0
Male Householder	3,005	23.6	2,674	22.2	0	0.0
Living Alone	2,743	21.5	2,430	20.2	0	0.0
Not Living Alone	262	2.1	244	2.0	0	0.0
Female Householder	4,307	33.8	4,083	33.9	0	0.0
Living Alone	3,909	30.7	3,712	30.8	0	0.0
Not Living Alone	398	3.1	371	3.1	0	0.0
Total	12,732	100.0	12,053	100.0	988	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table 3.58 Household Types for Renter Households with One or More Housing Needs and for Cost Burdened and Overcrowded Households, Atlanta, 2000

Household Type	Renter					
	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Family	17,121	40.5	14,172	38.6	7,725	94.0
Married Couple	3,723	8.9	2,873	7.8	2,259	27.5
Male Householder, (No Wife)	1,606	3.8	1,322	3.6	632	7.7
Female Householder, (No Husband)	11,792	28.2	9,977	27.2	4,834	58.8
Non-family	24,759	59.1	22,535	61.4	496	6.0
Male Householder	11,364	27.1	10,164	27.7	274	3.3
Living Alone	9,365	22.4	8,459	23.0	0	0.0
Not Living Alone	1,999	4.8	1,705	4.6	274	3.3
Female Householder	13,395	32.0	12,371	33.7	222	2.7
Living Alone	11,631	27.8	10,762	29.3	0	0.0

3 Community Assessment

Renter						
Household Type	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Not Living Alone	1,764	4.2	1,609	4.4	222	2.7
Total	41,880	100.0	36,707	100.0	8,221	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table Table 3.58 'Household Types for Renter Households with One or More Housing Needs and for Cost Burdened and Overcrowded Households, Atlanta, 2000' above shows that similar attributes to those that characterize cost burdened owners describe cost burdened renters: 1) they are either families (38.6%) or people living alone (52.3%); 2) cost burdened rental families are composed primarily of married couple families and female householder families, but a much higher proportion of the rental groups are female householders (9,977/27.2%). Women living alone (10,762/29.3% of cost burdened renters) are more numerous than men living alone (8,459/23.0%) and taken together, individuals are a majority of cost burdened rental households (19,221/52.3%). In comparing cost burdened owners and renters, it is important to recall that there are three times as many renters as owners (36,707/12.053).

Almost all overcrowded renter households are families (7,725/94.0), but there are twice as many female householder families (4,234/58.8% of overcrowded renters) than there are married couples (2,259/27.5%).

Household sizes of those with housing needs are instrumental factors in the design of successful housing policies and programs. Tables Table 3.63 'Employment Status of Persons 16 Years Old and Older in Owner Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000' and Table 3.64 'Employment Status of Persons 16 Years Old and Older in Renter Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000' contain this data. The fact that single individuals constitute such substantial proportions of the household type data (Tables Table 3.61 'Age of Householders for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000' and Table 3.62 'Age of Householders for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000') is reflected again in the fact that one half of both cost burdened owners and renters are one-person households. For owners, the figures are 6,141 persons and 50.9% of the total. For renters, comparable data are 19,223 and 52.4%.

Table 3.59 Household Size for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Household Size	Owner					
	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
1 person	6,175	48.5	6,141	50.9	0	0.0
2 persons	3,381	26.5	3,365	27.9	28	2.8
3 persons	1,342	10.5	1,321	11.0	90	9.1
4 persons	538	4.2	497	4.1	117	11.8
5 persons	664	5.2	435	3.6	348	35.2

6 persons	268	2.1	189	1.6	136	13.8
More than 6	364	2.9	105	0.8	269	27.2
Total	12,732	100.0	12,053	100.0	988	100.0
Average	2.00	-	1.89	-	5.30	-

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table 3.60 Household Size for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Household Size		Renter					
One or More Housing Needs		Cost Burdened		Overcrowded			
Number	Percent	Number	Percent	Number	Percent		
1 person	19,283	46.0	19,223	52.4	0		0.0
2 persons	7,759	18.5	7,515	20.4	917		11.2
3 persons	5,312	12.7	4,590	12.5	1,425		17.3
4 persons	3,193	7.6	2,265	6.2	1,641		20.0
5 persons	2,815	6.7	1,762	4.8	1,781		21.7
6 persons	1,968	4.7	827	2.3	1,301		15.8
More than 6	1,550	3.7	525	1.4	1,156		14.1
Total	41,880	100.0	36,707	100.0	8,221		100.0
Average	2.38	-	2.02	-	4.56		-

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

The fact that the composition of cost burdened household sizes contains a majority of single individuals plus the fact that very few households exceed four persons means that average household sizes are low. For cost burdened owners, the average size is 1.89 persons. For cost burdened renters, the same figure is 2.02 persons. Both of these figures are substantially lower than the 2.30 average household size in the City of Atlanta.

As one would expect, overcrowded households are substantially larger than other households. Tables Table 3.55 'Race and Ethnicity for Owner Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000' and Table 3.56 'Race and Ethnicity for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' informed us that overcrowded owners are 92.5% black and overcrowded renters are 82.9% black. We also know from Tables Table 3.57 'Household Types for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' and Table 3.58 'Household Types for Renter Households with One or More Housing Needs and for Cost Burdened and Overcrowded Households, Atlanta, 2000' that a majority of overcrowded households are families: 1) for owners, 50.8% are married couple families and 46.8% are female householder families; 2) for renters, 27.5% are married couple families and 58.8% are female householder families. Tables Table 3.59 'Household Size for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' and Table 3.60 'Household Size for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' add to our understanding of who is

3 Community Assessment

overcrowded by supplementing this knowledge with household sizes. For the renters, the distribution is very close to level. After the 917 two person households living in efficiency units, no household group has fewer than 1,156 households (14.1% of the total) or more than 1,781 households (21.7%).

One clear conclusion from this analysis is that poverty (recall that median income for this group is \$17,301) drives a range of household sizes from two to more than 6 into units that are too small for their families. The problem of overcrowding is not, as it was 30 or 40 years ago, a problem of very large families and a lower income housing stock that is too small; instead, some low income households of almost every size cannot find adequate housing that they can afford and choose to deal with that reality by squeezing into smaller than adequate or overcrowded units.

On the ownership side, five, six and more than six person households account for over three-quarters (76.2%) of the overcrowded households. We know that this group is wholly composed of families (Table Table 3.61 'Age of Householders for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000'). One cannot be certain, but the social dynamics are very likely composed of multigenerational families who are effectively "doubling up" due to poverty and a smaller number of larger single generational families. Forthcoming data regarding social security income (Tables Table 3.67 'Social Security and Public Assistance Income for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' and Table 3.68 'Social Security and Public Assistance Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000') will support this interpretation.

The age of householders with housing needs varies by type of need. Tables Table 3.61 'Age of Householders for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000' and Table 3.62 'Age of Householders for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000' exhibit this data. No single group has a median age of householder less than 30 years old. Most of the households with housing needs have householders who are mature members of the community. Overcrowded renters are the youngest group with a median age of 30.3 years. We know from the analysis of household types that 94.0% of overcrowded renters are families; Table Table 3.62 'Age of Householders for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000' reveals that the largest single group (39.2%) has householders between the ages of 25 and 34. One quarter (25.1%) are younger and one-fifth (21.2%) are in the next older age category (35 to 44). But one-seventh (14.4%) are older than 45.

Table 3.61 Age of Householders for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000

Age of Householders		Owner					
One or More Housing Needs		Cost Burdened		Overcrowded			
Number	Percent	Number	Percent	Number	Percent		
24 and Under	259	2.0	248	2.1	0		0.0
25 to 34	1,923	15.1	1,646	13.7	326		33.0
35 to 44	1,915	15.0	1,893	15.7	82		8.3
45 to 58	3,109	24.4	2,987	24.8	205		20.7

Age of Householders	Owner					
59 and Older	5,526	43.4	5,279	43.8	375	38.0
Total	12,732	100.0	12,053	100.0	988	100.0
Median	54.2	-	54.5	-	49.9	-

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table 3.62 Age of Householders for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000

Age of Householders	Renter					
One or More Housing Needs		Cost Burdened		Overcrowded		
Number	Percent	Number	Percent	Number	Percent	
24 and Under	8,020	19.1	6,552	17.8	2,065	25.1
25 to 34	12,584	30.0	10,430	28.4	3,223	39.2
35 to 44	8,397	20.1	7,301	19.9	1,749	21.2
45 to 58	6,136	14.7	5,769	15.7	813	9.9
59 and Older	6,743	16.1	6,655	18.1	371	4.5
Total	41,880	100.0	36,707	100.1	8,221	100.0
Median	35.4	-	35.9	-	30.3	-
Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000						

Cost burdened renters are approximately five years older (when median age is used as the measure). But, the distribution of householder ages is much more even – i.e., there are substantial numbers and proportions within each age cohort. None of the categories has fewer than 5,769 households and none of the categories contains fewer than 15.7% of the total cost burdened renters. We know from Table Table 3.54 ‘Household Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000’ that this group is the poorest segment of the housing needs population with 57.9% being extremely low income. We know from Table Table 3.52 ‘Atlanta Housing Needs by Tenure, 2000’ that they are also by far the largest group in the population with housing needs, constituting 36,707 households, over two-thirds (67.2%) of those with housing needs. We know from Table Table 3.54 ‘Household Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000’ that a majority (60.9%) are female householders, and Table Table 3.56 ‘Race and Ethnicity for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000’ showed that 66.4% are black. We now know that the householders are of many different ages and that one-half are older than 35.9 years and one-half are younger.

Owners with housing needs are significantly older. Cost burdened owners have householders with a median age of 54.5 years, and the largest group (5,279/43.8%) are 59 years old or older. Very few are under 24 (248/2.1%). Mature householders also characterize overcrowded owners: the median age is 49.9 years and nearly two in five (376/38.1%) are over 59 years old. There are no overcrowded owners with young (under 24) householders.

3 Community Assessment

Tables Table 3.63 'Employment Status of Persons 16 Years Old and Older in Owner Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000' and Table 3.64 'Employment Status of Persons 16 Years Old and Older in Renter Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000' describe the employment status of persons 16 years old and older in households with housing needs. Recalling that 43.8% of cost burdened owners had a householder 59 years old or older (Table Table 3.61 'Age of Householders for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000'), the unemployment rate of cost burdened owners of 9.4% overstates unemployment because some of the owners over age 59 are, in fact, retired and not actually in the labor force. Similarly, interpretations of the unemployment rate for overcrowded owners of 12.7% should be tempered by the knowledge that 38.1% of the householders are 59 years old or older.

Table 3.63 Employment Status of Persons 16 Years Old and Older in Owner Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000

Work Status		Owner					
One or More Housing Needs		Cost Burdened		Overcrowded			
Number	Percent	Number	Percent	Number	Percent		
In Labor Force	10,838	100.0	9,469	100.0	1,632	100.0	
Employed	9,770	90.1	8,582	90.6	1,425	87.3	
Unemployed	1,068	9.9	887	9.4	207	12.7	
Armed Forces	0	0.0	0	0.0	0	0.0	
Not In Labor Force	11,995	-	10,376	-	1,910	-	

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table 3.64 Employment Status of Persons 16 Years Old and Older in Renter Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000

Work Status		Renter					
One or More Housing Needs		Cost Burdened		Overcrowded			
Number	Percent	Number	Percent	Number	Percent		
In Labor Force	38,495	100.0	30,382	100.0	10,922	100.0	
Employed	31,909	82.9	25,900	85.2	8,337	76.3	
Unemployed	6,586	17.1	4,482	14.8	2,585	23.7	
Armed Forces	0	0.0	0	0.0	0	0.0	
Not In Labor Force	28,538	-	22,084	-	8,537	-	

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Nearly one-fifth (18.1%/6,655) of the cost burdened renters had an older householder (59 or over), a fact that modifies the 14.8% unemployment rate for cost burdened renters.

Overcrowded renters have an unemployment rate of 23.7%, higher than any of the other three groups identified by one housing need. Only 4.5% of this group are 59 or older, so the unemployment rate for those in the labor force would not be reduced substantially by the recognition that some of the over 59 demographic cannot work. We know that these households are large (Table Table 3.60 'Household Size for Renter

Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000') and they are almost entirely families (Table Table 3.58 'Household Types for Renter Households with One or More Housing Needs and for Cost Burdened and Overcrowded Households, Atlanta, 2000'), so there will be a number of 17 and 18 year olds who may still be in school. Nevertheless, the unemployment rate for persons in the labor force in overcrowded rental housing is at least in the high teens.

Viewed another way, most of the people with housing needs in the (broadly defined) labor force work for a living. For cost burdened renters, 85.2% of persons over 16 are employed. For overcrowded owners, 87.3% are. Ninety percent (90.6%) of persons over 16 in cost burdened owner housing are employed. The central fact deriving from this data is that most households with housing needs have working members. We know that a primary cause of housing needs is low incomes (Tables Table 3.53 'Household Income for Owner Households with One or More Housing Needs, Cost Burdened or Overcrowded, Atlanta, 2000' and Table 3.54 'Household Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000'), and we now know that low incomes for the housing needs population derive from low pay and not from low levels of labor force participation.

Tables Table 3.65 'Occupation of Employed Persons Age 16 and Over in Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' and Table 3.66 'Occupation of Employed Persons Age 16 and Over in Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' describe the occupations of employed persons in households with housing needs. The first conclusion is that each occupational category is represented, although farming, fishing, and forestry has predictably low numbers. Compared to the rest of the City of Atlanta, households with housing needs have proportionally fewer employed numbers in management, professional and related occupations (40.6% of the city versus 29.0% of owners with housing needs and 22.4% of renters with housing needs), more members in services (16.4% in the city and 19.6% of owners with housing needs and 27.6% of renters with housing needs), slightly more than the city in sales and office occupations (25.6% in Atlanta, 31.5% for owners with housing needs and 28.5% for renters with housing needs) except for overcrowded renters, who have slightly fewer (21.8%), and more in construction, extraction and maintenance occupations (6.0% of the city and 6.9% and 7.2%, respectively, for owners and renters with housing needs), except for cost burdened renters (5.8%). The proportion of employed persons in production, transportation and material moving occupations is 11.2% in the city, a figure that is essentially the same as cost burdened owners (11.8%) and renters (11.1%) and just over one-half the comparable figure for overcrowded owners and renters. So, a part of the explanation for the lower pay and lower incomes of households with housing needs is greater than proportional representation in lower paid occupations and vice versa.

Table 3.65 Occupation of Employed Persons Age 16 and Over in Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Occupation	Owner					
One or More Housing Needs		Cost Burdened		Overcrowded		
Number	Percent	Number	Percent	Number	Percent	
Management, Professional and Related	2,833	29.0	2,771	32.2	80	5.6
Services	1,914	19.6	1,533	17.9	479	33.6
Sales and Office	3,079	31.5	2,711	31.6	443	31.1

3 Community Assessment

Occupation	Owner					
Farming, Fishing and Forestry	27	0.3	27	0.3	0	0.0
Construction, Extraction and Maintenance	674	6.9	569	6.6	121	8.5
Production, Transportation and Materials Moving	1,243	12.7	971	11.3	302	21.2
Total	9,770	100.0	8,582	100.0	1,425	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table 3.66 Occupation of Employed Persons Age 16 and Over in Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Occupation	Renter					
One or More Housing Needs		Cost Burdened		Overcrowded		
Number	Percent	Number	Percent	Number	Percent	
Management, Professional and Related	7,151	22.4	6,711	25.9	962	11.5
Services	8,804	27.6	6,772	26.1	2,674	32.1
Sales and Office	9,101	28.5	7,949	30.7	1,815	21.8
Farming, Fishing and Forestry	155	0.5	92	0.4	74	0.9
Construction, Extraction and Maintenance	2,289	7.2	1,494	5.8	963	11.6
Production, Transportation and Materials Moving	4,409	13.8	2,882	11.1	1,849	22.2
Total	31,909	100.0	25,900	100.0	8,337	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Tables Table 3.67 'Social Security and Public Assistance Income for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' and Table 3.68 'Social Security and Public Assistance Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' examine the segment of the housing needs population that has members who draw social security income or public assistance income. The first conclusion that can be drawn from this data is that nearly one-half (47.8%) of the owners with housing needs have a member drawing social security. Closer examination of the data reveals that older owners account for most, but not all, of the housing needs households with a member receiving social security. High proportions of both overcrowded and cost burdened owners have members with social security income: 84.8% of overcrowded owners and 44.7% of the cost burdened owners. Table Table 3.65 'Occupation of Employed Persons Age 16 and Over in Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' pointed out that both of these groups had high proportions of householders over 59 years of age (43.8% and 38.1% for cost burdened and overcrowded owner householders, respectively) so the figures in Table Table 3.67 'Social Security and Public Assistance Income for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' are not completely unexpected. But, the proportion of overcrowded owner households with a member being paid social security is twice the proportion with householders over

59 years old: 84.9% (Table Table 3.67 'Social Security and Public Assistance Income for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000') versus 38.0% (Table Table 3.61 'Age of Householders for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta 2000'). The explanation for the difference is that many of the overcrowded households contain an older member who is drawing social security but who is not the householder. In simpler terms, a parent or grandparent who is not the owner of the house is the person receiving social security. Similar phenomena appear to be at work on a smaller scale for cost burdened owners.

Table 3.67 Social Security and Public Assistance Income for Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Income Source	Owner					
	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Social Security Income	6,082	47.8	5,392	44.7	838	84.8
Public Assistance Income	434	3.4	414	3.4	31	3.1
Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000						

Table 3.68 Social Security and Public Assistance Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Income Source	Renter					
	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Social Security Income	7,668	18.3	7,382	20.1	844	10.3
Public Assistance Income	5,763	13.8	3,909	10.6	2,274	27.7
Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000						

The City of Atlanta proportion of households with social security income is 20.6% and the number is 34,757. One-seventh (15.2%) of the households with social security income are cost burdened owners.

In the rental sector, receipt of social security income is equivalent to the overall city proportion for cost burdened renters (20.1% versus 20.6%). Approximately one in ten (10.3%) overcrowded renter households have a member with social security income.

One household in 20 (5.5%/9,234 households) had a member receiving public assistance income in Atlanta in 2000. Table Table 3.68 'Social Security and Public Assistance Income for Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' indicates that 42.3% of these households were cost burdened renters (3,909/9,234). Viewed another way, one-tenth (10.6%) of cost burdened renters and one-quarter (27.7%) of overcrowded renter households received public assistance income.

3 Community Assessment

The type of housing occupied by people with housing needs defines much of the first set of alternatives in deriving remedial programs. In many cases, solving the housing problem without requiring people to relocate preserves valuable connections to supporting community networks and facilities. Analyzing the type of housing occupied by the people with housing needs is therefore an instrumental part of understanding housing needs and a prerequisite for designing effective housing programs. Tables Table 3.69 'Type of Housing Unit Occupied by Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' and Table 3.70 'Type of Housing Unit Occupied by Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000' present this data.

Table 3.69 Type of Housing Unit Occupied by Owner Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Type of Housing Unit	Owners					
	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Single unit detached	9,920	77.9	9,368	77.7	891	90.2
Single unit attached	762	6.0	725	6.0	21	2.1
Duplex	322	2.5	310	2.6	0	0.0
3 or 4 units	240	1.9	232	1.9	0	0.0
5 to 9 units	71	0.6	71	0.1	0	0.0
10 to 19 units	362	2.8	362	3.0	0	0.0
20 to 49 units	181	1.4	181	1.5	0	0.0
50 or more units	707	5.6	697	5.8	28	2.8
Manufactured home	167	1.3	107	0.9	48	4.9
Boat, RV, van, etc.	0	0.0	0	0.0	0	0.0
Total	12,732	100.0	12,053	100.0	988	100.0

Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000

Table 3.70 Type of Housing Unit Occupied by Renter Households with One or More Housing Needs, Cost Burdened, or Overcrowded, Atlanta, 2000

Type of Housing Unit	Renter					
	One or More Housing Needs		Cost Burdened		Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
Single unit detached	6,363	15.2	5,865	16.0	905	11.0
Single unit attached	917	2.2	891	2.4	56	0.7
Duplex	3,099	7.4	2,454	6.7	866	10.5
3 or 4 units	4,523	10.8	3,722	10.1	1,154	14.0

Type of Housing Unit	Renter					
5 to 9 units	7,329	17.5	6,128	16.7	1,715	20.9
10 to 19 units	6,491	15.4	5,470	14.9	1,479	18.0
20 to 49 units	3,350	8.0	3,009	8.2	594	7.2
50 or more units	9,684	23.1	9,090	24.8	1,403	17.1
Manufactured home	84	0.2	58	0.2	49	0.6
Boat, RV, van, etc.	40	0.1	20	0.1	0	0.0
Total	41,880	100.0	36,707	100.0	8,121	100.0
Source: Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000						

In the ownership sector, the predominant housing type is single family detached, with over three-quarters (9,368/77.7%) of cost burdened households and over 90% (90.2%) of overcrowded households living in this type of housing. Much smaller numbers of cost burdened households live in other housing types. The only other housing types containing more than 600 cost burdened owner households are attached single family (725 units/6.0% of owner occupied cost burdened) and larger developments of 50 or more units (697/5.8%).

Housing types on the rental side are much more disparate. No type of housing contains more than one quarter of the cost burdened renters, although at 9,090 units and 24.8% of the total cost burdened rental units, developments of 50 units or more come close. Seven other types of housing ranging from single family detached to apartment developments of 20 to 49 units house the bulk (74.9%/27,539 households) of the remaining cost burdened renters. With the exception of the fewer than 100 households in manufactured homes and makeshift accommodations in boats, or RVs, etc., the number of each housing type ranges from 891 to 6,128.

Overcrowded renters exhibit similar variations in their housing types. The largest concentration is not a large concentration at 20.9% of overcrowded renters and 1,716 units in 5 to 9 unit developments. Ten to 19 unit buildings (18.0%/1,479 units), 50 or more unit developments (17.1%/1,403 units) and 3 or 4 unit buildings (14.0%/1,155 units) follow closely behind.

The implications for the policy of these distributions are significant. On the ownership side, the concentration of both overcrowding and cost burdening in single family detached units is not a substantial barrier to dealing directly with the housing needs *in situ* either through loans and/or grant programs to rectify the deteriorating physical quality problems induced by cost burdening or overcrowding or by restructuring mortgage finance to reduce the absolute burden of monthly payments. But, the fact that nearly three quarters of the cost burdened renters (74.9%/27,539 units) are in developments of one to 49 units presents complex obstacles to effective policy. The most significant of these are the dearth of private financing available to developments containing fewer than 50 units and economies of scale for managing rental properties that conclude that 50 units is the smallest size development that can be managed efficiently. Surmounting or circumnavigating these constraints will be addressed in the subsequent policy section.

3 Community Assessment

Viewed from the preceding institutional perspectives, the fact that 9,090 units of cost burdened rental housing in developments of 50 or more units mean that these units are the most accessible block of rental housing needs in the city. Because these developments meet or exceed industry minimums for effective management and access to financing, devising effective policies is a more straightforward set of tasks. Once again, these issues will be addressed in the policy section.

Special Housing Needs

Persons with Physical or Mental Disabilities

Needs for Persons with Mental Disabilities

The DHR provides services and treatment for persons with mental illness as well as those with mental retardation and substance abuse. DHR Annual Report for 2004 reported that the population of persons with mental illness, mental retardation or with a substance abuse problem is continuing to increase.^(x)

The City conducted a one-day survey documenting the unmet residential treatment and other supportive housing needs of homeless persons. The majority of this group of persons earns less than \$10,000 per year and also needs a housing subsidy as well as supportive services in order to live in the community.^(xi) A review of the characteristics of those needing housing indicated a need to expand levels of care to the residential continuum and to increase the capacity of existing and available services.^(xii)

Current Programs and Strategies

The 811 Supportive Housing program for persons with disabilities provides funding to developers who build housing for disabled, low-income households. The program also provides rental assistance that can cover the difference between the HUD-approved operating costs and the tenant's contributions toward rent. This small federal program supports 332 units statewide and, of these, 83 units of Supportive Housing for persons with Disabilities are in Fulton County. Most are in Atlanta.^(xiii)

An important service provided by Georgia DHR and its non-profit contract agencies is community-based residential treatment and support services in conjunction with housing through the Medicaid waiver program. DHR provides a wide array of residential services that range from highly structured treatment programs, group homes with twenty-four hour support services to drop-in support services provided to consumers living in their own homes. The DHR actively pursues a multi-path approach for federal, state, and local funds for developing new residential and supportive housing opportunities

Section 8 Mainstream vouchers under the Mainstream Housing for Persons with Disabilities program are designated for people with disabilities and allow housing authorities and nonprofit disability organizations to apply for vouchers with five year terms.^(xiv) AHA reports that it has requested Mainstream vouchers to serve persons with disabilities.

x Department of Mental Health, Mental Retardation, and Substance Abuse Services for the Comprehensive State Plan for 2000

xi Consolidated Plan for the City of Atlanta – 2005 - 2009

xii Ibid

xiii Personal communication (via email) with Sue Barron, HUD (Atlanta Field Office) Department of Multifamily Housing. November 3, 2004

xiv DHR Metro Regional Office information as relayed in the Consolidated Plan for the City of Atlanta – 2004-2009

Gaps and Priorities

Georgia Code 120-3-20 (Georgia Accessibility Code) requires that 5.0% of newly constructed multifamily rental housing has to be accessible to persons with disabilities. But there is no systematic way for people with disabilities to access these units.

A serious lack of wheel chair accessibility in affordable housing presents constant barriers for persons with disabilities. A disabled individual earning less than \$12,000 per year cannot afford to rent anywhere in Atlanta without a cost burden of over 50% of income and/or without a shared unit living arrangement. There is a need for additional rental subsidies and additional units of affordable housing, including barrier-free units. With the changing nature of health insurance coverage and the complex public system for screening disability services, the number of people without appropriate and necessary services also continues to grow. Atlanta will face several particularly challenging issues in the future, including two that directly relate to housing needs:

- Long-term community-based residential services for persons with serious mental health problems who lose their eligibility for other programs, and
- Long-term residential services, for adults with mental disabilities whose parents or primary community-based care givers are unavailable or unable to provide care.

The priority for serving people with mental disabilities is to support those who live in nursing homes and state institutions and those who live with caregivers who are either elderly or in poor health. The 38 Atlanta nursing homes that accept Medicare and Medicaid clients house 6,080 patients, half of whom receive a level of care below state standards.^(xv) To implement this priority, there needs to be an adequate supply of housing available to meet the needs of an estimated 3,000 individuals. Housing designed to meet the needs of inadequate state and nursing home care should be affordable, barrier-free, located near public transportation and shopping, and available for long-term use.

Needs for Persons with Cognitive Disabilities

The Census estimated that 24,472 individuals, 6.4% of the Atlanta population, have a physical or sensory (visual and hearing) disability^(xvi) and 4,540 individuals live in Atlanta with disabilities as a consequence of brain injury.^(xvii) Due to the unique nature of a brain injury, individuals with this condition have very different needs for services and housing.

The largest group of individuals who sustain brain injuries are young males, ages 16-24 years. Many of these individuals, at the time of injury, were in school or just beginning to work. Over 65% of the persons served by Brain Injury Services have incomes less than \$12,000 and rely on SSI or other governmental supports.^(xviii)

xv Personal interview with Susan Jamieson – Director - Atlanta Legal Aid – Atlanta Legal Aid Mental Health and Disability Law Project, March 9, 2005

xvi 2000 Decennial Census: U.S. Department of Housing and Urban Development - PCT 69

xvii Georgia Division of Mental Health, Developmental Disabilities and Addictive Disabilities (MHDDAD)

xviii Consolidated Plan for the City of Atlanta – 2004-2009 p.36

3 Community Assessment

Transitional living programs attempt to reduce the structure and supervision needed in carrying out activities of daily living and to increase an individual's ability to function independently.

Current Programs and Strategies

Restore, a nonprofit organization based in Atlanta, provides long-term case management services and support to over 250 people with brain injuries every year. Restore does not support lower income persons (except those receiving accident insurance support). The independent waiver care program does provide specific resources to Medicaid eligible persons with brain injuries. These services are provided at home and through personal care homes.

Gaps and Priorities

The twenty-four thousand persons have physical or sensory disabilities, and of these 2,951 with brain injuries, live on incomes of less than \$1,000 per month.

Due to cognitive, physical and social deficits that can occur as a result of a brain injury, residential alternatives are needed to meet the needs of these individuals. A priority is to find alternatives to institutionalization, such as transitional living programs and group homes, which are accessible and provide the appropriate level of care. Persons wanting to remain in their homes could be provided apartment coaches or personal assistant care for safety and performance of adult daily living tasks. Model programs around the country for persons with brain injuries need to be studied and recommendations developed.

Needs for Persons with Physical or Sensory Disabilities

The Census estimated that 24,472 individuals, 6.4% of Atlanta population, have a physical or sensory (visual and hearing) disability.^(xix)

Current Programs and Strategies

AHA have an unknown number of Section 8 vouchers under the Mainstream Housing for Persons with Disabilities program, which are designated for people with disabilities, and in 2004 requested additional vouchers to serve the disabled population. This voucher program is also used for persons with mental disabilities.

Metro Fair Housing Inc. compiles and maintains a listing of accessible apartment complexes in the metro Atlanta area. These include: accessible building apartment entrances; curb cuts for wheelchairs; elevators with Braille; ramps with handrails; grab bars; wide doorways; low cabinets, sinks, and countertops; raised toilets, and other features. Newer apartment complexes built since 1991 meet Fair Housing standards but are often out of the price range for residents who have low-income jobs or depend on Social Security or SSI assistance payments. The Community Housing Resource Center also has an inventory of accessible apartment buildings in cooperation with the Department of Community Affairs aging in place initiative.

xix 2000 Decennial Census: U.S. Department of Housing and Urban Development - PCT 69

AHA has approximately 1,100 people ^(xx) with self-reported disabilities on the waiting list for the Section 8 housing subsidy. The Community Housing Resource Center is currently working to bring together groups interested in developing housing with services for people with significant physical disabilities. ^(xxi)

Gaps and Priorities

Independence for persons with disabilities often hinges on four key components: housing, transportation, employment and supportive services in the community. Without adequate affordable housing, independence and self-sufficiency cannot be attained.

Housing on accessible public transportation routes is a significant issue for persons with disabilities. Persons with physical disabilities are more likely to depend on public transportation in order to maintain employment and to meet daily needs.

Renters with disabilities also need financial assistance to make accessibility accommodations to their homes. Typically, renters must pay to have the accommodations made, and then must pay to return the residence to its original state when they leave. These costs are often prohibitive for a disabled person with limited income and financial resources.

Development of group housing options for persons with disabilities is constrained by the lack of affordable land. Likewise, housing options for other special needs groups, such as those with chemical sensitivities who may also need temporary emergency shelter, need to be address.

Most sales housing in the Atlanta area is designed for people who can climb steps and take care of their yards. For those who are physically disabled and own their homes, more education and awareness is needed on options for adapting a home and the financial resources that are available for renovations necessary to make homes accessible.

Elderly Needs

The elderly are a significant segment of Atlanta's population. Over 10 percent of the City's residents are over the age of 65. The great majority of Atlanta's seniors aged 65 and over (14,594 seniors) live alone (82.1%), and nearly one-third (31.7%) was living below the poverty level in 2000. The 2000 census estimated a senior population (age 65 and over) living with a disability and living below the poverty level to be 5,118. Atlanta's senior population that is poor made up nearly 10% (9.9%) of the city's population living under the poverty level in 2000. ^(xxii) Tables 22 and 23 from the earlier Housing Needs analysis define 6,082 senior homeowners with housing needs who receive Social Security. A higher number of senior renter households, 7,668, receive Social Security and have housing needs. Cost burden is the greatest cause of housing need; 89% for senior owners and 96% for senior renters. Affordable housing for this growing population group is a critical issue.

xx Community Design Center of Atlanta estimate, March 11, 2005

xxi Community Housing Resource Center of Atlanta - Web Site

xxii Census 2000 Summary File 4 (SF 4) PCT 78 PCT 148

3 Community Assessment

In 2000, the median income in Atlanta for households between ages 65 and 74 was \$24,915 and \$19,136 for households aged 75 and older while, according to USHUD, the Area Median Income for all households was \$63,100.^(xxiii)

The City of Atlanta has prioritized households with less than 30% of Area Median Income (\$13,250 for a one person household in 2000; \$14,950 for that household in 2004) as the focus of housing subsidies. In 2000, 31.7% of Atlanta seniors lived below the poverty level.

Current Programs and Strategies

The City has established five-year goals for expanded affordable housing assistance of 5,700 units for senior households with incomes at or below 30% AMI and 7,600 units for senior households with incomes between 31% and 50% of AMI.^(xxiv)

The primary source of dedicated affordable senior housing is HUD Section 202. There are 2,711 units of Section 202 elderly housing in Fulton County,^(xxv) most of which are in Atlanta. The Community Housing Resource Center (CHRC) provides low interest loan and grant support to senior homeowners for repairs who qualify by income. The City also funds weatherization, emergency repair and roof repair to senior homeowners through CDBG.

There are 3,082 units in 17 high-rise developments owned by AHA that are designated for elderly or disabled persons. AHA planning for senior high-rise developments and Grady Homes Redevelopment proposes an emphasis on small bedroom sized units with dedicated senior support services.

Georgia's private nursing home providers provide 50,000 unit/beds for elderly persons, 40,000 of which are dedicated to Medicaid recipients.^(xxvi) State records show that seniors and disabled persons in nursing homes are frequently subject to understaffed nursing care levels, leaving over 10,000 of their residents without enough nurses and nurses' aides to care for them. State inspectors found that staffing had dropped below state minimum standards by 115 homes – nearly one of every three in Georgia – at least once since 1999. The staffing violations were found at least twice at 55 of those homes. The state rarely fines or punishes nursing homes for understaffing, and it does not require homes to document that they have added workers after a spot check finds understaffing. As a result, some nursing homes show up repeatedly as staffing below the standard.^(xxvii)

For persons wanting to remain in their own home and for elderly householders who cannot afford the cost of housing or assisted living, there are programs available. The City's Bureau of Housing has CDBG and HOME funded programs for a limited number of repairs: Community Housing Resource Center Emergency Repair (major systems, roofs, access); Tool Bank (general repairs in NPU V); Project Extend of Wesley

xxiii 2000 Decennial Census; U.S. Department of Housing and Urban Development

xxiv Consolidated Plan for the City of Atlanta – 2005 - 2009

xxv Personal communication (via email) with Sue Barron, HUD (Atlanta Field Office) Department of Multifamily Housing. November 3, 2004

xxvi Annual Report – Association of Private Nursing Home Providers 2004

xxvii Carrie Teegardin, Atlanta Journal-Constitution, *Short-staffed nursing homes don't have to prove they've added enough workers after spot checks* December 19, 2001

Senior Citizens (general repairs, chores and maintenance); Southeast Energy Weatherization (furnace/heater replacement); Southeast Energy Care and Conserve (plumbing and water line replacement). They are described in Section VII of the City of Atlanta 2004 Consolidated Plan.

Gaps and Priorities

The Atlanta Study Group on Assisted Living identified housing affordability as the greatest single issue for seniors living alone. An inadequate supply of services for those not qualified for Medicaid waiver personal assistance was also identified as a major need.

Strategies to help older adults remain as independent as possible should be encouraged, including ones concerned with having sufficient income to be able to afford housing in the Atlanta area and remain here. Nursing home care should be considered a less desirable alternative to group home, assisted living/personal care home care that are more integrated into the community and more frequently have better levels of care.

Needs for Persons with Substance Abuse-related Disabilities

The supply of housing dedicated to persons who are in recovery from alcohol or other drug abuse is limited. Substance abuse and physical and mental disabilities affect an estimated 2,912 people who are chronically homeless in Atlanta.^(xxviii)

A continuum of treatment and housing options, including emergency, transitional and permanent housing, with access to community services, employment and public transportation are essential to successful community reintegration. In addition, to address the diverse needs of recovering substance abusers, these components should include both large and small facilities, highly intensive and less intensive services, locations throughout the City and include reasonable costs and housing subsidies.

Atlanta lacks a “Rapid Response” support response that can intervene when individuals are at risk of relapse while waiting for residential treatment services. This 24/7-response service can include screening from a hot line and transportation to an assisted facility e.g. Grady Hospital.^(xxix)

Current Programs and Strategies

Recovering substance abusers are eligible for very few specialized housing programs. As they recover, most are able to obtain employment that allows them to find private market or shared housing. The Division of Mental Health, Developmental Disabilities and Addictive Diseases Georgia Department of Human Resources provide preventative support and information primarily focused at children. Publicly supported services for alcohol and drug addictions in Atlanta are primarily the responsibility of Fulton and DeKalb Counties. What was once the only publicly supported extended stay detoxification program, Project Focus (40 – 100 residents), operated by Fulton County Human Services Department Office of Emergency and Transitional Housing, has not been refunded as of December 2004 due to budgetary constraints. This facility has been partially replaced by the new 48-bed recovery facility, Hope House on Washington Street.

xxviii Dennis P. Culhane, Leonard Davis Institute of Health Economics University of Pennsylvania, Boston College Magazine, winter 2005, p.

xxix Blueprint to End Homelessness in Atlanta in Ten Years, Commission on Homelessness, March 2003 p.33

3 Community Assessment

A multi-path approach for federal, state, and local funds to develop and expand residential and supportive housing opportunities similar to Project Focus is needed. Housing strategies for individuals recovering from substance abuse include developing and expanding public-private partnerships with nonprofit organizations. Other strategies include assisting clients in developing shared housing options that meet their needs.

Gaps and Priorities

Access to available, affordable housing is essential to reintegration of recovering substance abusers into the community in a drug-free lifestyle. Although a continuum of housing and residential treatment exists, there are significant gaps to be addressed:

- Housing for 50 recovering substance abusers who speak only Spanish;
- Housing for 150 dually-diagnosed individuals;
- Permanent and transitional housing for 85 families with children and recovering parent(s) whose chronic health problems limit their ability to work and earn enough income to support dependent children;^(xxx)
- Additional Independent living capacity similar to Young Adult Guidance Center is needed for 50 recovering adolescents who cannot return home after treatment;^(xxxi)
- Persons with HIV/AIDS.

Needs for Persons with HIV/AIDS

The City of Atlanta is the entitlement grantee for the HOPWA program that covers the 28-county metropolitan Atlanta area. The Georgia Department of Human Resources estimates that the 28-county metropolitan Atlanta area had 9,068 diagnosed and reported HIV cases as of December 31, 2003. The majority of diagnosed cases (94%) were in 5 central metro area counties: Fulton, DeKalb, Gwinnett, Clayton, and Cobb; 81% of the cases were reported in Fulton and DeKalb Counties^(xxxii).

Approximately 68% of all cases reported in metro Atlanta were African American, 28% were white, and 4% were identified as Hispanic and/or other ethnic groups. Men represented 82% of all cases and 73% of all cases were over the age of 30.

The 2004 SuperNOFA applications developed by the metro Atlanta Tri-Jurisdictional Collaborative on Homelessness estimated that 10% of the estimated 6,529 homeless persons living on the streets, shelters, or transitional housing were infected with HIV.

Of the diagnosed and reported cases of people living with AIDS as of the end of 2003, 61% had been diagnosed prior to 1999. Assuming that persons living with a diagnosis of AIDS for longer than 5 years require a higher level of services, it is projected that approximately 5,531 individuals with AIDS in the metropolitan Atlanta area are in need of assistance either through supportive housing facilities, rent subsidies or short-term assistance to enable them to maintain appropriate housing and access services.

xxx Sister Love Substance Abuse Rehabilitation service need estimations 2004

xxxi Young Adult Guidance Center Service applications – Community Design Center 2004

xxxii Consolidated Plan for the City of Atlanta – 2005-2009 p. 31

Anecdotal information from AIDS service providers indicates that shelter options for homeless people living with HIV are not appropriate for many clients. For example, transgender individuals are not safe or welcome at shelters for men or women. Further study is underway to assess the extent of need and adequacy of existing resources for homeless men and women living with HIV/AIDS^(xxxiii).

The Fulton County Health Department reports a cumulative total of 844 HIV cases from 2000 through 2004. An incidence rate of 6.4 per 100,000 for new cases of HIV infection was reported in Atlanta as of 2004, up from the rate of 4.8 per 100,000 in 2000. There is a waiting list in Atlanta of over 100 households for rental subsidy through the Housing Opportunities for Persons with AIDS (HOPWA) Program administered by the Mayor's Office of Human Services.

Current Programs and Strategies

The federal HOPWA Program is an entitlement program that provides rental subsidies to families and individuals living with AIDS whose condition leaves them unable to earn sufficient income to maintain their housing arrangement. The limited funding available was providing assistance to 345 households at the end of FY 2004.^(xxxiv) Some emergency assistance is also available under this program. The Fulton County Health Department provides non-residential case management and clinic services for persons with HIV/AIDS.

Housing related supportive services including substance abuse recovery, mental health and legal services, home-delivered meals and furnishings to assist transitioning from homelessness will be provided for approximately 700 persons in the metro area through the HOPWA program.

As the governmental entity responsible for development of the metro-wide Housing Opportunities for Persons with AIDS (HOPWA) program, the City of Atlanta coordinates with Fulton, DeKalb, Gwinnett, Clayton and Cobb Counties and the City of Marietta. Local government representatives participate in the assessment of housing and support service needs and long-range planning for the HOPWA program. The City also coordinates planning for the HOPWA program with the Metro Atlanta HIV Health Services Planning Council (Planning Council), which includes a broad range of organizations and individuals active in the HIV/AIDS arena in metro Atlanta. The Planning Council is responsible for planning and setting priorities for the allocation of Ryan White program funds. The City of Atlanta works with local governments and the HOPWA Committee of the Planning Council to review annual applications for HOPWA funding and staff recommendations for consistency with HOPWA policies and priorities. The HOPWA Committee presents preliminary recommendations to a meeting of the full Planning Council for public comment and adoption of recommendations that are subsequently submitted for public review and comment in the City's Consolidated Plan public hearings.

In partnership with Fulton County and the Planning Council, the City is conducting an HIV/AIDS housing and related services needs assessment update. The update is scheduled to be completed in August, 2005 and will include input from members of the HIV/AIDS-affected community, AIDS housing and service providers, representatives of metro area local governments, and other key informants to be identified. Needs assessment findings and recommendations should be incorporated into future HOPWA plans and priorities.

xxxiii Consolidated Plan for the City of Atlanta – 2005-2009 p. 3

xxxiv Consolidated Plan for the City of Atlanta – 2004-2009 p. 14

3 Community Assessment

Gaps and Priorities

HIV/AIDS supportive services are in constant need of reassessment as medical treatment advances and new populations become at risk. HIV/AIDS remains a large and consuming issue for the 9,068 diagnosed^(xxxv) and reported cases in the Metro Atlanta area. HIV/AIDS is also intertwined with substance abuse as twenty percent of the total reported cases indicated intravenous drug use being the risk factor to their exposure.

As more effective treatments are developed for HIV/AIDS, persons who have the disease are living longer, but over time may be less able to earn sufficient income to remain self-supporting. An increasing need for short-term and emergency assistance is also anticipated as those who are still able work experience periods of disability and loss of income.

Homeless Needs

U.S. HUD now requires a ten-year plan to end chronic homelessness. The Regional Commission on Homelessness prepared this plan and is referenced throughout this section. Fulton and DeKalb Counties and the City formed the Tri-Jurisdictional Collaboration to conduct the homeless census and apply for federal McKinney funding annually, and support the establishment of a homeless management information system.

Several disparate estimates of the Atlanta homeless population have recently been developed using different methodologies. The 2005–2009 Consolidated Plan, relying on the *Blueprint to End Homelessness*, estimates the point-in-time number for homeless at 12,000 individuals. The Metro Atlanta Task Force for the Homeless, Inc. estimate of a point-in-time average night of 11,300 for 1995 and 16,351 (2005) was developed for Metropolitan Atlanta Continuum Care planning for the U.S. Department of Housing and Urban Development^(xxxvi).

The Homeless Task Force estimated the following subcategories of the special needs and the general (non-special needs) population who were homeless in 2004. This estimate was generated from a computer model using 2002 poverty rates for Georgia. The Supportive Housing Program's Continuum of Care Gaps Analysis subdivides the total homeless population into the categories used in the Task Force estimate.

Table 3.71 Percentage Distribution of the Homeless Population by Service Need, 2004

Population	CSA	SMI	DD	HIV	VDV	QD	Y	GP	Total
Single Men	37	10	9	10	0	1	3	30	100
Single Women	19	14	13	3	25	1	3	22	100
Couples w/o children	23	5	5	1	20	1	0	45	100
Total Individuals	26	10	9	5	15	1	2	32	100
Men w/ Children	10	4	4	1	10	1	0	70	100
Women w/ children	7	4	4	1	20	1	0	63	100
Couples w/ Children	10	4	4	1	15	1	0	65	100
Total Families	9	4	4	1	15	1	0	66	100

xxxv Consolidated Plan for the City of Atlanta – 2004-2009 p. 21

xxxvi Jaret, Charles Adleman, Robert. *Homelessness in Metro Atlanta*, Research Atlanta, Inc. December 1997 had slightly lower estimates and appears to have set the standard for the most recent estimates cited above.

Population	CSA	SMI	DD	HIV	VDV	QD	Y	GP	Total
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Table 3.72 Key

Chronic Substance Abuse	(CSA)	Victims of Domestic Violence	(VDV)
Seriously Mentally Ill	(SMI)	Persons with Other Disabilities	(OD)
Dually Diagnosed	(DD)	Youth	(Y)
Persons with HIV/AIDS	(HIV)	General Population	(GP)

These estimates generally correspond to the current literature on homelessness. Two-thirds of families do not have special needs characteristics – they are homeless due to economic or institutional circumstances. Approximately one-third of non-family individuals are homeless for similar reasons. Substance abuse affects over one-third (37%) of single men but only 9% of families. Domestic violence affects one-quarter of single women (25%), one-fifth (20%) of women with children and one-sixth (15%) of couples with children.

Serious mental illness afflicts 10% of single men, 14% of single women and relatively small proportions of other sub groups of the homeless.^(xxxvii) In March of 2003, Pathways Community Network, Inc. (PCNI) on behalf of the Metro Atlanta Tri-Jurisdictional Collaborative on Homelessness, covering the City of Atlanta, Fulton County, and Dekalb County, conducted a homeless census and survey. This initiative provided both counts of the homeless and detailed information on the causes and nature of homelessness and the self-perceived needs of homeless persons. The survey phase of the homeless census interviewed 993 persons, or nearly 15% of the total point-in-time homeless population within the Tri-Jurisdiction area. Survey settings included a variety of shelter and transitional programs serving varied populations and a number of soup kitchens. Surveys were also conducted among homeless inmates in the municipal jail.

The table below, from the City's 2004 "SuperNOFA" Exhibit 1 narrative, presents the adjusted census count of homeless persons for Atlanta utilized in Atlanta's 2005 Consolidated Plan.

Table 3.73 Continuum of Care Homeless Population and Subpopulations Chart (HUD Table 1A)

Part 1: Homeless Population	Sheltered		Unsheltered	Total
Emergency	Transitional			
1. Homeless Individuals	1,730	1,154	1,928	4,812
2. Homeless Families with Children	62	80	25	167
2a. Persons in Homeless Families with Children	247	319	100	666
Total (lines 1 + 2a)	1,977	1,473	2,028	5,478
Part 2: Homeless Subpopulation	Sheltered		Unsheltered	Total
1. Chronically Homeless		365	188	553
2. Seriously Mentally Ill		414		
3. Chronic Substance Abuse		690		

xxxvii Homeless Task Force estimates adjusted by Community Design Center of Atlanta, March 2005

3 Community Assessment

Part 1: Homeless Population	Sheltered	Unsheltered	Total
4. Veterans	350		
5. Persons with HIV/AIDS	345		
6. Victims of Domestic Violence	35		
7. Youth	22		

One-third of the homeless survey respondents were female and two-thirds were male. Over 86% were African-American, 9.0% were non-Hispanic White, 1.8% was Asian/Pacific Islander, 0.7% was Hispanic/Latino, and 2.0% were “other.”

Eighty-eight percent (88%) of the City’s point-in-time homeless population consists of single persons, while 12% are persons in families. The 2003 homeless census and survey project found that homeless families are more likely than single persons to become homeless due to economic problems such as loss of job or termination of benefits.

The over 107 organizations that provide homeless services are dependent on public support for 49% of their operating income. These providers anticipated a 15-40% decline (2003) as compared to 2002 levels^(xxxviii). The Atlanta Tri-Jurisdictional Collaborative reported in 2002 that City homeless shelters, on one winter night in 2002, served 2,267 people with 1,200 beds.

At Risk Populations

In addition to those persons and families who are already homeless, many households in the City of Atlanta are at risk of homelessness. The risk factor that is most easily measurable is housing cost burden. Cost burdened households are defined as those paying over 30% of income for housing; severely cost burdened households pay 50% or more of their incomes for housing. The preceding housing needs analysis concluded that there were 12,053 cost burdened owners and 36,707 cost burdened renters in Atlanta. There were 7,674 severely cost burdened owners and 19,924 severely cost burdened renters. The median income of cost burdened owners was \$19,371 and the comparable figure for renters was \$13,012. All of the severely cost burdened households are at acute risk for homelessness in the immediate future, and many less severely cost burdened households could easily be pushed into homelessness by one large unexpected expense.

The 2004 SuperNOFA developed by the Metro-Atlanta Tri-Jurisdictional Collaborative on Homelessness estimated that 10% of the 6,529 to 12,000 homeless persons estimated to be living on the street, in shelters or in transitional housing are infected with AIDS. Anecdotal information from AIDS service providers indicates that shelter options for homeless people living with HIV are not appropriate for many clients.

The Fulton County Department of Human Resources (DHR) estimates that there were 75,985 adults (12.3% of 2000 Census adult population) and 3,249 adolescents (4.9% of 2000 Census adolescent population) needing substance abuse treatment^(xxxix).

xxxviii *Blueprint to End Homelessness in Atlanta in Ten Years*, Commission on Homelessness, March 2003, p. 16

xxxix City of Atlanta, U.S. Housing and Urban Development Consolidated Plan, 2005

Another group at risk for homelessness is youth aging out of foster care. In 2003, the Fulton County Department of Human Resources reported 281 youth between the ages of 6 and 18, and 74 youth over 18 were residing in foster care, for a total of approximately 97 youth aging out of foster care and eventually requiring affordable housing in order to avoid homelessness. A Jim Casey Youth Opportunities Initiative Study cited one in four children who “age out” of foster care become homeless.^(xi)

Table 3.74 Homeless Facilities Components in Continuum of Care System – Emergency Shelters

Provider Name	Facility Name	HMIS	Geo Code	Target Population			2004 Year-Round Units/Beds		2004 All Beds	
A		B	Fam. Units	Fam. Beds	Indiv Beds	Yr-round	Seasonal			
Current Inventory										
Alternate Life Paths	ALPP Emergency Shelter	C	130174	SF			0	0	5	5
Atlanta Baptist Rescue Mission	Atlanta Baptist Rescue Mission	N	130174	SM			0	0	75	75
Atlanta City Mission	Milton Ave. Shelter	C	130174	FC			*	88	20	108
Atlanta Union Mission	My Sister's House	C	130174	FC			0	76	36	112
Atlanta Union Mission	Shepherd's Inn	C	130174	SM			0	0	308	308
Blood N Fire	Shelter Program	N	130174	SMW			0	0	170	0
Central Presbyterian Church	Central Night Shelter	C	130174	SM			0	0	130	0
Clifton Sanctuary Ministries	Clifton Night Shelter	C	130174	SM			0	0	30	30
Community Concerns	Ellis Street Shelter	C	130174	FC				70	0	70
Congregation Shearith Israel	Shearith Israel Shelter	C	130174	SW			0	0	14	0
Druid Hills Presbyterian	Druid Hills Shelter	N	130174	SM			0	0	30	0
First Presbyterian Church	First Presbyterian Church Shelter	N	130174				0	0	12	12
Fulton County	Jefferson Place	C	130174	SM			0	0	150	150
God's Favorite People	Men's Housing	N	130174	SM			0	0	50	50
Partnership Against Domestic Violence	Partnership Against Domestic Violence	N	130174	FC	DV		*	21	20	41
Salvation Army	Red Shield Cold Weather Program	C	130174	SMF			*	20	50	0
Salvation Army	Red Shield Services Emergency	C	130174	SMF			*	12	24	36
Set Free Memorial Drive Sanctuary Shelter	Set Free Sanctuary Shelter	N	130174	FC			*	30	0	30

xi Jim Casey Youth Opportunities Initiative Study, LA Times Series on Aging Out, *LA Times*, December 2, 2000

3 Community Assessment

Provider Name	Facility Name	HMIS	Geo Code	Target Population		2004 Year-Round Units/Beds			2004 All Beds	
St. Joseph's Mercy Care Services	Mercy Mobile Motel/Hotel*	C	130174	SMW		0	0	4	4	0
St. Jude's Recovery Center	St. Jude's Detox Center	C	130174	SMW		0	0	20	20	0
Task Force for the Homeless	Peachtree Pine Overflow Shelter	C	130174	SMW		0	0	612	612	0
The Temple - Hebrew Benevolent Congregation	Zaban Night Shelter	N***	130174	SMW		0	0	44	0	44
Traveler's Aid	Traveler's Aid Emergency Shelter**	C	130174	M		*	15	0	15	0
				Subtotal		0	332	1804	1678	558
Under Development										
Covenant House	Covenant House Crisis Center	C	130174	YMF		0	0	40	40	0
24/7 Gateway Center	Emergency Shelter	P-3/05	130174	SM		0	0	45	45	0
24/7 Gateway Center	Safe Haven	P-3/05	130174	SM		0	0	45	45	0

Table 3.75 Homeless Facilities Components in Continuum of Care System – Transitional Housing

Provider Name	Facility Name	HMIS	Geo Code	Target Population			2004 Year-Round Units/Beds		2004 All Beds	
A	B		Fam. Units	Fam. Beds	Indiv Beds	Yr-round	Seasonal			
Current Inventory										
Achor	Achor	C	130174	FC			20	55	15	70
AESM	AESM House	N	130174	SM	AIDS		0	0	12	12
Aftercare Residential Rehabilitation Services	Saint Therese House	C	130174	SM			0	0	12	12
Alternate Life Paths	ALPP Group Home	C	130174	SW			0	0	6	6
Alternate Life Paths	Independent Living	C	130174	FC			8	24	8	32
Antioch Urban Ministries	Luke's Place	N	130174	SW			0	0	6	6
Antioch Urban Ministries	Madison House	N	130174	SMW			0	0	20	20
Antioch Urban Ministries	Matthew's Place	N	130174	SMW	AIDS		0	0	18	18
Antioch Urban Ministries	Ruth's Place	N	130174	SW			0	0	7	7
Atlanta City Mission	Milton Avenue	C	130174	FC			*	34	0	34

Provider Name	Facility Name	HMIS	Geo Code	Target Population		2004 Year-Round Units/Beds			2004 All Beds	
Atlanta Recovery Center	Atlanta Recovery Center	N	130174	SM		0	0	166	166	0
Atlanta Step-Up Society	Serenity House Atl.	N	130174	SM		0	0	6	6	0
Atlanta Union Mission	Carpenter's House	C	130174	SM		0	0	164	164	0
Atlanta Union Mission	Fuqua Hall	C	130174	SM		0	0	90	90	0
Atlanta Union Mission	My Sister's House Personal Developm't	C	130174	SW		*	122	30	152	0
Blood N Fire	Blood N Fire Transitional	N	130174	FC		*	40	0	40	0
Bright Beginnings	Behavioral Health Residence	N	130174	SMW		0	0	60	60	0
Bright Beginnings	Independent Residence	N	130174	FC		8	24	0	24	0
Buckhead Christian Ministry	Transition Housing	C	130174	FC		12	35	0	35	0
Community Concerns	Odyssey III Transitional	C	130174	SM		0	0	20	20	0
Covenant Community	Covenant Community	N	130174	SM		0	0	18	18	0
Covenant Community	Transitional Housing	N	130174	SM		0	0	10	10	0
Families First	Second Chance	C	130174	YW		0	0	8	8	0
Fulton County	Jefferson Place Transitional Housing	C	130174	SM		0	0	50	50	0
Fulton County	Jefferson Place Project Focus	C	130174	SM		0	0	12	12	0
Genesis	Genesis	C	130174	FC		*	52	0	52	0
Georgia Vietnam Veterans Alliance	Crisis Resource Center	N	130174	SMW	VET	0	0	18	18	0
He's Brought Life Ministries	Transitional Housing	N	130174	SM		0	0	20	20	0
HOPE Thru Divine Intervention	HOPE Thru Divine Intervention	C	130174	SM		0	0	19	19	0
Clifton Sanctuary Ministries	Joe's Place	C	130174	SM		0	0	10	10	0
New Beginnings Restoration	Men's Program	N	130174	SM		0	0	6	6	0

3 Community Assessment

Provider Name	Facility Name	HMIS	Geo Code	Target Population		2004 Year-Round Units/Beds			2004 All Beds	
New Beginnings Restoration	Women's Program	N	130174	SW		0	0	6	6	0
Nicholas House	Boulevard House	C	130174	FC		*	55	0	55	0
Quest 35	881 Rock Street	C	130174	SMW		0	0	26	26	0
Quest 35	Leonard House Men's Program	C	130174	SM		0	0	6	6	0
Quest 35	Leonard House Women's Program	C	130174	SW		0	0	6	6	0
Provider Name	Facility Name	HMIS	Geo Code	Target Population		2004 Year-Round Units/Beds			2004 All Beds	
				A	B	Fam. Units	Fam. Beds	Indiv Beds	Yr-round	Seasonal
Current Inventory										
Saint Mark's	Women + Children's Transitional	N	130174	FC		*	8	0	8	0
Salvation Army	Transitional	C	130174	SMW		*	25	165	190	0
Samaritan House	Transitional House	C	130174	SM		0	0	6	6	0
SisterLove	LoveHouse	N	130174	SW	AIDS	*	6	7	13	0
Southside Healthcare	Legacy House	N	130174	SMW	AIDS	0	0	6	6	0
Southside Healthcare	Legacy Village	N	130174	SMW	AIDS	0	0	20	20	0
St. Jude's Recovery Center	95 Renaissance Pkwy	C	130174	SM		0	0	45	45	0
St. Jude's Recovery Center	Family Care Center	C	130174	FC		*	112	0	112	0
St. Jude's Recovery Center	Step-Down at 450 Piedmont	C	130174	SM		0	0	20	20	0
St. Jude's Recovery Center	Women's Program at 244 14th St.	C	130174	SW		0	0	20	20	0
The Open Door Community	The Open Door	N	130174	SMW		0	0	58	58	0
Task Force for the Homeless	Transition Housing at Peachtree Pine	C	130174	SM		0	0	28	28	0
Traveler's Aid	Transitional Housing	C	130174	FC		10	40	0	40	0
Trinity Community Ministries	Trinity House	C	130174	SM		0	0	12	12	0
Trinity Community Ministries	Trinity Lodge	C	130174	SM		0	0	4	4	0

Provider Name	Facility Name	HMIS	Geo Code	Target Population		2004 Year-Round Units/Beds			2004 All Beds	
Young Adult Guidance Center	1230 Hightower	C	130174	YM		0	0	20	20	0
Young Adult Guidance Center	Abner Place	C	130174	YM		0	0	3	3	0
YWCA	Cascade House	N	130174	FC		*	20	0	20	0
				Subtotal			652	1269	1921	0
Under Development										
Progressive Redevelopment	Hope House	N	130174	SM		0	0	70	70	0
Trinity Community Ministries	Trinity Expansion	C	130174	SM		0	0	36	36	0
24/7 Gateway Center	Employment / Training Program	P-3/05	130174	SM		0	0	45	45	0
24/7 Gateway Center	Integrated Services	P-3/05	130174	SM		0	0	23	23	0
24/7 Gateway Center	Pre-Treatment	P-3/05	130174	SM		0	0	22	22	0
24/7 Gateway Center	Veterans Pre-Treatment Housing	P-3/05	130174	SM	VET	0	0	46	46	0
				Subtotal		0	0	242	242	0

Source: Atlanta's 2004 "SuperNOFA" Exhibit 1 narrative – Consolidated Plan for the City of Atlanta – 2004-2009

Narrative Key/Definitions: HMIS – Homeless Management System – Required by HUD and DCA provided in Atlanta by Pathways, Inc. Codes N – “not in compliance with reporting,” I – “in compliance” and P – “projected” SF – Single Female SM – Single Male FC – Female with Children SMW – Single Male and Female M – Male YMF – Youth Male and Female C – Children

Table 3.76 Continuum of Care Housing Gaps Analysis Chart, City of Atlanta

		Current Inventory in 2004	Under Development in 2004	Unmet Need/Gap
Individuals				
	Emergency Shelter	1804	40	153
Beds	Transitional Housing	1269	242	1108
	Permanent Supportive Housing	558	0	385
	Total	3631	282	1646
Persons in Families with Children				
	Emergency Shelter	332	0	0
Beds	Transitional Housing	652	0	666
	Permanent Supportive Housing	0	0	0
	Total	984	0	666

Source: City of Atlanta, U.S. Housing and Urban Development Consolidated Plan, 2005

Jobs-Housing Balance

Commuting Patterns of Resident and Nonresident Workforce

The table below compares the number of residents that live in Fulton County and are employed in Fulton and the 12 surrounding counties. Of the 717,702 employed residents that live in Fulton County, 265,870 (37%) work in Fulton County while 42,910 (6%) residents are employed outside of the region. There are 385,442 persons commuting to work in Fulton County and 119,572 of these are persons who live outside of Fulton County.

Table 3.77 Resident and Nonresident Workforce of Fulton County

Employed Residents of Fulton County		Persons Employed in Fulton County		Net Out-Migration from Fulton County
County of Employment	Number of Employed Persons	County of Residence	Number of Employed Persons	
Cherokee	17,494	Cherokee	1,129	16,365
Clayton	40,271	Clayton	9,722	30,549
Cobb	92,014	Cobb	24,991	67,023
Coweta	8,855	Coweta	950	7,905
DeKalb	121,921	DeKalb	41,232	80,689
Douglas	14,253	Douglas	1,192	13,061
Fayette	14,745	Fayette	1,633	13,112
Forsyth	15,251	Forsyth	5,626	9,625
Fulton	265,870	Fulton	265,870	0
Gwinnett	57,737	Gwinnett	21,211	36,526
Henry	14,157	Henry	954	13,203
Paulding	7,432	Paulding	128	7,304
Rockdale	4,792	Rockdale	571	4,221
13 County Area	674,792	13 County Area	375,209	299,583
External	42,910	External	10,233	32,677
Total Workers	717,702	Total Workers	385,442	332,260

Source: Atlanta Regional Commission 2004

Stated another way, 37.0% of Fulton County's employed persons work inside the county and 63.0% commute to work outside the county. Of the 385,442 employed persons in Fulton County, two-thirds (66.6%) are from Fulton County and one-third (33.4%) is from outside the country. While 119,572 people commute to work in Fulton County from outside the county, Fulton sends 451,832 residents to work outside the county. Thus, the net out migration from the county is 332,260.

If there were more affordable housing in the suburbs, the imbalance between outbound and inbound commuters would be less.

Cost of Housing and Jobs-Housing Balance

David Sawicki, Aidan Poile and a team of City and Regional Planning students analyzed the relationships between jobs, wages and housing costs in the Atlanta 10 County Region in fall, 2003.^(xli) Their findings empirically confirm intuitive perceptions of job rich suburbs surrounding a central city populated by poorer people who live in cost burdened housing conditions. Specifically, they concluded:

For households earning less than \$35,000, the 10-county region lacks approximately 185,000 affordable units. For incomes above this level, the region has a surplus of over 95,000 units (i.e., households are paying less than 30% of their income for housing, and “competing” with poorer households for more affordable units). The region lacks enough housing for the poor.^(xlii)

The focus of their research was on job centers and not political jurisdictions, so there is less data presented for cities and counties. But, one analysis summarizes the units needed to meet existing housing deficits by jurisdiction. This analysis concludes that the City of Atlanta has a deficit of 81,257 units priced under \$600 a month when incomes are compared to housing prices. Stated another way, the incomes of Atlanta households are so low that there is a shortage of housing in the lowest price ranges. Specifically:

Table 3.78 Units Needed to Meet Existing Deficits, City of Atlanta, 2000

Monthly Payment	Deficit (Units)
Less than \$300	3,068
\$300 to \$399	21,325
\$400 to \$499	35,983
\$500 to \$599	20,815
Total	81,191

This interpretation of needs means that the 81,191 units constitute 24.5% of the region’s deficit for units under \$600.

Figure 1 describes the jobs housing ratio by census tract and is drawn from *Fair Share Housing*. The map clearly shows much of the City of Atlanta to have less than 0.75 jobs per housing unit. Much of the area below Interstate 20 is in the two categories with the lowest jobs to housing ratios (housing rich in the terminology of the research team). The job rich areas are on the periphery, along the expressways outside the perimeter and across the northern portion of the region.

xli David Sawicki, Aidan Poile, Zarinah Boykin, Cassie Gorman, Lauren Jaynes, Ellen Mendelsohn, Irene Wong, David Zanaty. *Fair Share Housing in the Atlanta Region*. Graduate Program in City and Regional Planning, Georgia Institute of Technology, December 2003

xlii *Fair Share Housing*, p. I-O

3 Community Assessment

Issues and Opportunities

Issues

The availability of decent affordable housing has become scarce as living intown closer to the job market has become increasingly desirable, the prices of residential real estate particularly new construction, has risen above threshold for what the National Housing and Urban Development (HUD) considers to be affordable.

Historically the city's residential market consisted of mostly single family homes. It was until the last decade (1990s) that the housing market expanded significantly to include a variety of apartment complexes, townhome communities and both low and high rise condominiums. This has provided some variety in the city's housing market to meet residents's needs at all stages of life, but it still falls short of optimum. The city also lacks available housing for the Special Needs community.

As more residential options become available intown the gap between housing and major employment centers is closing. There is still a major disparity in the location of housing and the location of employment centers.

The City's ability to provide housing code enforcement is out-paced by the rate at which code violations occur therefore, substandard housing persists.

Given the impending increases in energy costs, the current housing market has not responded sufficiently towards the production of energy efficient homes.

Opportunities

Efforts are underway and some programs are in place such as the UEZ's, TAD's, LCI's, Quality of Life Districts, Opportunity Bonds and Inclusionary Zoning to maximize the number of affordable housing units produced annually.

Through the Livable Centers initiative (LCI) transit oriented development has become a focus in the city's planning efforts. This not only encourages residential development new transit stations, it encourages mixed income residential, job creation and economic development. This helps close the gap between place of work and place of residence as well as provides a variety of housing for all sections of the community.

There are new policies in place to increase the level of response to housing code violations. Improvements in the code enforcement process is imminent.

Efforts are underway to re-write the existing Housing Codes Ordinance of 1987 (as amended) to update and incorporate changes in policy, court proceedings etc., for new and existing housing.

In the fall of 2007 their will be a new department of environment and sustainability. New policies and regulation will emerge to address the creation of energy efficient housing units.

Natural and Cultural Resources

Environmental Planning Criteria

The City of Atlanta takes pride in the varied Natural Resources that lie within its boundaries. Whether enjoying the vista that the Chattahoochee offers or making use of the many parks and trails that traverse the city, the City of Atlanta is abundant with Natural Resources that need protection. In this section of the Strategic Plan we will outline the existing Natural Resources as well as current policies used to protect them.

Georgia Department of Community Affairs's Minimum Planning Standards requires that the City of Atlanta develop environmental planning criteria that deals with identifying and protecting all water supply watersheds, groundwater recharge areas, wetlands, river corridors and mountains. The following information attempts to give an assessment of existing environmental planning components as well as describe efforts to protect them throughout the future.

Protection of Water Supply Watersheds

Water Supply Watersheds

The Department of Natural Resources defines water supply watersheds as the areas of land that drain to a public drinking water supply intake. Water supply watersheds are subject to the Department of Natural Resources' Rules for Environmental Planning Criteria. The City's public drinking water supply intake is located on the Chattahoochee River just north of Peachtree Creek. The portion of the City that falls within the boundaries of its water supply watershed is the Chattahoochee River drainage basin north of Peachtree Creek.

Watershed Supply Watersheds are defined by DNR as water supply that drain into a public drinking water supply intake. The City's drinking water supply is on the Chattahoochee just north of Peachtree Creek.

As Atlanta's primary drinking source, the Chattahoochee has always been high on the list of protection for the City and State of Georgia. In 1973, the Georgia Assembly enacted the Metropolitan River Protection Act to place 2000-foot corridor along both banks of the river as well as its impoundments. At the same time the Atlanta Regional Commission developed the Chattahoochee Corridor Plan. This act requires that local governments implement the plan by issuing permits, monitoring land-disturbing activities around the corridor, and by enforcing the act via the plan.

The Chattahoochee Corridor Plan, devised by the Atlanta Regional Commission, sets standards that must be met: Buffer Zone Standards, Vulnerability Standards, and Floodplain Standards. These standards were established to minimize the effects of development along the river by utilizing the existing surrounding as a guide for development suitability.

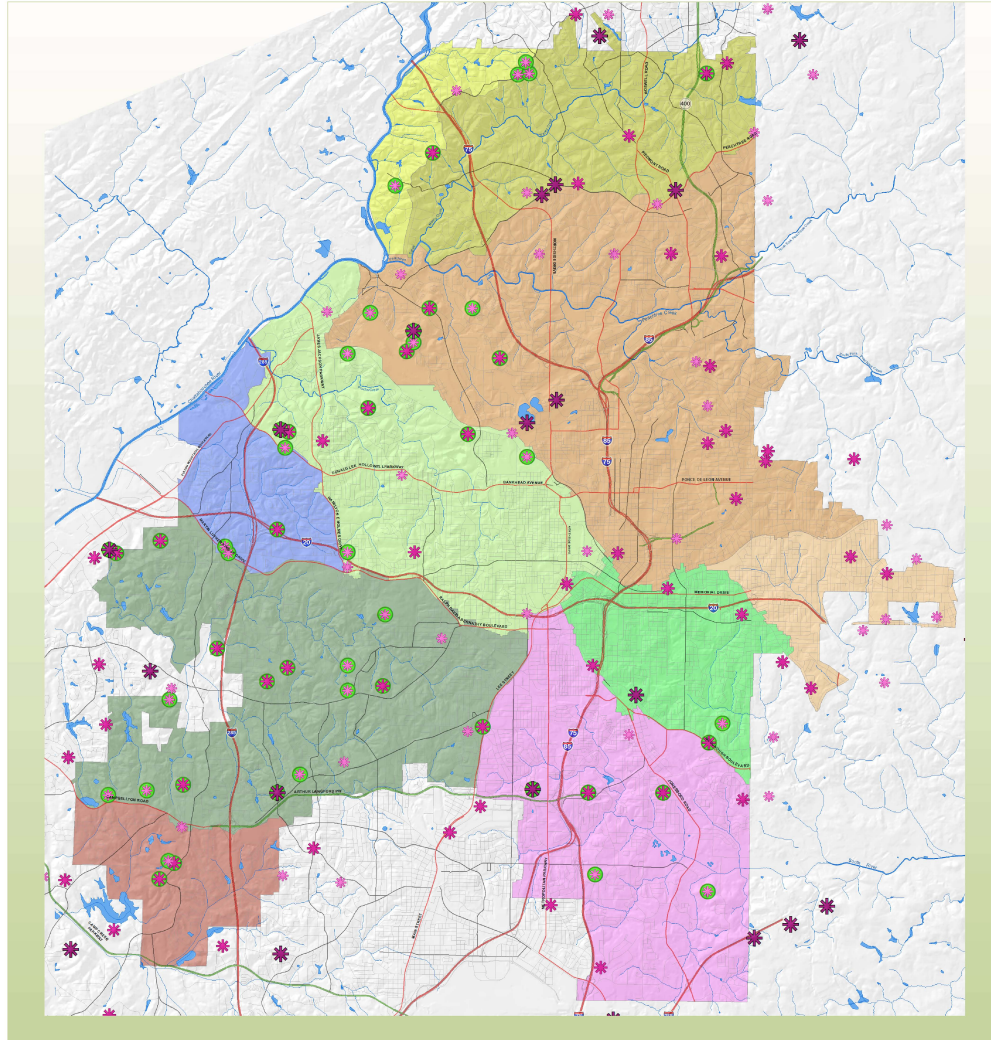
With the Greenway Acquisition program, land adjacent all Water Supply Watersheds has the opportunity to be eligible for a conservation easement in order to control any development in and around the area. The following creeks have the opportunity to benefit from donated adjacent lands:

3 Community Assessment

- Peachtree Creek
- Procter Creek
- South River
- Utoy Creek
- South Utoy Creek
- Nancy Creek
- Intrenchment Creek

High Points / Watersheds

May 2007



Local high points were identified within square mile quadrants. Points on developed land far away from open areas and points inside parks (and thus already protected) were filtered out. The remaining 146 points were analyzed to measure their viewsheds within a five mile radius. Points were classified by the potential visibility of surrounding terrain, without accounting for views blocked by buildings or vegetation.

High Points Classification:

- ★ Most Extensive Views
- ✿ Moderate Views
- ✿ Less Prominent Views
- High Points within 500' of potential greenspace

Watersheds:

- Long Island Creek
- Nancy Creek
- Peachtree Creek
- Proctor Creek
- Sandy Creek
- Sugar Creek
- Intrenchment Creek
- Uttoy Creek
- South River
- Camp Creek

Atlanta's Project Greenspace
prepared by
Wallace Roberts & Todd, LLC

with
PKOS Consulting
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ETC Institute / Leisure Vision
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prepared for
The City of Atlanta Department of Planning and Community Development and
the Department of Parks, Recreation, and Cultural Affairs

Data Source: City of Atlanta
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Map 3.11 Atlanta's Watersheds

Table 3.79 Atlanta's Watershed Framework

3 Community Assessment

River Basin	Primary Tributary Watersheds	Primary Ridge Lines
Chattahoochee	Long Island Creek	<i>East:</i> Ridgewood Road and Mount Paran Road.
	Nancy Creek	<i>West:</i> Ridgewood Road and Mount Paran Road <i>South:</i> Moore's Mill Road and West Pace's Ferry Road, Peachtree Road.
	Peachtree Creek	<i>North:</i> Wesley Parkway, Moore's Mill Road and West Pace's Ferry Road, Peachtree Road. <i>South:</i> Chattahoochee-Ocmulgee Two-River Ridge Line, DeKalb Avenue/ Forsyth Street Railroad bordering Peters Street. <i>West:</i> Northside Drive, West Marietta Street, Marietta Road, South across Southern Railway/Inman Yards, James Jackson Parkway.
	Proctor Creek	<i>North:</i> Northside Drive, West Marietta Street, Marietta Road. <i>South:</i> across Inman Yards, James Jackson Parkway. <i>Southwest:</i> Martin Luther King, Jr. Drive, Gordon Road. <i>East:</i> Chattahoochee-Ocmulgee Two-River Ridge Line railroad line bordering Peters Street and Murphy Avenue. <i>West:</i> Hightower Road, Bankhead Highway, Interstate 285.
	Sandy Creek	<i>North:</i> Hightower Road, Bankhead Highway, Interstate 285. <i>South:</i> Martin Luther King, Jr. Drive, Gordon Road/
	Utoy Creek	<i>North:</i> Gordon Street, Martin Luther King, Jr. Drive, Gordon Road. <i>East:</i> Chattahoochee-Ocmulgee Two-River Ridge Line Railroad line bordering Murphy Avenue and Lee Street. <i>South:</i> Campbellton Road.
	Camp Creek	<i>North:</i> Campbellton Road. <i>East:</i> Chattahoochee-Ocmulgee Two River Ridge Line railroad line bordering Murphy Avenue and Lee Street.
Ocmulgee	Sugar Creek	<i>North:</i> Chattahoochee-Ocmulgee Two River Ridge Line. DeKalb Avenue, bordering the Seaboard Railway and the CSX Railway line. <i>West:</i> Flat Shoals Avenue and. Bouldercrest Drive.
	Intrenchment Creek	<i>East:</i> Flat Shoals Ave., Bouldercrest Drive <i>North:</i> Chattahoochee-Ocmulgee Two River Ridge Line. DeKalb Avenue and Forsyth Street railroad, bordering Peters Street. <i>West:</i> Whitehall Terrace, Ridge Avenue, and McDonough Boulevard.

River Basin	Primary Tributary Watersheds	Primary Ridge Lines
	South River	<i>East:</i> Whitehall Terrace, Ridge Avenue, and McDonough Boulevard. <i>West:</i> Chattahoochee-Ocmulgee to Two-River Ridge Line railroad line bordering Murphy Avenue and Lee Street.

On the West and North sides of the City, the Chattahoochee River is supplied by seven stream drainage basins: Long Island Creek, Nancy Creek, Peachtree Creek, Proctor Creek, Sandy Creek, Utoy Creek, and Camp Creek basins. In the Southeast section of the City, three stream drainage basins supply the Ocmulgee River: Sugar Creek, Intrenchment Creek, and the South River.

Each stream drainage basin watershed is bounded by ridgelines and plateaus, which cradle floodplain valleys where the headwaters of several tributary creeks originate in springs. These springwaters flow into the principal creek, which finally flows through a streamway corridor and floodplain to supply the river.

From Atlanta's earliest days, the network of its major arterial roads has followed the ridgeline network bordering the river and stream basins. The relationship between Atlanta's stream basin ridgeline system and the roadway framework is shown by Table IV-1.

The two continental plates that comprise each river basin interface in the heart of the Central Business District (CBD). This boundary runs along a ridge line which originates east of Atlanta, travels westward to enter the City along what is now DeKalb Avenue, crosses Woodruff Park to Forsyth Street, and then arches to the southwest, paralleling Spring Street and Peters Street.

The headwaters for several creeks in the Chattahoochee River Basin and the Ocmulgee River Basin originate within a fifteen-block radius of the "Five Points" intersection. Waters from these springs are currently routed to the storm sewer system that carries the water to the rivers via outfall pipes, which feed the creeks.

Since water supply watersheds directly into the City's water supply intake, it is critical that they be protected in order to ensure the adequate supply of water for Atlanta's citizens.

Water supply watersheds in Atlanta are protected by ordinance. The ordinance regulates uses within a seven-mile radius up stream of any public drinking water supply intake, which would handle hazardous materials. Requirements include siting such uses on an impervious surface and having a spill and leak collection system. In addition, Atlanta citizens have been concerned about and involved in the protection of water supply watersheds through the formation of several community watershed groups. Their mission is to preserve and protect the integrity of the City's streams. City officials work with these groups on an informal basis.

The City of Atlanta may also consider the establishment of a water reuse program. According to EPA, water recycling has proven to be effective and successful in creating a new and reliable water supply, while not compromising public health. Non-potable (not for drinking purposes) reuse is a widely accepted practice. However, in many parts of the United States, the uses of recycled water are expanding in order to accommodate the needs of the environment and growing water supply demands. Advances in wastewater

3 Community Assessment

treatment technology and health studies of indirect potable reuse have led many to predict that planned indirect potable reuse will soon become more common. In the future, the City will be identifying other potential users of treated effluent for irrigation purposes.

Protection of Groundwater Recharge Areas

Groundwater recharge is the process by which precipitation infiltrates soil and rock to add to the volume of water that is stored in pores and other openings within them. Most of northern Georgia is underlain by crystalline rocks with complex geologic character and with little or no porosity within the rocks themselves. Significant recharge areas in the crystalline rock terrain of northern Georgia are found in areas that have thick soils or saprolite, and which have relatively low (less than 8 percent) slopes. These conditions are not present in the City. Groundwater recharge areas are subject to the Department of Natural Resources' Rules for Environmental Planning Criteria.

The City has passed and enforces ordinances which protect river corridors and wetlands. The City does not have any significant recharge areas or any mountains which required protection based on the Part V environmental criteria. The City has not passed ordinances to address these criteria. The City has not passed an ordinance to protect water supply watersheds as outlined in the Part V criteria.

Groundwater recharge areas are subject to the Department of Natural Resources' Rules for Environmental Planning Criteria. Recharge is the process by which precipitation infiltrates soil and rock to add to the volume of water stored in pores and other openings within them. Most of northern Georgia is underlain by crystalline rocks with complex geologic character and with little or no porosity within the rocks themselves. Significant recharge areas in the crystalline rock terrain of northern Georgia are found in areas that have thick soils or saprolite and relatively low (less than 8 percent) slopes. These conditions are not present in the City.

Protection of River Corridors, Mountains & Wetlands

Protected Rivers

The Chattahoochee River Corridor is the Atlanta Region's most significant natural feature. It is unrivaled in the State for historic and cultural significance, and is rich in animal and plant diversity. These characteristics make reclaiming the corridor for environmental enhancement and public benefit desirable. Protected rivers and their corridors are subject to the Department of Natural Resources' Rules for Environmental Planning Criteria. The Chattahoochee River Corridor is protected by the Metropolitan River Protection Act (MRPA), which is described in another section of this element of the CDP.

Proposed development threatens the Chattahoochee River Corridor north and south of Peachtree Creek. Invasive infrastructure and plants, as well as adverse types of land uses, have irreparably altered the natural ecology of the corridor south of Peachtree Creek.

Smaller streams need protection as well. The combination of volume and velocity of stormwater runoff from impervious surfaces in watersheds throughout the City, in conjunction with intense rainstorms, has caused severe erosion of streambanks in many neighborhoods. Loss of property, trees, and soil are commonplace. Destruction of streambanks is both economically- and ecologically-damaging, and expensive to restore.

Pollution of the City's streams and creeks is most-frequently caused by non-point source pollution, such as fertilizer residue from lawns and parking lot and road oil that is washed into streams during a rainstorm. Point source discharges, such as the illegal dumping of hazardous or toxic materials into culverts or directly into streams is also occurring. Pollution of surface water is a critical health and safety problem, particularly in City parks or near schools, where streams often attract young children.

Under current City ordinances, alterations of stream courseways are generally not allowed. In dense development areas, it is sometimes necessary to augment a stream; however, this practice interrupts the natural desired movement of the stream and may result in a higher stream velocity.

Greenway Acquisition Project

Under a Supplemental Environmental Program that was established by a federal consent decree, The City of Atlanta is investing \$25 million in the purchase of property along selected portions of streams in Metro Atlanta that flow into the Chattahoochee and South Rivers. The Greenway Acquisition Project is intended to improve water quality in Metro Atlanta streams and the Chattahoochee and South Rivers. The land will be converted to and/or preserved as "greenways", which are undeveloped and undisturbed corridors along stream banks that serve as natural filters to trap sediment and other pollutants carried by stormwater before they reach the streams. The natural vegetation of greenways provides wildlife habitats and offer opportunities for passive recreation. The City of Atlanta would like to create a protected greenway along the Chattahoochee River from the northern City Limits at the National Park Service Recreational Area to the southern City Limits at the Fulton County Airport.

Other relevant goals, regulations, and programs by the City, State, and National Park Service are focused on further protecting and preserving the Chattahoochee River Corridor. These are identified and discussed below.

Metropolitan River Protection Act

The Metropolitan River Protection Act (MRPA) was signed into law by the Georgia General Assembly in 1973 in response to growing concerns about protecting the Chattahoochee River. The Act established a 2000-foot river corridor on both banks of the Chattahoochee River for the 48-mile stretch of the river between the Buford Dam north of Atlanta and Peachtree Creek. In 1998, the Act was amended to extend the Chattahoochee River Corridor by an additional 36 miles southward to the boundaries of the Atlanta Region.

The Act required the Atlanta Regional Commission (ARC) to adopt a Chattahoochee River Corridor Plan to protect the land water resources of the Chattahoochee River Corridor, as well as procedures to implement the Act and the Plan. It also gave ARC the authority to review development proposals for compliance with the Plan, and to issue findings from these reviews. The Act empowered local governments within the Plan boundaries to implement the Plan by allowing development proposals that are approved through ARC's reviews; to monitor land-disturbing activities within the Corridor; and to enforce the requirements of the Act and the standards of the Plan. The Act specifies that any land-disturbing activity which occurs within the Corridor that is not in compliance with, or has not been certified under, the Plan is illegal.

3 Community Assessment

ARC reviews proposed development projects for properties that are located within the Chattahoochee River Corridor according to its adopted Chattahoochee Corridor Plan. The Plan includes development principles and standards that are intended to minimize the negative effects of development on the Chattahoochee River. The suitability of specific types of development is gauged on a property's existing topography, soils, and vegetation.

The law as it is applied to the Atlanta Region establishes a river protection corridor two thousand feet from either bank of the river below Buford Dam in Gwinnett County to the southern boundary of Fulton County. Development standards within the corridor include a fifty-foot natural vegetative buffer, a 150-foot impervious surface setback along the bank of the Chattahoochee River, and a thirty-five-foot natural vegetative buffer on both banks of all flowing tributary streams in the Corridor. The MRPA also requires that local governments adopt tributary buffer ordinances for streams outside the 2000-foot River Corridor that drain into the Chattahoochee River.

The Plan identifies three types of standards that must be met by a proposed development project. These are vulnerability standards, buffer zone standards, and floodplain standards. A height limit of 35 feet is imposed for all structures, other than bridges, above the existing grade of the property. Development projects can be as small as one lot, such as for a subdivision or the installation of a swimming pool on a residential property, or as large as a major mixed-use development project.

The keys in determining whether or not a particular proposed development project must be subjected to the MRPA review process is whether the project would increase the existing amounts of land disturbance and impervious surface (or above any previously-approved amounts for that property) and whether it would affect other standards. Additions to existing developments which are located within the Chattahoochee River Corridor are also subject to MRPA review.

If a MRPA review for a proposed development project is required, the review process is governed by ARC's Metropolitan River Protection Act Rules and Regulations. The local government accepts a completed MRPA review application from the applicant and sends it to ARC for review of its consistency with the standards of the Chattahoochee River Corridor Plan. ARC makes a "finding", which it communicates to the local government. In turn, the local government issues a "certificate" to the applicant. Thereafter, the local government must monitor the development project and other land within the Corridor to ensure that no unauthorized land-disturbing activity occurs. The local government may then take action against violators and impose penalties of up to \$1,000 per acre per day.

The City of Atlanta participates in the MRPA review process for properties that are located within its borders along the Chattahoochee River Corridor. This requirement is satisfied by the City of Atlanta Riparian Buffer Ordinance (Chapter 79, Article VII of the City Code), and a summary of the provisions of the Metropolitan River Protection Act, as it affects local zoning, comprises Sec. 16-23.007 of the Atlanta Land Development Code of 1982 (Zoning Ordinance)

For the City of Atlanta, the Bureau of Planning within the Department of Planning and Community Development manages the MRPA development review process. Applicants of proposed development projects that are to be located within 2,000 feet of the Chattahoochee River are notified of the required MRPA review process. They are then given handouts with examples of situations which may be encountered

and the applicable regulations; steps in the MRPA review process; and an application for a MRPA Certificate. Applicants are required to submit for review a site plan, erosion control plan, vegetation plan, grading plan, a list of land-disturbing activities that would occur, and an explanation of how sewage from the proposed development project would be treated. These are forwarded to the Atlanta Regional Commission (ARC) for its review, and a public hearing is held.

When all requirements are satisfied, the applicant is issued a MRPA Certificate, which is filed in the real estate records office of the Clerk of Superior Court in the county in which the property is located (either Fulton or DeKalb County for properties that are located within the City of Atlanta). The enforcement of granted MRPA certificates is initiated by the City, forwarded to ARC, and ultimately carried out by the Georgia Environmental Protection Division (EPD).

The City of Atlanta processed two MRPA cases in 2003, and has received two MRPA applications in 2004 through September. The two MRPA cases for 2003 were both approved—one for a new house, and the other for a guesthouse with a tennis court. The two MRPA cases for 2004 are still pending. They are for 1) a proposed mixed residential development project on James Jackson Parkway and 2) shafts for sewerage tunnel expansion at the R.M. Clayton Sewage Treatment Plant, on behalf of the City of Atlanta.

Metropolitan Atlanta Urban Watershed Initiative

Another program for the protection of City streams is the Metropolitan Atlanta Urban Watershed Initiative (MAUWI), which is a joint initiative by the City of Atlanta, Fulton County, and DeKalb County. Its overall goal is to determine the current conditions and uses of Atlanta's urban streams, to assess the sizes and impacts of the different pollution sources, and to evaluate options for improving water quality. The outcome of MAUWI was the MAUWI Watershed Management Guidance Document, which established a vision and goals that are intended to guide the City and community groups in the care and development of the City's watersheds.

The MAUWI Vision is "Healthy and aesthetically appealing streams for ourselves, our children, and our downstream neighbors, with a diverse and healthy aquatic life and habitat, supported by an educated and involved citizenry, government, and business community, and a future for flood-free neighborhoods."

The goals that were established by MAUWI are as follows:

- Reduce litter in streams
- Meet water quality standards in streams
- Improve water quality in streams
- Improve stream habitat
- Implement cost-effective strategies
- Reduce flooding of human structures
- Increase health and diversity of aquatic life
- Increase citizen, government, and business awareness of watershed pollution

Clean Water Atlanta Program

3 Community Assessment

The Clean Water Atlanta Program includes five types of efforts: 1) professional management of the Consent Decree Program; 2) the strategy to reduce flooding and pollution from stormwater by implementing a stormwater utility; 3) the SSO Consent Decree compliance; 4) water quality monitoring; and 5) CSO Consent Decree compliance. Each of these efforts is described below.

1. Professional Management of Consent Decree Program

The Department of Watershed Management was created in 2002 to oversee the City's new comprehensive approach to solving water issues. The DWM includes the City's two water-related bureaus--Wastewater Services and Drinking Water--along with Engineering Services and the proposed Stormwater Management Utility. This organizational structure allows DWM to plan, design, construct, operate and maintain the City's entire system of water and wastewater treatment, pumping, collection and distribution, and proposed stormwater management facilities.

2. Strategy to Reduce Flooding and Pollution Caused by Stormwater

The City's goal is to implement a stormwater utility by the end of 2006. A stormwater utility will provide a steady and reliable source of revenue for reducing stormwater flooding and pollution and maximizing the use of natural pollution-reduction methods such as greenspace and ponds.

3. SSO Consent Decree Compliance

The First Amended Consent Decree (FACD) addresses improvements in the City's sanitary sewer system and requires the elimination of sanitary sewer overflows (SSOs). Under the FACD, the City is repairing, replacing or rehabilitating all 2,200 miles of sewer throughout the City and implementing long-term prevention and maintenance strategies under "Operation Clean Sewer." Operation Clean Sewer is an aggressive approach to inspecting, cleaning and relining the sewer system, and includes a full-scale grease management program that was launched in January 2003. Operation Clean Sewer will allow the City to achieve all FACD obligations by 2012 – 2 years ahead of CD schedule.

4. Water Quality Monitoring

The City has partnered with the USGS and Southeast Waters to implement a comprehensive water quality monitoring plan. Forty stream sites will be monitored initially; twenty permanent sites will be monitored over the next decade. In addition, the Long-Term Monitoring Program will help the City to track water quality improvements associated with Clean Water Atlanta.

5. CSO Consent Decree Compliance

The City has submitted and received regulatory authorization to implement the refined Combined Sewer Overflow (CSO) Remediation Plan. The CSO Plan, which must be completed by November 2007, will enable the City to achieve the highest water quality at the lowest cost within the shortest time frame. The City will achieve CD compliance using a combination of technologies: separation of two full basins (Greensferry and McDaniel) and one sub-basin (Stockade); eliminates two CSO facilities; and construct a tunnel storage and treatment system to capture and treat 99% of the sewage and 85% of the stormwater from the remaining combined area.

Chattahoochee River Project

The Chattahoochee River Project is an effort to establish a river greenway park along the entire Chattahoochee River Corridor in the City of Atlanta. The purpose of the project is to reclaim the Chattahoochee River corridor and to conserve it as a sustainable resource.

--Various Protective Measures for City Streams, Stream Banks, and Creeks--

The City of Atlanta has identified six goals for the protection of City streams, stream banks, and creeks, as are listed below.

1. Achieve the water quality standards in City streams and creeks that are specified by the Georgia Environmental Protection Division.
- 2 Support and enforce the City's Erosion and Sedimentation Ordinance.
- 3 Continue to support the Citizen Stream Monitoring Program for education and training programs to monitor, report, and prevent stormwater runoff pollution and other sources of stream pollution.
- 4 Produce stream monitoring data profiles and watershed surveys on designated streams in the Citizen Stream Monitoring Program.
5. Develop a mechanism for handling citizen calls and acting on citizen reports of pollution sources of streams and creeks.
6. Ongoing implementation of the long-term watershed monitoring program on an ongoing basis in coordination with the United States Geological Survey.

Although there has been some success in stabilizing stream banks with vegetative and structural techniques, one permanent solution to this costly problem is to reduce stormwater runoff from impervious surfaces Citywide and regionally in concert with more vigorous protection of natural floodplains. Requiring stormwater to be retained in ponds or vaults either on-site or regionally, and installing infiltration areas in development projects, are several policy options that the City should investigate. The City plans to implement a stormwater management utility in 2006 to alleviate many of these issues. In 2004, the Atlanta City Council adopted an ordinance to put further restrictions on the amount of stormwater that is required to be retained on developed sites. It also sets forth an ongoing operations and maintenance requirement for all stormwater infrastructure to ensure performance. Education, policing, and the enforcement of existing regulations, as well as the development of new regulations, are needed to prevent or redirect the sources of stream pollution.

Citizen Stream Monitoring Program

The Georgia Environmental Protection Division (EPD) has provided the City with startup grants for the purpose of initiating a citizens' education and awareness program for the prevention of non-point source pollution of our streams and creeks. Citizens learn to identify and report water pollution problems and collect data on the stream that they are monitoring. The City is providing training, educational materials, and assistance in initiating stream-monitoring programs throughout the City.

3 Community Assessment

Protected Mountains

No protected mountains have been identified within the Atlanta City Limits. The land area is located on the Piedmont Plateau, which is mostly comprised of underlying schist, biotite, gneiss, and other metamorphic rock. The remainder of the Piedmont Plateau is comprised of underlying Augen gneiss, hornblende gneiss, granite intrusions, and other igneous rocks. These rock formations have weathered thousands of years, interacting with various biological processes, to form the soils that are found in Atlanta.

Protection of Wetlands

“Freshwater wetlands” are defined by federal law as being those areas that are inundated or saturated by surface or groundwater at a frequency and duration that is sufficient to support, and that under normal circumstances do support, a prevalence of vegetation which is typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. According to the National Wetlands Inventory that was conducted by the U.S. Fish and Wildlife Service, wetlands within Atlanta occur generally in the areas along the Chattahoochee River and along the City's major streams and creeks, although some non-stream corridor wetlands do exist in the City. Wetlands are subject to the Department of Natural Resources' Rules for Environmental Planning Criteria.

Wetlands are areas inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation adapted for life in saturated soil conditions. The wetlands delineated in Figure 3 are from the National Wetlands Inventory (NWI) maintained by the U.S. Fish and Wildlife Service. Wetlands offer numerous environmental benefits, such as flood control, groundwater recharge, and provision of important wildlife habitat. They are protected through the City's Greenspace program

The City of Atlanta's Greenspace plan, Project Greenspace, addresses wetlands through Greenspace goals. Project Greenspace is a comprehensive plan and strategy for implementing a city-wide greenspace system for Atlanta. Goal 5 is to permanently protect environmentally sensitive lands such as floodplains, wetlands, and natural habitat areas. According to the Greenspace plan, there are 29.9 acres of wetlands within the City of Atlanta.

Currently, the U.S. Fish and Wildlife Service's National Wetland Inventory Maps represent the best source of available information regarding the locations of wetlands in the City. As such, they indicate wetlands areas that should be preserved.

The City of Atlanta has identified three main goals for wetlands protection and preservation. They are: 1) identify significant wetland resources, both on public and private land; 2) strengthen the protection of wetland areas; and 3) continue to comply with the Federal wetlands program under section 404 of the Clean Water Act.

Atlanta complies with the federal wetlands program under Section 404 of the Clean Water Act in order to maintain and protect these natural resources. Developers are responsible for requesting a determination of jurisdiction for any project that would result in altering over one acre of wetlands as required by the Clean Water Act. Atlanta does not allow land-disturbing activity within delineated wetlands jurisdictions except as is restricted by a permit that is issued by the U.S. Army Corps of Engineers.

The Georgia Department of Community Affairs has recommended a set of regulations to be included in the Comprehensive Development Plan (CDP) that would protect the City's wetlands in providing for the health, safety, and welfare of its citizens. Towards this end, the City has adopted a wetland protection ordinance, which is included in Appendix B of the CDP. This Ordinance requires coordination between the City and the Army Corps of Engineers' permitting processes.

Other Environmentally Sensitive Areas

Environmentally Sensitive Land

The environmentally sensitive land shown in Figure 3 is based on the "Greenspace Acquisition Support System Report, 2002" funded by Trees Atlanta and the Turner Foundation, and prepared by the Georgia Institute of Technology Center for GIS. The land areas shown are undeveloped areas (excluding existing city parks and including some areas of golf courses and cemeteries) greater than five (5) acres in size that exhibit high environmental and greenspace value in terms of:

- **Water Quality:** based on proximity to water bodies, floodplains, and wetlands; and proximity to "priority" stream segments designated as part of the 1998 Consent Decree.
- **Forest Cover:** based on canopy area percentage and the relative mix of evergreens and hardwoods. Greater canopy area and greater stand purity (either evergreen or hardwood) resulted in higher values.
- **Connectivity:** based on proximity to existing parks, schools, cemeteries and the size of the parcel.

To provide a current inventory of environmentally sensitive land within the City, the Greenspace Acquisition Support System Report was updated by ATS, Inc. (a member of the consultant team) to identify and exclude areas that have been developed or are now protected as parks or greenways since the completion of the report in 2002.

The proximity and/or environmental relationship of these land areas to the land areas that compose the city's drainage system (see Figure 2) represent a significant opportunity to expand Atlanta's greenspace.

The City of Atlanta through its greenspace program has identified environmentally sensitive lands, described Atlanta's drainage system, and identified steep slopes and wetlands.

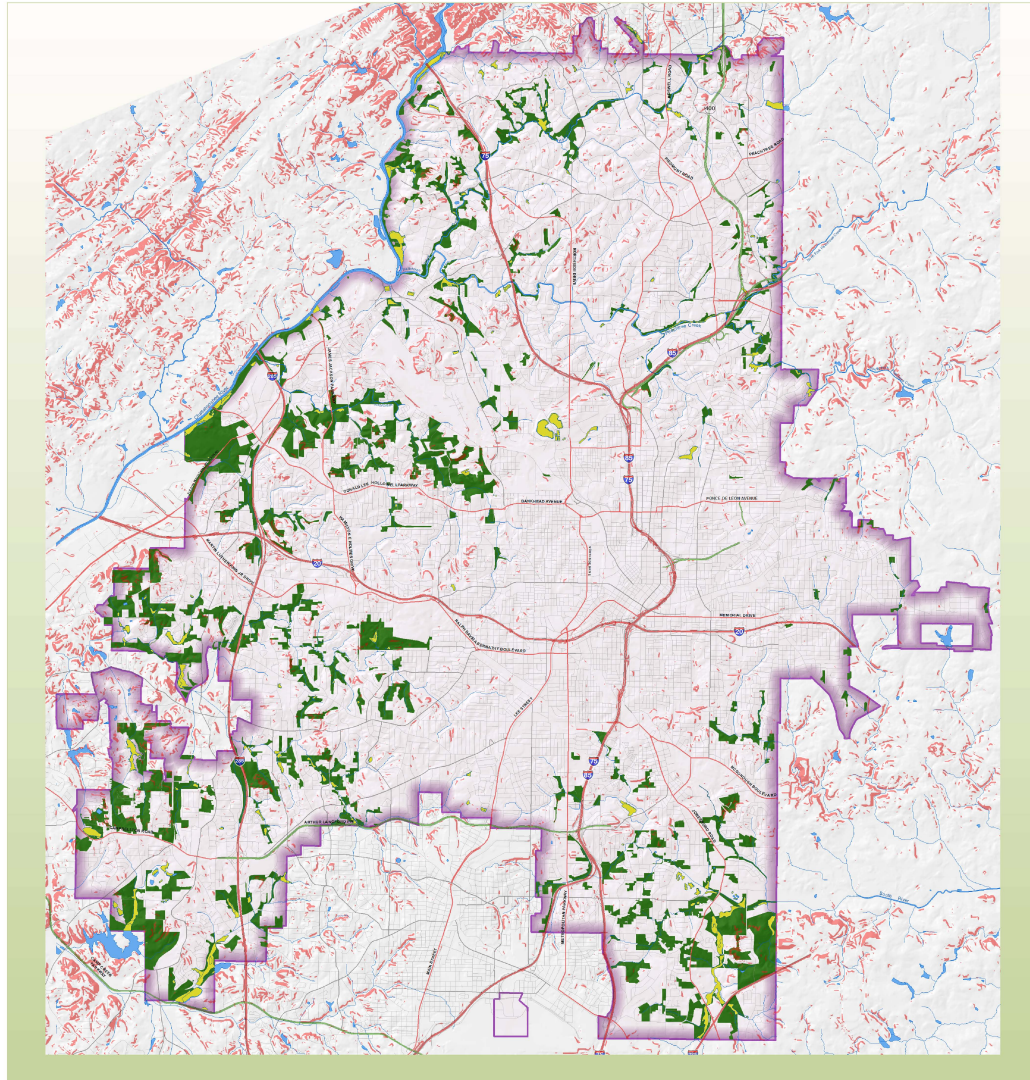
Atlanta's natural drainage system – the dendritic pattern of rivers and streams and the land forms associated with them – is an important feature of the Atlanta's greenspace system. Figure 2 shows the resources that compose this system. These include the 100-year floodplain as delineated by FEMA; additional flat land areas (up to 2% in slope) next to the FEMA 100-year floodplain; 75-foot wide land buffers adjacent to the

3 Community Assessment

edges of rivers, streams, and other water bodies; and steep slope areas (20% and greater in slope) adjacent to rivers and streams. As environmentally sensitive areas, these resources are subject to federal, state, and local development regulations. Together, they function as natural corridors for human recreation and wildlife habitat. Protecting and enhancing these resources should be one of the city's primary goals to ensure a sustainable, interconnected greenspace system. Each of the land areas that compose Atlanta's natural drainage system is described in greater detail below.

Environmentally Sensitive Land

March 2007



This map shows areas of high environmental sensitivity, including undeveloped land with important forest or water quality values, designated wetlands, and steep slopes.

Legend

- Undeveloped land with highest environmental value
- Wetlands
- Slopes > 20%

Atlanta's Project Greenspace
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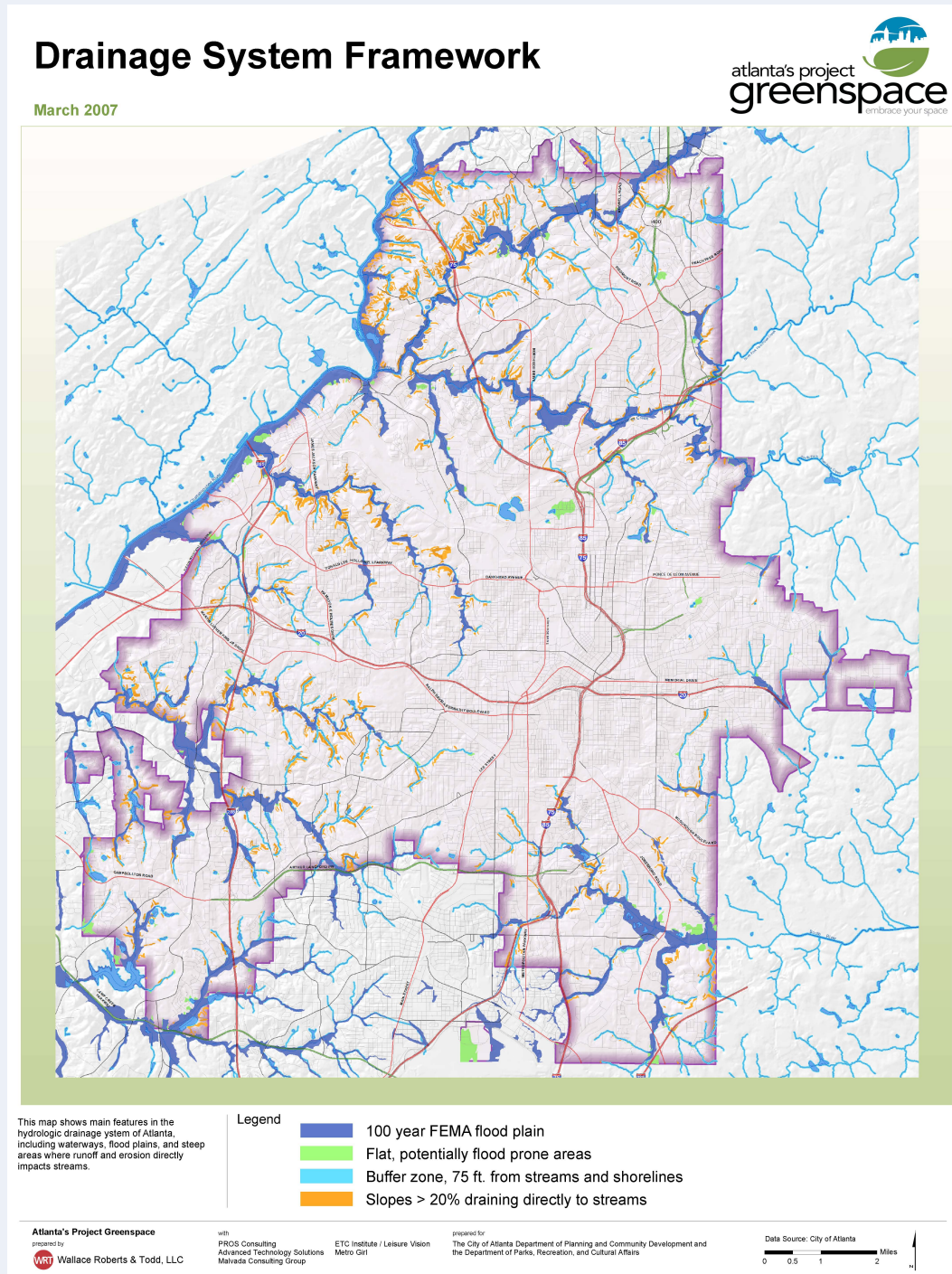
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Data Source: City of Atlanta
0 0.5 1 2 Miles

Picture 3.1 Atlanta's Environmentally Sensitive Lands

3 Community Assessment



Map 3.12 Atlanta's Drainage System

Floodplains

Inventory of Existing Conditions

Floodplains serve three major purposes: 1) they provide natural water storage and conveyance; 2) they enhance water quality maintenance; and 3) they are involved in groundwater recharge. However, they can have adverse effects on development. Over the past ten years, the size of flooded areas has been increasing. This is a result of increased storm water runoff from developed areas into culverts and streams. The result has been considerable property damage. The effect on parks, for example, has included severe stream bank erosion, loss of land and vegetation, and damage to ball courts and other facilities.

Development in floodplain areas is carefully monitored to protect the functional integrity of floodplains, as well as the health, safety, and property of the City's residents. The Federal Emergency Management Agency (FEMA) has identified and mapped areas in Atlanta that are prone to flooding. These maps constitute the flood hazard district maps for the City and have been incorporated into and made a part of the City's official zoning map, as is described in Section 16.02.004 of the City's zoning ordinance. By using the flood hazard district maps and the City's official zoning map, one can assess where particular types of development can and cannot be permitted.

Additional management of the 100-year floodplain is anticipated as flooding frequency increases due to watershed development. In addition, the City has identified six goals for floodplain areas, as are listed below.

1. Assist in and support the metropolitan watershed management guidelines which have been developed by the Atlanta Regional Commission--Metropolitan North Georgia Water Planning District in conjunction with all participating local governments.
2. Revise development standards to prevent the alteration of the size or shape of natural floodplains.
3. Adopt City regulations that prohibit alterations of the natural streamcourses according to professional engineering recommendations.
4. Adopt City regulations that prohibit the development of impervious surfaces in floodplains.
5. Adopt City regulations for Citywide stormwater retention facilities in all new developments, including parking lots and other paved areas, in order to reduce flooding of combined sewers, streets, and homes, as well as the erosion of streambanks.
6. Preserve, enhance, and expand the undeveloped floodplain along the Chattahoochee River as public open space.

3 Community Assessment

The 100-Year Floodplain

The 100-year floodplain, as shown in Figure 2, is delineated by the Federal Emergency Management Agency (FEMA) to define land areas within communities that are eligible to participate in the National Flood Insurance Program (NFIP). In order to participate in the program, local governments must adopt ordinances and other development regulations that minimize the risk to life and property and prevent increased flooding within the 100-year floodplain during flood events. NFIP makes flood insurance available to affected land owners in participating communities.

FEMA mapping of the 100-year floodplain does not exist for all areas of Atlanta subject to periodic flood inundation. For developments proposed along watercourses for which FEMA mapping does not exist, the city's flood area regulations require engineering studies to be performed to determine the area where inundation is likely to occur during the 100-year base flood.

The floodplain performs very important natural functions within the City of Atlanta, including temporary storage of floodwaters, reduction in soil erosion, and maintenance of water quality. The linear nature of the 100-year floodplain also provides important habitat corridors for the unobstructed movement of wildlife. Because these areas are flat, floodplains can also accommodate types of recreation and sports facilities that are not severely impacted by frequent flooding (e.g. soccer, baseball, etc.).

There is a total of 4,091.61 acres of floodplains within the City Limits.

Flat Areas

Flat land areas up to 2% in slope and contiguous with the FEMA delineated 100-year floodplain are also shown in Figure 2. These flat areas, though un-delineated by FEMA, are likely subject to minor flooding. These areas could also include unmapped wetlands (see Figure 3). Like the FEMA delineated 100-year floodplain described above, flat land areas can contribute to Atlanta's greenspace system by providing important wildlife habitat and accommodating recreation facilities. There is a total of 470.09 acres of flat areas in the City of Atlanta.

75-Foot Riparian Buffer

In an effort to protect and improve the quality of the city's waterways, the City of Atlanta has adopted an ordinance requiring a 75-foot riparian buffer to be maintained on both sides of each river, stream, and natural drainage channel. Unless a variance or exemption is granted, building activity of any kind cannot occur within this area. If properly maintained, buffer areas provide numerous environmental protection and resource management benefits, such as improved water quality and wildlife habitat. There is a total of 2,327.99 acres of 75-foot buffer within the City of Atlanta.

Steep Slopes

Slopes in Atlanta range from nearly level to 60 percent. The steeper slopes (greater than 15 percent) are generally located in the north, southwest, and southeast quadrants of the City. Some of these areas are heavily forested or covered with other forms of protective vegetation.

All of Atlanta is located within the Atlanta Plateau, and is part of the greater Georgia Piedmont Province of the Southern Piedmont Region of the United States. One of the most striking features of Atlanta is the valley of the Chattahoochee River, which runs along its northwestern boundary. The valley ranges in depth from 150 to 400 feet and from two to five miles in width from rim to rim. Rolling to hilly and broad, smooth uplands characterize the general surface features of the City. The largest areas, with slopes of 15 percent or greater, are located in the north, southwest, and southeast quadrants of the City. Elevations in Atlanta range from 960 to 1,050 feet above sea level.

The presence of steep slopes in some areas of the City present challenges to protect the existing vegetation while allowing for development in appropriate areas.

Additional protection of slopes that are greater than 15 percent is anticipated as development pressure in the City increases.

Slopes in Atlanta range from nearly level to 60 percent. The steeper slopes (greater than 15 percent) are generally located in the north, southwest, and southeast quadrants of the City. Some of these areas are heavily forested or covered with other forms of protective vegetation. There is a total of 2,356.68 acres of steep sloping land in the City of Atlanta.

Soil Types

The soils in Atlanta are generally red in color and, with the exception of soils that are located in floodplain areas, are well-drained. These soils were formed from metamorphic and igneous rocks and range in texture from stony loams, gravelly-and-sandy loams, to clay loams. Six soil associations are found in Atlanta. They are grouped below into three categories according to type, location, and use limitations.

1. Nearly-level soils on bottomlands and low stream terraces. These include the following:

a. Congaree-Chewacla-Wickham. Drainage is moderately good along the Chattahoochee River are but somewhat poor along small streams. Relief is mostly level or nearly level, although some slopes are undulating. These soils lie along the Chattahoochee River and along the City's larger streams and creeks. Because of the flooding hazard, the major soils in these associations have severe limitations if used for utility construction or residential, recreational, commercial or light industrial development. These areas should be limited to suitable wildlife habitat and supporting hardwood stands.

b. Cecil-Floyd-Applying. Drainage ranges from good to excessive.

c. Floyd-Cecil-Madison. Deep to moderately-deep soils that are well-drained to somewhat excessively drained.

d. Applying-Cecil. Deep to moderately-deep soils that are well-drained to somewhat excessively drained. In most areas, limitations are slight for residential and park/recreational development and moderate because of clay for commercial and light industrial development, roads, and septic tank drainage fields. However, in the few areas where Louisburg soils predominate, depth to bedrock is very shallow, ranging from a few inches to three feet in depth.

3 Community Assessment

2. Gently-sloping and moderately-sloping soils of uplands. Soils in these associations are located primarily along portions of the major stream banks.

3. Strongly-sloping and steep soils of uplands. These include the following:

a. Madison-Louisa. This soil type includes well-drained to excessively-drained soils.

b. Cecil-Lockhart. This soil type has drainage that is good to excessive in most places, although it is excessive in some steep areas.

Much of the original topsoil in areas of the City has been eroded away, leaving red clay subsoil exposed in some areas. Along slopes of major stream banks development limitations are moderate for residential, park, and road constructions where slopes are less than 15 percent, and are severe for all uses where slopes range from 15 to 40 percent. Development in these areas is also limited by adverse soil properties.

The City of Atlanta Erosion and Sedimentation Control Ordinance (Chapter 74, Article II of the City Code) provides legal authority to enforce soil erosion and sediment control measures for land-disturbing activities that apply to all features of a particular site, including street and utility installations, drainage facilities and other temporary and permanent improvements. The City's ordinance also includes the statewide requirement that at least twenty-five feet along stream banks remain as undisturbed vegetation. Additionally, the City requires a seventy-five foot buffer protection along perennial and intermittent streams. These provisions reduce the sediment load in area creeks and rivers.

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1. Nearly-level soils on bottomlands and low stream terraces.
2. Gently-sloping and moderately-sloping soils of uplands.
3. Strongly-sloping and steep soils of uplands.

Much of the original topsoil in areas of the City has been eroded away, leaving red clay subsoil exposed in some areas. Along slopes of major stream banks development limitations are moderate for residential, park, and road constructions where slopes are less than 15 percent, and are severe for all uses where slopes range from 15 to 40 percent. Development in these areas is also limited by adverse soil properties.

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Plant & Animal Habitats

The list below identifies the sensitive plants and animals that are located within the Atlanta City Limits, along with a brief description of the habitats of each.

1. Plants. The six main types of sensitive plants that are located within the Atlanta City Limits include the following:

a. Moccasin Flower and Pink Ladyslipper.

b. Golden Slipper and Yellow Ladyslipper--Primarily found in rich, moist, hardwood coves and forests.

c. Bay Star-vine, Climbing Magnolia, and Weld Jarsparilla--Typically found twining over understory trees shrubs in rich, alluvial woods, and on lower slopes near streams.

d. Granite Stonecrop and Dwarf Stonecrop--Found growing among moss in partial shade under large, open-grown eastern red cedar (*Juniperus virginians*) trees on granite outcrops.

e. False Hellebore and Ozark Bunchflower--Found in moist, hardwood-dominated woods, usually in small clumps on terraces along streams.

f. Piedmont Barren Strawberry--Found in rocky, acidic woods along streams with mountain laurel (*Kalmia latifolia*); also in drier, upland oak-hickory-pine woods.

2. Endangered Wildlife

"Endangered" species are those wildlife species which are in danger of extinction throughout a significant portion of its range. Four endangered species may live in the Atlanta Region, as are listed below.

a. The Indiana bat--A nocturnal insectivore, this bat lives in caves in the winter and may live outside caves from April through October.

b. The red-cockaded woodpecker--Is endangered because it only nests in pine trees over sixty years old, which are infected with a fungus called red heart disease.

c. Peregrine falcons--Migrate long distances and usually live on cliffs over water, but in Atlanta they have nested on tall towers and buildings

d. Southern bald eagles--Usually live in inland waterways and estuaries, however they have been spotted nesting in tall trees in undisturbed Piedmont wetlands and lakeshores.

3 Community Assessment

Rare plants, animals, and natural habitats are particularly vulnerable to the effects of development and should be recognized and protected to the extent that is possible. Loss in the diversity of wildlife and aquatic species due to contaminated and sediment-filled creeks and streams is a major environmental challenge for the City.

The City of Atlanta seeks to identify and protect natural plant and wildlife habitats and corridors, and to protect endangered and rare species through the compliance with the various federal and state laws for the protection of plant and animal habitats. The federal Endangered Species Act of 1973 and Georgia's Rules offer protection for endangered species, for the Department of Natural Resources (DNR), beginning at 391-4-13.02.

Development and prior agricultural use have interrupted Atlanta's natural wildlife corridors and destroyed most of the old-growth forests that many animal species need in order to survive. Less desirable species, such as rodents and pigeons, are adaptable to stressful urban environments and have replaced many of the natural species that are found in the Piedmont plateau geographic region. Without measures to encourage diversity of wildlife, the City's wildlife will continue to be displaced.

Significant Natural Resources

The natural environment places certain opportunities and constraints on the way that land is utilized. It encompasses many areas and resources that are vulnerable to the impacts of development and which require protection by the community. For instance, soil characteristics, topography, and the frequency of flooding are just a few of the factors that affect where development can safely and feasibly be accommodated. Other areas such as wetlands, forest areas, and sensitive plant and animal habitats are also vulnerable to the impacts of development. As the City and its surrounding areas continue to grow, the conservation of environmentally-sensitive and ecologically-significant resources will become increasingly important. The City of Atlanta's vision is to balance growth and economic development with protection of the natural environment. This is to be done in conjunction with the Statewide goal for natural resources, which is to conserve and protect the environmental and natural resources of Georgia's communities, regions, and the State. Environmental policies are directed at improving the City's stewardship of its unique, fragile environmental resources. Atlanta's goal is to respect these assets when creating policies for future development.

The Natural Resources Section of the Natural and Cultural Resources Element is comprised of fifteen subsections representing fifteen types of natural resources that are found within the Atlanta City Limits. Each natural resource is discussed by presenting (i) an Inventory of Existing Conditions; (ii) an Assessment of Current and Future Needs; and (iii) an Articulation of Community Goals and an Associated Implementation Program. An understanding of the existing conditions through an inventory can provide the foundation for developing appropriate community programs through the planning process. This is done by assessing the current and future needs of the City. For some of the natural resources, the various community programs that are already in place are a result of an apparent extensive assessment that was conducted some time ago. The fifteen types of natural resources within the Atlanta City Limits that are to be discussed are listed below.

A. Public Water Supply Sources

- B. Water Supply Watersheds
- C. Groundwater Recharge Areas
- D. Wetlands
- E. Protected Mountains
- F. Protected Rivers
- G. Coastal Resources
- H. Floodplains
- I. Soil Types
- J. Steep Slopes
- K. Prime Agricultural and Forest Land
- L. Plant and Animal Habitats
- M. Major Park, Recreation, and Conservation Areas
- N. Scenic Views and Sites
- O. Air Quality

The land lying within the Atlanta City Limits is traversed with numerable streams, creeks, springs, and ravines. Atlanta's geographic location is unique in several ways--it is one of the only cities to be located on a sub-continental divide, and it is one of the few metropolitan areas in the United States to be over one thousand feet in elevation. DeKalb Avenue, Spring Street, and Peter Street are on the ridge line which divides Atlanta's major drainage basins, the Chattahoochee River and the South River (the Ocmulgee River), which subsequently drain into the Gulf of Mexico and Atlantic Ocean, respectively.

Atlanta's streams and drainage ways are potentially the City's most valuable natural resources. Map IV-1 illustrates the locations of the major streams that are located within the Atlanta City Limits.

The annual rainfall in Atlanta varies from 32 to 68 inches per year, with an average of 48 inches. Evaporation and transpiration account for approximately 30 inches of rainfall, resulting in about 18 inches annually that are available for stream flow and percolation to groundwater.

Scenic Areas

The City has not identified to date any scenic views or sites requiring special management.

Prime Agricultural/ Forest Land

Prime agricultural and forest land refers to those areas in which the soils and topography are conducive to growth. As a result of increased urbanization, neither of these land use types can be found in any great quantity within the Atlanta City limits.

However, the remaining pockets of prime agricultural and forestland should be protected. The City needs to commit to implementation of an urban forestry program in order to address the escalating problem of urban forest depletion. Further, trees in sidewalk planters have an average life span of only fifteen years, and even trees in park areas require special attention for the first three years.

3 Community Assessment

Prime agricultural and forestland refers to those areas in which the soils and topography are conducive to growth. As a result of increased urbanization, neither of these land use types can be found in any great quantity within the Atlanta City limits. A network of community gardens are located throughout the City of Atlanta. The Atlanta Community Gardens Coalition and the Atlanta Community Food Bank provides resources and expertise to community gardens. In addition, farmer's markets located throughout the City of Atlanta provides the opportunity to residents to buy fresh produce.

The remaining pockets of prime agricultural and forestland should be protected. The City needs to commit to implementation of an urban forestry program in order to addressing the escalating problem of urban forest depletion. Further, trees in sidewalk planters have an average life span of only fifteen years, and even trees in park areas require special attention for the first three years.

The City is focused on protecting urban forest areas within the City as a legacy for future generations. Toward this end, various goals have been identified and programs have been developed, as are listed below.

1. Provide adequate City resources for the management of the urban forest.
2. Provide adequate City resources for the enforcement and implementation of the City of Atlanta Tree Ordinance.
3. Implement and enforce the parking lot landscape ordinance.
4. Implement and enforce the City of Atlanta Tree Ordinance. The City has recently adopted revisions to its Tree Ordinance. Protection of the urban forest, street trees, and landscape buffers to reduce stormwater runoff from impervious surfaces are key elements of the new tree ordinance.
5. Implement an up-to-date computerized tree maintenance program for parks and public rights- of-ways.
6. Develop an urban forest management plan for the City including planting, maintenance, protection, promotion, and staffing levels.
7. Expand the Bureau of Parks Forestry Division staff to implement and promote the urban forest management plan.
8. Update the existing Arboricultural Specifications and Standards of Practice.
9. Develop a Citywide streetscape master plan, including tree planting details and prioritized streetscape projects.
10. Develop citywide streetscape specifications and standards as part of the above master plan.
11. Utilize the Georgia Greenspace Program and the City's Greenway Acquisition Program to increase the amount of protected open space in the City.
12. Continue to review proposed development projects for their provision of adequate vegetative buffering and their compliance with the City's Tree Ordinance to preserve trees and to plant replacement trees.

13. Within the Special Public Interest (SPI) zoning districts in the central areas of the City, issue Special Administrative Permits (SAPs) only after adequate provision has been indicated on developers' site plans for the planting of street trees adjacent to City streets, among other requirements.

14. Other strategies include strengthening legislation, policing, and enforcement Citywide.

Major Parks, Recreation, and Conservation Areas

Major Parks

The Atlanta City Limits contain approximately 3,200 acres of parkland, which represents 3.78 percent of the City's total geographic area. Atlanta parkland comprises a wide variety of natural resource areas and environmental functions. Eighty-five percent of City parks are located along streams in floodplain and wetland areas, in areas with steep and rocky topography, or in other environmentally-sensitive areas. Part of the City park inventory includes four nature preserves. These are North Camp Creek, Cascade Springs, Daniel Johnson, and the Outdoor Activity Center. In addition to City holdings, the National Park Service operates the Chattahoochee National Recreation Area that extends from Buford Dam in Gwinnett County south to Peachtree Creek in the City of Atlanta.

The City's Department of Parks, Recreation, and Cultural Affairs operates, maintains, monitors, and conducts assessments of the current and future needs of the parks, recreation, and conservation areas of the City.

The City has identified five goals for the protection and enhancement of the City's parklands, which are listed below. The City's Department of Parks, Recreation, and Cultural Affairs identifies community goals, establishes programs, and prepares implementation programs for the parks, recreation, and conservation areas of the City.

1. Restrict development of wetlands to boardwalks, informational signage, and other recreational and educational elements that protect and preserve the City's natural resources.
2. Restrict development of floodplains to pathways, picnic areas, ballfields, golf courses, and other appropriate recreational elements that protect and preserve the City's natural resources.
3. Limit the use of maintenance chemicals that pollute water, air, and wildlife habitats.
4. Create a position in the Bureau of Parks, Forestry Division that would be responsible for protection and maintenance of City streambanks and major riparian corridors that are located in parks and other public lands, and to provide technical assistance for protection of all riparian corridors.
5. Investigate the feasibility and need for the use of greywater to irrigate recreational facilities such as ballfields and golf courses.

Issues and Opportunities

3 Community Assessment

Issue: The size of flooded areas has increased as a result of increased storm water runoff into culverts and streams from developed areas.

Opportunities:

Assist in and support the metropolitan watershed management guidelines developed by the Atlanta Regional Commission in conjunction with participating local governments.

Revise development standards to prevent the alteration of the size or shape of natural floodplains.

Adopt City regulations that prohibit the alteration of the natural stream courses according to professional engineering recommendations.

Adopt City regulations that prohibit the development of impervious surfaces in floodplains.

Adopt City regulations for citywide storm water retention facilities in all new developments including parking lots and other paved surfaces, in order to reduce combined sewer flooding, streets, and homes as well as stream bank erosion.

Preserve, enhance and expand the undeveloped floodplain along the Chattahoochee River as public open space.

Issue: Soil Types

Opportunities:

Continue to utilize the City of Atlanta Erosion and Sedimentation Control Ordinance to monitor and enforce soil control measures for land disturbing activities including street and utility installation, drainage facilities and other temporary and permanent improvements.

Continue to enforce both state required and city required stream and river bank buffer requirements to reduce the sediment loads in creeks and rivers.

Monitor development in areas where the original top soil has eroded away, leaving red clay subsoil exposed. (such areas include slope ranging from 15 to 40 percent)

Issue: The presence of steep slopes in some areas of the City present challenges to protect existing vegetation while allowing development in appropriate areas.

Opportunities:

Maintain an inventory of steep slopes within the city (15% or greater) where steeper slopes exist such as the north, southwest and southeast quadrants of Atlanta.

Provide additional protection for slopes that are greater than 15 percent as development pressure in the city increases.

Issue: Protect the prime agricultural and forest land within the city.

Opportunities:

Though little prime agricultural and forest land exists within Atlanta due to increased urbanization, the city should commit to the implementation of an urban forestry program to address forestry depletion.

Provide adequate city resources for urban forestry management.

Provide adequate city resources for the enforcement of Atlanta's Tree Ordinance.

Enforce the parking lot landscaping ordinance.

Implement and enforce the new amendments to the Tree ordinance which includes protection of the urban forest.

Implement up-to-date computerized tree maintenance program.

Develop urban forest management plan for the City.

Expand Parks Bureau Forestry division to help implement urban forest management plan.

Update the existing Arboricultural Specifications and Standards of Practice.

Develop a citywide streetscape master plan to include tree planting details.

Use Georgia Greenspace Program and Atlanta Greenway Acquisition Program to increase the amount of protected open space in the city.

Issue SAPs for SPIs only after adequate provisions are made for planting of trees next to streets.

Issue: Protection of rare plants, wildlife and natural habitats.

Opportunities:

Develop city policies that require sensitivity to the 6 types of endangered plant life and 4 species of endangered wildlife (birds) during the City's development activities.

Continue compliance with State and Federal laws for the protection of plant and animal habitats.

Develop a program to increase awareness of Atlanta's loss in diversity of wildlife and aquatic species due to contamination and sediment –filled creeks and streams.

Significant Cultural Resources

City of Atlanta Historic Resources

The City's historic fabric is a diverse collection of buildings, sites, and districts that reflect all decades of the City's past and has significance for all of the City's residents, workers, and visitors. The current condition of the City's historic fabric is best described through the following inventories and designations.

Atlanta's Lasting Landmarks, most recently updated in 1987, is the City's official inventory of historic properties within the City. At the time of its publication, the inventory listed over 275 buildings, sites and districts that met the minimum criteria necessary to be considered for historic designation. The inventory includes railroad, industrial, business, government, religious, and school buildings, as well as single-family and multifamily residential buildings. There are also numerous districts that contain a similar cross section of buildings. These properties are located throughout the City. Of those properties listed in the inventory and other properties, the City has designated 66 buildings, sites and districts to the various categories of protection established by the Historic Preservation Ordinance of 1989 (see Table 3.80 'Buildings and Sites Designated under the 1989 City of Atlanta Historic Preservation Ordinance' and Table 3.81 'Districts Designated under the 1989 City of Atlanta Historic Preservation Ordinance').

Table 3.80 Buildings and Sites Designated under the 1989 City of Atlanta Historic Preservation Ordinance

Building/Site Name	Street Address	Designation Date	Designation Type	Building Type	Present Use	Overlay
Academy of Medicine	875 West Peachtree St., N.W.	10/23/1989	Landmark	Institutional	Institutional	C-4/LBS
Andrews-Dunn House	2801 Andrews Dr., NW	12/28/1992	Landmark	SF Residential	Institutional	R-2A/LBS
Atlanta City Hall	68 Mitchell St., SE	10/23/1989	Landmark	Institutional	Institutional	C-5/LBS
Atlanta Stockade	750 Glenwood Ave., SE	10/23/1989	Historic	Institutional	MF Residential	C-1-C/HBS
Biltmore Hotel and Tower	817 West Peachtree St., NW	10/23/1989	Landmark	Commercial	Commercial	C-4/LBS
C&S National Bank Building	35 Broad St., NW	7/4/1992	Landmark	Commercial	Institutional/Comm	SPI-1/LBS
Candler Building	127 Peachtree St., NE	10/23/1989	Landmark	Commercial	Commercial	SPI-1/LBS
Carnegie Building	141 Carnegie Way, NW	7/10/1990	Historic	Commercial	Commercial	SPI-1/HBS
The Castle	87 15th St., NW	12/22/1989	Historic	Residential	Commercial	SPI-4/HBS
Central Presbyterian Church	201 Washington St., SW	10/23/1989	Landmark	Institutional	Institutional	SPI-1/LBS
Church of the Sacred Heart of Jesus	325 Peachtree Center Ave., NE	4/10/1990	Landmark	Institutional	Institutional	SPI-1/LBS
Dixie Coca-Cola Bottling Co. Plant	125 Edgewood Ave., NE	10/23/1989	Landmark	Industrial	Institutional	SPI-1/LBS
Dupre Manufacturing Company Mill	695 North Avenue, NE	10/24/2006	Landmark	Industrial	Commercial	
Feebeck Hall	96 Armstrong St., NE	10/23/1989	Historic	Institutional	Institutional	SPI-1/HBS

Building/Site Name	Street Address	Designation Date	Designation Type	Building Type	Present Use	Overlay
First Congregational Church	115 Courtland St., NE	10/23/1989	Landmark	Institutional	Institutional	SPI-1/LBS
Flatiron Building	84 Peachtree St., NW	12/23/1991	Landmark	Commercial	Commercial	SPI-1/LBS
Fountain Hall	643 Martin Luther King, Jr. Dr., SW	10/14/1989	Landmark	Institutional	Institutional	O-I/LBS
Fox Theater	660 Peachtree St., NW	10/23/1989	Landmark	Commercial	Commercial	SPI-2/LBS
Gentry-McClinton House	132 East Lake Dr., SE	10/14/1989	Landmark	SF Residential	SF Residential	R-4/LBS
Georgia Hall	36 Butler St., NE	10/23/1989	Landmark	Institutional	Institutional	SPI-1/LBS
Georgia State Capitol	206 Washington St., S.E.	na	Honorary Landmark	Institutional	Institutional	na
Georgian Terrace Hotel	659 Peachtree St., NE	6/13/1990	Landmark	Commercial/MF Res	Commercial/MF Res	SPI-2/LBS
Gilbert, Jeremiah S., House	2238 Perkerson Rd., SW	10/14/1989	Landmark	SF Residential	Institutional	R-4/LBS
Graves Hall	830 Westview Dr., SW	12/23/1991	Landmark	Institutional	Institutional	O-I/LBS
Haas-Howell Building	75 Poplar St., NW	12/23/1991	Landmark	Commercial	Institutional	SPI-1/LBS
Healey Building	57 Forsyth St., NW	12/23/1991	Landmark	Commercial	Commercial	SPI-1/LBS
Herndon Home	587 University Pl., SW	10/14/1989	Landmark	SF Residential	Institutional	O-I/LBS
Highland School	978 North Avenue, NE	1/28/2004	Landmark	Institutional	MF Residential	
Hirsch Hall	55 Coca Cola Pl., NE	12/12/1989	Historic	Institutional	Institutional	SPI-1/LBS
Hurt Building	45 Edgewood Ave., NE	10/23/1989	Landmark	Commercial	Commercial	SPI-1/LBS
Imperial Hotel	355 Peachtree St., NE	10/23/1989	Historic	Commercial	MF Residential	SPI-1/HBS
Kriegshaber House	292 Moreland Ave., NE	6/13/1990	Landmark	Residential	Commercial	C-1/LBS
Medical Arts Building	384 Peachtree Street, NW	10/10/2005	Landmark	Office	Office	
Nicolson, William Perrin, House	821 Piedmont Ave., NE	10/23/1989	Landmark	Residential	Commercial	RG-3/LBS
Olympia Building	23 Peachtree St., NE	6/13/1990	Landmark	Commercial	Commercial	SPI-1/LBS
Orr, W.W, Doctors Building	478 Peachtree St., NW	10/23/1989	Landmark	Commercial	Commercial	SPI-2/LBS
Palmer House Apartments	81 Peachtree Pl. & 952 Peachtree St., NW	4/8/1992	Landmark	MF Residential	MF Residential	SPI-3/LBS
Peachtree Christian Church	1580 Peachtree St., NW	10/23/1989	Landmark	Institutional	Institutional	C-4/LBS
Peters, Edward C., House	179 Ponce de Leon Ave., NE	10/23/1989	Landmark	SF Residential	Commercial	C-2/LBS
Piedmont Park Apartments	266 Eleventh St., NE	12/23/1991	Landmark	MF Residential	MF Residential	SPI-10/LBS
Ponce de Leon Apartments	75 Ponce de Leon Ave., NE	5/10/1993	Landmark	MF Residential	MF Residential	SPI-2/LBS

3 Community Assessment

Building/Site Name	Street Address	Designation Date	Designation Type	Building Type	Present Use	Overlay
Randolph-Lucas House	2494 Peachtree Rd., NW	3/12/1990	Historic	SF Residential	SF Residential	RG-3/HBS
Rhodes-Haverty Building	134 Peachtree St., NW	10/23/1989	Landmark	Commercial	Commercial	SPI-1/LBS
Rhodes Memorial Hall	1516 Peachtree St., NW	10/23/1989	Landmark	Institutional	Institutional	C-4/LBS
M. Rich & Brothers & Company Bldg.	82-86 Peachtree St. & 111-115 Martin Luther King, Jr. Dr., SW	6/14/2000	Landmark	Commercial	MF Residential / Comm.	SPI-1/LBS
Roosevelt High School	745 Rosalia St., SE	10/10/1995	Landmark	Institutional	MF Residential	RG-3-C/LBS
Rose, Rufus M., House	537 Peachtree St., NE	10/23/1989	Landmark	SF Residential	Commercial	SPI-2/LBS
St. Mark United Methodist Church	781 Peachtree St., NE	10/23/1989	Landmark	Institutional	Institutional	C-4/LBS
Steiner Clinic	62 Butler St., NE	12/12/1989	Historic	Institutional	Institutional	SPI-1/HBS
Spotswood Hall	505 Argonne Dr., NW	2/16/2000	Landmark	SF Residential	SF Residential	R-3/LBS
Swan House	3099 Andrews Dr., NW	10/14/1989	Landmark	SF Residential	Institutional	R-3/LBS
The Temple	1589 Peachtree St., NE	10/23/1989	Landmark	Institutional	Institutional	RG4,C4/LBS
Ten Park Place Building	10 Park Pl., NE	10/23/1989	Landmark	Commercial	Commercial	SPI-1/LBS
Washington, Booker T., High School	45 Whitehouse Dr., SW	10/14/1989	Landmark	Institutional	Institutional	R-5/LBS
Wimbish House	1150 Peachtree Street, NE	3/12/2002	Landmark	Institutional	Institutional	
Windsor House Apartments	979 Crescent Ave., NW	10/23/1989	Landmark	MF Residential	MF Residential	SPI-3/LBS
Wren's Nest	1050 Gordon St., SW	10/14/1989	Landmark	Residential	Institutional	R-5/LBS

Table 3.81 Districts Designated under the 1989 City of Atlanta Historic Preservation Ordinance

District Name	Major Streets	Designation Date	Designation Type
Adair Park	Mayland, Elbert, Metropolitan, Tift, Allene, Catherine, Pearce, Brookline	8/9/1994	Historic
Baltimore Block	Baltimore Place	6/19/1989	Landmark
Brookwood Hills	Huntington, Palisades, Wakefield, Brighton, Northwood, Montclair	11/28/1994	Conservation
Cabbagetown	Berean, Tye, Estoria, Gaskill, Carrol, Wylie, Powell, Pearl, Savannah	6/19/1989	Landmark
Castleberry Hill	Peters, Walker, Nelson, Fair, Haynes	3/16/2006	Landmark
Druid Hills	Ponce de Leon, S. Ponce de Leon, Fairview, Oakdale, Springdale, Lullwater	6/19/1989, exp. 1/25/2001	Landmark
Grant Park	Boulevard, Cherokee, Hill, Grant, Glenwood, Atlanta, Confederate, Woodward	4/11/2000, exp. 11/10/2003	Historic
Hotel Row	Mitchell, Forsyth	12/23/1991	Landmark
Inman Park	Euclid, Edgewood, Dekalb, Elizabeth, Austin, Sinclair, N. Highland, Lake	4/10/2002	Historic

District Name	Major Streets	Designation Date	Designation Type
Martin Luther King, Jr.	Auburn, Edgewood, Boulevard, Howell, Randolph, Irwin, J.W. Dobbs	6/19/1989	Landmark
Oakland Cemetery	N/A	6/19/1989	Landmark
Oakland City	Oakland, Avon, Peeples, Lawton, & Donnelly	11/10/2004	Historic
Washington Park	N/A	6/19/1989	Landmark
West End	Oak, Holderness, Oglethorpe, Lawton, Peeples, Oglethorpe, Lucile, White	12/7/1991, exp. 8/19/2002	Historic
Whittier Mill	Whittier, Layton, Butler, Parrot	10/28/1994	Historic

In addition to the survey and designation work by the City, 168 historic resources in the City have been listed since 1966 by the Georgia Department of Natural Resources in the National Register of Historic Places (see Table 3.82 'National Register of Historic Places Listings in the City of Atlanta'). The National Register of Historic Places is the country's list of historic places worthy of preservation. Generally, properties need to be at least 50 years old, have physical integrity, and be significant for at least one of four broad criteria to be listed in the National Register of Historic Places. It includes buildings, districts, structures, sites and objects.

The listing of 168 properties and districts does not include those historic resources that are considered eligible for listing in the National Register of Historic Places. (Being listed or eligible for listing in the National Register of Historic Places takes on added significance if such resources will be affected by a federal undertaking.) In addition, there are normally about 20 buildings and districts proposed for listing in the National Register of Historic Places at any given time. However, many more, as yet undocumented, historic resources in the City that could be listed in the National Register of Historic Places.

The City's historic fabric that is listed in the National Register of Historic Places is almost all buildings and districts, with the exception of one site and one object. There is a wide variety of building types represented: single-family houses, large office buildings, apartments, warehouses, religious buildings, etc. Most of the districts, however, are residential ones.

Over 60 pre-World War II neighborhoods in the City could also be considered eligible for the National Register of Historic Places as potential historic districts. These neighborhoods were substantially developed before World War II and are mostly located adjacent to or near the City's CBD. A few of these neighborhoods are located farther from the City's CBD in what were considered in the past to be suburban areas, or in some cases, separate towns.

There are 19 park sites owned by the City and maintained by the Department of Parks and Recreation that have major historic significance. In addition, there are many other parks that have more moderate significance, including many small, neighborhood parks. The parks' significance includes history, landscape architecture, archeology, architecture, park design, and community planning.

3 Community Assessment

There are also at least 39 properties for which facade easements have been donated to the non-profit organization Easements Atlanta, Inc. (see Page ?). These historic properties have their facades protected in perpetuity. To be considered for this program, the buildings must be eligible for or listed in the National Register of Historic Places.

Table 3.82 National Register of Historic Places Listings in the City of Atlanta

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
161 Spring Street building	161 Spring Street	6/14/2001	Building		N/A	Fulton
61 16th Street Building	61 16th Street, NE	8/30/2006	Building			
63 Mangum Street Industrial Building	63 - 69 Mangum St.	6/28/1996	Building		N/A	Fulton
705 Piedmont Avenue Apartments	705 Piedmont Ave.	12/19/1991	Building		N/A	Fulton
Academy of Medicine	875 W. Peachtree St. NE	4/30/1980	Building		N/A	Fulton
Adair Park Historic District	Metropolitan, Mayland, Allene, Brookline	6/2/2000	District			Fulton
Adams, Jack and Helen, Lustron House	832 Burchill St. SW	3/18/1996	Building		N/A	Fulton
Alston, Robert A., House	2420 Alston Drive	7/14/2004	Building			
Ansley Park Historic District	Ansley Park and environs	4/20/1979	District		N/A	Fulton
Ashby Street Car Barn	981 Ashby St., N.W.	8/6/1998	Building		N/A	Fulton
Atkins Park Historic District	St. Augustine St., St. Charles, and St. Louis Pl.	8/30/1982	District		N/A	Fulton
Atlanta and West Point Railroad Freight Depot	215 Decatur St.	3/26/1976	Building		N/A	Fulton
Atlanta Biltmore Hotel and Biltmore Apartments	817 W. Peachtree St.	1/20/1980	Building		The Biltmore	Fulton
Atlanta Buggy Company and Warehouse--Hatcher Bros. Furniture Company	530 - 544 Means St.	8/21/1992	Building		Atlanta Buggy Works	Fulton
Atlanta City Hall	68 Mitchell St. SW	7/13/1983	Building		N/A	Fulton

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
Atlanta Spring and Bed Company--Block Candy Company	512 Means St.	7/28/1995	Building		N/A	Fulton
Atlanta Stockade	760 Glenwood Ave.	6/25/1987	Building		N/A	Fulton
Atlanta University Center Historic District	Northside Dr., Walnut St., Fair St., Roach St.	7/12/1976	District		N/A	Fulton
Atlanta Waterworks Hemphill Avenue Station	1210 Hemphill Ave. NW	3/29/1978	Building		N/A	Fulton
Atlanta Women's Club	1150 Peachtree St. NE	1/31/1979	Building		Peachtree Playhouse; Community Playhouse; Lucille King Thomas Auditorium	Fulton
Baltimore Block	57,9,11,13,15,17,19 Baltimore Pl.	6/3/1976	Building		N/A	Fulton
Bass Furniture Building	142 - 150 Mitchell St.	1/8/1979	Building		N/A	Fulton
Berkeley Park Historic District	Holmes St., Antone St., Bellemeade Ave., Howell Mill Rd.	6/23/2003	District			
Brazeal, Dr. Brailsford R., House	193 Joseph E. Lowery Boulevard	4/8/2005	Building			
Briarcliff Hotel	1050 Ponce de Leon Ave.	9/9/1982	Building		The 750	Fulton
Brittain, Dr. Marion Luther, Sr., House	1109 W. Peachtree St.	9/23/1993	Building		N/A	Fulton
Brookhaven Historic District	E of Peachtree Dunwoody	1/24/1986	District		N/A	Fulton
Brookwood Hills Historic District	Off U.S. 19 and GA 9	12/21/1979	District		N/A	Fulton
Burns Cottage	988 Alloway Pl. SE	12/1/1983	Building		Burns Club of Atlanta	Fulton
Butler Street Colored Methodist Episcopal Church	23 Butler St. SE	5/9/1983	Building		N/A	Fulton
Cabbagetown Historic District	Carroll St., Pearl St., Memorial Dr.	1/1/1976	District		N/A	Fulton
Candler Building	127 Peachtree St. NE	8/24/1977	Building		N/A	Fulton

3 Community Assessment

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
Candler Park Historic District	Moreland Ave., Dekalb Ave., McLendon Ave.	9/8/1983	District		N/A	Dekab
Canton Apartments	2840 - 2846 Peachtree Rd.	12/8/1980	Building		N/A	Fulton
Capital City Club	7 Harris St. NW	9/15/1977	Building		N/A	Fulton
Castleberry Hill Historic District	McDaniel St., Peters St., Walker St.	8/8/1985	District		N/A	Fulton
Central Presbyterian Church	201 Washington St. SW	3/13/1986	Building		N/A	Fulton
Church of the Sacred Heart of Jesus	335 Ivy St. NE	5/13/1976	Building		N/A	Fulton
Citizen's and Southern Bank Building	35 Broad St.	8/18/1977	Building		N/A	Fulton
Coca-Cola Building Annex	187 Edgewood Ave.	10/18/1996	Building		N/A	Fulton
Coolidge, F.J., and Sons, Company -- Hastings' Seed Company	434 Marietta St.	10/31/1995	Building		N/A	Fulton
Cox-Carlton Hotel	683 Peachtree Street	11/1/2006	Building		The Carlton Apartments	Fulton
Crescent Apartments	979 Crescent Ave.	6/21/1996	Building		N/A	Fulton
Crogman School	103 West Avenue	7/14/2005	Building			
Cyclorama of the Battle of Atlanta	Cherokee Ave., Grant Park	12/9/1971	Building		Cyclorama	Fulton
Davis, H.B., Building - Hotel Roxy	764-772 Marietta Street	9/11/1997	Building		N/A	Fulton
Dekalb Avenue-Clifton Road Archeological Site	Arizona Street Underpass	12/14/1978	Site		N/A	Dekab
Dixie Coca-Cola Bottling Company Plant	125 Edgewood Ave.	7/20/1977	Building	5/4/1983	Baptist Student Center, Georgia State University	Fulton
Druid Hills Historic District	U.S. 29	10/25/1979	District		Druid Hills	Dekab
Druid Hills Parks and Parkways	Ponce de Leon Avenue	4/11/1975	District			
Empire Manufacturing Company	575 Glenn Iris Drive, NE	2/20/2002	Building			Fulton

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
English - American Building	74 Peachtree St.	3/26/1976	Building		Georgia Savings Bank Building; Flatiron Building	Fulton
Epting, Thomas and Rae, Lustron House	1692 Brewer Blvd. SE	3/18/1996	Building		N/A	Fulton
Fairlie - Poplar Historic District	Broad St., Fairlie St., Luckie St.	9/9/1982	District		N/A	Fulton
Fire Station No. 11	30 North Ave.	2/12/1980	Building		N/A	Fulton
First Congregational Church	105 Courtland St. NE	1/19/1979	Building		First Church; United Church of Christ	Fulton
Ford Motor Company Assembly Plant	699 Ponce de Leon Ave.	5/10/1984	Building		N/A	Fulton
FORSCOM Command Sergeant Major's Quarters -- Fort McPherson	Bldg. No. 532, Fort McPherson	2/25/1975	Building		Civilian Employee's Quarters	Fulton
Fox Theatre	600 Peachtree St.	5/17/1974	Building	5/11/1976	Fox Theatre Historic District	Fulton
Fox Theatre Historic District	Peachtree St. and Ponce de Leon Ave.	10/7/1978	District		N/A	Fulton
Freeman Ford Building	75 John Wesley Dobbs Ave., N.E.	8/6/1998	Building		N/A	Fulton
Fulton County Courthouse	160 Pryor St. SW	9/18/1980	Building		N/A	Fulton
Garden Hills Historic District	Delmont Dr., Brentwood Dr., Peachtree Rd.	8/17/1987	District		N/A	Fulton
Garrison Apartments	1325 - 1327 Peachtree St. NE	1/29/1979	Building		1325 Apartments (1926-74); Reid House (1974-78)	Fulton
Gentry, William T., House	132 E. Lake Dr. SE	5/2/1985	Building		N/A	DeKalb
Georgia Institute of Technology Historic District	225 North Ave.	8/25/1978	District		N/A	Fulton
Georgia State Capitol	Capitol Square	12/9/1971	Building	11/7/1973	N/A	Fulton
Gilbert, Jeremiah S., House	2238 Perkerson Rd. SW	4/17/1980	Building		Gilbert House	Fulton
Grady Hospital	36 Butler St. SE	8/13/1981	Building		Old Grady Hospital; Georgia Hall	Fulton
Grant Park Historic District	Cherokee Ave.,	7/20/1979	District		N/A	Fulton

3 Community Assessment

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
	Boulevard, Stanley					
Grant Park North Historic District	Woodward Ave., Hill St.	3/17/1986	District		N/A	Fulton
Grant, W.D., Building	44 Broad St. NW	1/8/1979	Building		Standard Federal Savings Building; Prudential Building	Fulton
Great Atlantic and Pacific Tea Company	881 Memorial Drive	10/27/2004	Building		N/A	Fulton
Griffith School of Music	650 Bonaventure Ave., N.E.	5/12/1999	Building		Payne-Griffith House	Fulton
Habersham Memorial Hall	15th St., W of Junction with Piedmont Ave.	6/7/1974	Building		N/A	Fulton
Harris, Joel Chandler, House	1050 Gordon St. SW	10/15/1966	Building	12/19/1962	The Wren's Nest; Snap Bean Farm	Fulton
Healey Building	57 Forsyth St.	8/12/1977	Building		N/A	Fulton
Herndon Home	587 University Place, SW	2/16/2000	Building	2/16/2000		Fulton
Highland School	978 North Avenue, NE	11/1/2006	Building		Ninth Ward School Building; J. S. Candler Public School	Fulton
Home Park School	1031 State St. NW	7/26/1989	District		State Street Academy Apartments	Fulton
Hotel Row Historic District	205 - 235 Mitchell St.	7/20/1989	District		N/A	Fulton
Howell Interlocking Historic District	West Marietta St., Howell Mill Rd., Lowery Ave.	7/25/2003	District			
Howell Station Historic District	W. Marietta St., Rice St., Baylor St., Herndon St.	4/17/1997	District		Knight Park Historic District	Fulton
Howell, Mrs. George Arthur, Jr., House	400 W. Paces Ferry Rd. NW	1/11/1991	Building		Howell - Kilpatrick House	Fulton
Hurt Building	45 Edgewood Ave. NE	4/13/1977	Building		N/A	Fulton
Imperial Hotel	355 Peachtree St.	3/31/1983	Building		N/A	Fulton
Inman Park Historic District (incl. boundary increase)	I-485, Dekalb Ave., Lake Ave.	7/23/1973	District		N/A	Fulton
Inman Park-Moreland Historic District (incl. boundary increase)	N. Highland, Seminole,	6/5/1986	District		Boundary Expanded 10/13/03, See Also: Kriegshaber House	Fulton

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
	Euclid, Dekalb Aves.					
King Plow Company	887 W. Marietta St.	3/28/1996	District		N/A	Fulton
King, Martin Luther, Jr., Historic District (incl. boundary increase)	Auburn Ave., Edgewood Ave.	5/2/1974	District	5/5/1977	N/A	Fulton
King, Martin Luther, Jr., National Historic Site and Preservation District	Courtland, Randolph, Chamberlain Sts.	10/10/1980	District		M.L. King, Jr., Historic District & National Historic Landmark; Sweet Auburn	Fulton
Kirkwood School	138 Kirkwood Road	9/19/2002	Building			
Knight, William and Ruth, Lustron House	9166 Northside Dr.	3/18/1996	Building		N/A	Fulton
Knox Apts., Cauthorn House, Peachtree Rd. Apts. Historic District	2214-2230 Peachtree Road, N.E.	3/19/1998	District		N/A	Fulton
Kriegshaber, Victor H., House	292 Moreland Ave. NE	1/8/1979	Building		The Wrecking Bar; Atlanta Art and Glass Supply	Fulton
Lakewood Heights Historic District	Lakewood Ave., Jonesboro Rd., Claire Dr.	7/5/2002	District		N/A	Fulton
Long, Crawford W., Memorial Hospital	35 Linden Ave. NE	9/1/1988	Building		Davis - Fischer Sanatorium	Fulton
Mean Street Historic District	Mean Street, Ponders Avenue	6/14/2001	District		N/A	Fulton
Midtown Historic District	Tenth St., Ponce de Leon Ave., Piedmont Ave., Lakeview Ave.	2/12/1999	District		N/A	Fulton
Mozley Park Historic District	Westview Dr., West Lake Ave., M.L. King Dr.	8/11/1995	District		N/A	Fulton
National NuGrape Company	794 Ralph McGill Blvd.	12/20/1996	Building		N/A	Fulton
Nicolson, William P., House	821 Piedmont Ave.	3/25/1977	Building		N/A	Fulton
North Avenue Presbyterian Church	607 Peachtree Ave. NE	11/17/1978	Building		N/A	Fulton

3 Community Assessment

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
Oakland Cemetery	248 Oakland Ave. SE	4/28/1976	District		N/A	Fulton
Oakland City Historic District	Oakland Drive, Avon St., Richland Dr., Donnally St.	4/11/2003	District			Fulton
Odd Fellows Building and Auditorium	228 - 250 Auburn Ave. NE	5/2/1975	Building		N/A	Fulton
Omega Chapter of the Chi Phi Fraternity	720 Fowler St. NW	6/17/1982	Building		Georgia Tech Chi Phi House	Fulton
Orr, J.K., Shoe Company	16 William Holmes Borders, Sr. Ave	9/29/1995	Building		Red Seal Shoe Factory	Fulton
Palmer House and Phelan House Apartments	952 Peachtree St. and 93 Peachtree Pl.	10/27/2004	Building			Fulton
Park Street Methodist Episcopal Church, South	793 Park Street, S.W.	5/9/1997	Building		N/A	Fulton
Peachtree Christian Church	1580 Peachtree St. NW	5/17/1984	Building		N/A	Fulton
Peachtree Heights Park Historic District	Peachtree, Habersham, and Wesley Rds.	12/8/1980	District		N/A	Fulton
Peachtree Highlands Historic District	E. Paces Ferry, Piedmont Rd., Highland Dr.	6/5/1986	District		N/A	Fulton
Peachtree Southern Railway Station	1688 Peachtree St. NW	9/14/1976	Building		Brookwood Station	Fulton
Peters, Edward C., House	179 Ponce de Leon Ave.	1/20/1972	Building		N/A	Fulton
Piedmont Park Apartments	266 11th Street, NE	10/28/2003	Building			Fulton
Piedmont Park Historic District	10th St., Piedmont Rd.	5/13/1976	District		Grounds of Cotton States and International Exposition	Fulton
Pittsburgh Historic District	McDaniel, Metropolitan, University	6/14/2006	District			
Retail Credit Company Home Office Building	90 Fairlie St. SW	1/6/1980	Building		N/A	Fulton

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
Reynoldstown Historic District	Flat Shoals Rd., Wylie St., Kirkwood Ave., Chester Ave.	4/3/2003	District		N/A	Fulton
Rhodes Memorial Hall	1516 Peachtree St.	3/1/1974	Building		N/A	Fulton
Rhodes-Haverty Building	134 Peachtree St. NW	1/19/1979	Building		N/A	Fulton
Rock Spring Presbyterian Church	1824 Piedmont Ave. NE	5/24/1990	Building		N/A	Fulton
Rose, Rufus M., House	537 Peachtree St.	9/20/1977	Building		J.W. Elliot Antiques	Fulton
Selig Company Building	330 - 346 Marietta St.	2/22/1996	Building		Pioneer Neon Building	Fulton
Shrine of the Immaculate Conception	48 Hunter St. SW	12/12/1976	Building		N/A	Fulton
Smith, Tullie, House	3099 Andrews Dr. NW	11/20/1970	Building		N/A	Fulton
Smith-Benning House	520 Oakdale Rd. NE	6/28/1982	Building		N/A	DeKalb
Southern Bell Telephone Company Building	51 Ivy St. NE	12/1/1978	Building		N/A	Fulton
Southern Belting Company Building	236 Forsyth St. SW	8/10/1988	Building		Toshiba Building; Garnett Station Place	Fulton
Southern Dairies	593 Glen Iris Drive	8/21/2002	Building			
Southern Railroad North Yards Historic District	539 John Street, NW	7/16/2002	District			
Spotswood Hall	555 Argonne Avenue, NE	2/5/2002	Building			
St. Andrews Apartments	1041 W. Peachtree St.	6/13/1986	Building		N/A	Fulton
St. Mark Methodist Church	781 Peachtree St.	11/2/1987	Building		St. Mark United Methodist Church	Fulton
Staff Row and Old Post Area -- Fort McPherson	NE corner of Fort McPherson	11/5/1974	District		Original Fort McPherson	Fulton
Stewart Avenue Methodist Episcopal Church, South	867 Stewart Ave. SW	3/2/1989	Building		Stewart Avenue United Methodist Church	Fulton
Stone Hall, Atlanta University	Morris Brown College Campus	12/2/1974	Building	12/2/1974	Fairchild Hall	Fulton

3 Community Assessment

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
Swan House	3099 Andrews Dr. NW	9/13/1977	Building		N/A	Fulton
Sweet Auburn Historic District	Auburn Ave.	12/8/1976	District	12/8/1976	N/A	Fulton
Techwood Homes Historic District	North Ave., Parker St., Williams St.	6/29/1976	District		Techwood	Fulton
Temple, The	1589 Peachtree St.	9/9/1982	Building		N/A	Fulton
Texas, The	Cyclorama Building / Grant Park	6/19/1973	Structure		N/A	Fulton
Thornton, Albert E., House	105 W. Paces Ferry Rd.	12/8/1980	Building		N/A	Fulton
Thorton Building	10 Pryor St. / 10 Park Place South	2/23/1984	Building		10 Pryor Street Building	Fulton
Tompkins, Henry B., House	125 W. Wesley Rd. NW	12/12/1976	Building		N/A	Fulton
Trio Steam Laundry	19 Hilliard Street, S.E.	9/18/1997	Building		Atlanta Brush Company	Fulton
Troy Peerless Luandry Building	650 Glen Iris Drive, S.E.	9/9/1999	Building		N/A	Fulton
Trygveson	3418 Pinestream Rd. NW	12/8/1980	Building		N/A	Fulton
Tyree Building	679 Durant Pl. NE	7/15/1982	Building		N/A	Fulton
U.S. Post Office and Courthouse	76 Forsyth St.	5/2/1974	Building		Old Post Office	Fulton
U.S. Post Office, Federal Annex	77 Forsyth St.	2/10/2006	Building			
Underground Atlanta Historic District	M.L. King Jr. Dr., Central Ave., Peachtree St.	7/24/1980	District		Underground Atlanta; See Also: Western and Atlantic RR Zero Milepost	Fulton
Van Winkle, E., Gin and Machine Works	Foster St.	9/10/1979	Building		The Murray Company / "Murray Mill"	Fulton
Villa Lamar	801 W. Paces Ferry Rd.	6/8/1988	Building		Hollywood; Newcastle; Ruben Garland House	Fulton
Virginia-Highland Historic District	Virginia Ave., N. Highland Ave., Amsterdam Ave., Monroe Dr.	5/10/1998	District			Fulton

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
Wallace Branch, Ann, Carnegie Library	535 Luckie Street	12/4/2004	Building			Fulton
Washington Park Historic District	Ashby St., MLK, Jr. Dr., Simpson, Ashby Ter.	2/28/2000	District			Fulton
Washington, Booker T., High School	45 Whitehouse Dr. SW	3/18/1986	Building		N/A	Fulton
West End Historic District	Ralph D. Abernathy Blvd, S.W.	2/25/1999	District		N/A	Fulton
Western and Atlantic Railroad Zero Milepost	Central Ave., between Wall St. and Railroad Ave.	9/19/1977	Object		N/A	Fulton
Western Electric Company Building	820 Ralph McGill Boulevard	11/8/2000	Building			Fulton
Westinghouse Electric Company Building	426 Marietta Street, NW	2/9/2001	Building			Fulton
Whittier Mill Historic District	Off of Bolton Road	9/13/2001	District			Fulton
Wilson, Judge William, House	501 Fairburn Rd. SW	2/15/1980	Building		The Wilson House	Fulton
Winship, Georgia and Emily House	2626 Brookwood Drive, NE	5/10/2005	Building			Fulton
Witham, Stuart, House	2922 Andrews Dr. NW	12/22/1978	Building		Witham - Clark House	Fulton
Yonge Street School	89 Yonge St.	1/24/1980	Building		H.R. Butler School	Fulton
Zuber-Jarrell House	810 Flat Shoals Road, S.E.	9/30/1997	Building		N/A	DeKalb
Proposed / Uncompleted National Register Historic District Nominations						
Candler Park Historic District Amendment						
Kirkwood Historic District						
Poncey-Highlands						
South Atlanta						
Proposed National Register Historic Buildings	mapping address	Address				
165-167 Peachtree Street	167 Peachtree Street	167 Peachtree Street	x		Building	

3 Community Assessment

Resource Name	Address / Location	Date of Listing	Type of Listing	National Landmark	Other Names	County
Brazeal, Dr. Brailsford R., House	193 Joseph E. Lowery Boulevard				Building	
Bremen Steel Company	329 Decatur Street		x		Building	
Cheshire Bridge Road Apartments	2230-50 Cheshire Bridge Road	2230-50 Cheshire Bridge Road				
Chevrolet Motor Company	505 Whitehall Street		x		Building	
Copeland, William, House	1885 Walthall Drive, NW	1885 Walthall Drive, NW	x		Building	
Goldsboro Apartments	1332 Euclid Avenue and 542-548 Goldsboro Avenue	1332 Euclid Avenue and 542-548 Goldsboro Avenue	x			
Gordon, John B., Elementary School	Metropolitan Avenue, SE		x			
Southern Spring Bed Company	290 Martin Luther King, Jr. Drive, SE		x		Building	
Winecoff Hotel	176 Peachtree Street		x		Building	
General Electric Company Warehouse (Toby Sexton Tire Company)	488 Glenn Street, SW	488 Glenn Street, SW				

Table 3.83 Easements Atlanta Properties

Property Name	Property Address
70 Fairlie Street	70 Fairlie Street, NW
90 Fairlie	90 Fairlie Street NW
Alhambra, The	2855 Peachtree Road NW
Bass Lofts	1080 Euclid Avenue NE
Biltmore Tower	150 5th Street
Block Candy	512 Means Street NW
Bottle Works, The	63 Mangum Street SW
Brushworks	19 Hilliard Street SW
Carriage Works	530 Means Street NW
Crestwood	2840 Peachtree Road
Deer Lofts	326 Nelson Street

Property Name	Property Address
Edgewood Lofts	510 Edgewood Avenue SE
Fairlie Poplar Lofts	79, 85/87 Poplar Street; 87/89 Fairlie Street
Freeman Ford Lofts	75 John Wesley Dobbs Avenue NE
Fulton Bag and Cotton Mill	170 Boulevard Avenue SE
GE Lofts	172 Haynes Street NW
Giant Lofts, The	426 Marietta Street NW
Glenn Building	120 Marietta Street NW
Haas Howell Building	75 Poplar Street NW
Hampton Inn and Suites	161 Spring Street
Hastings Seed	434 Marietta Street NW
Healey Building	57 Forsyth Street NW
Hotel Roxy	768 Marietta Street NW
Kirkwood Lofts	138 Kirkwood Road NE
Lullwater	1610 Ponce de Leon Avenue NE
Oddfellows Building	205 Auburn Avenue NE
Peachtree Manor	826 Peachtree Street
Piedmont and Third	690 Piedmont Avenue NE
Pioneer Neon Lofts	342 Marietta Street NW
Point Center	427 Moreland Avenue
Roosevelt High School	745 Rosalia Street SE
Schoolhouse Lofts	729 Edgewood Avenue NE
Spotswood Hall	555 Argonne Drive
Standard Building	92 Luckie Street NW
StudioPlex	659 Auburn Avenue NE
Swift & Company Lofts	244 Peters Street
Telephone Factory Lofts	828 Ralph McGill Boulevard
Walton Place	75 Marietta Street
Wigwam Condominiums	589 Auburn Avenue NE
William Oliver Building	32 Peachtree Street

Current Activities

Survey and Identification of Historic Resources

In July 2000, the Urban Design Commission began the Comprehensive Historic Resource Survey (CHRS) for the entire City. A comprehensive survey was last completed in the late 1980s and culminated in the publishing of Atlanta's Lasting Landmarks in 1987. The current goals of the CHRS are:

3 Community Assessment

1. Produce tools that are valuable for current and future preservation work using formats that are responsive and accessible to multiple audiences.
2. Be as comprehensive as possible in its coverage and include all relevant periods of history and prehistory; major historical events, trends, and people; and architecture and landscape resources.
3. Be, as much as possible, inclusive in its process, responsive in its procedures, and up-to-date in its technologies.
4. Uncover and address questions of significance, boundaries, coverage, and National Register of Historic Places (and other) systems that have not been previously explored even if they cannot be fully resolved within the terms of the CHRS.

The CHRS would synthesize all survey efforts since 1987. Initially, the UDC expected this effort to take an estimated 3-4 years to complete. The UDC will provide the overall project management, with the bulk of the survey, identification, research, and 'document' work being done by consultants and graduate historic preservation students. At this time, the UDC Staff time allocated to the CHRS has been greatly reduced. The Staff's historic resource survey efforts related to the Beltline have been its only contribution to the CHRS this past year.

During the summer and fall of 2005, the Atlanta Urban Design Commission, in conjunction with graduate students from the Georgia State University Heritage Preservation program, studied the proposed Beltline project and its potential impact on historic resources. The study was performed in cooperation with the City's redevelopment plan, developed by the firms of EDAW and Urban Collage. The historic analysis project included archival research about the historical development of the area and a field survey of historic resources along the proposed Beltline path. The area of the study followed the Tax Allocation District (TAD) boundary, as well as immediately adjacent properties. There were several key findings of this initial Beltline research:

- The Beltline was developed in the period from 1871 to 1905 as a railroad bypass around the City,
- It had a notable influence on Atlanta's later development, particularly early-to-mid 20th century,
- 1002 resources were surveyed, of which 848 were considered historic,
- Historic resources are roughly equally distributed along all portions of the Beltline, and
- Many of the proposed redevelopment nodes have historic resources.

Local and National Nomination of Historic Resources

The Historic Preservation Ordinance of 1989 establishes several categories of designation for both districts and individual buildings/sites in the City: Landmark; Historic; and, for districts only, Conservation. (A listing of designated properties are listed above.) Regarding designation under the City's Historic Preservation Ordinance, in 2006 the Urban Design Commission expects: 1) requests to work with a few neighborhoods who are interested in becoming designated under the historic preservation ordinance, and 2) to nominate individual buildings whose owners have prepared the required designation report and seek to utilize the City's economic incentives for historic properties.

It is expected that the number of neighborhoods and individual property owners seeking listing in the National Register of Historic Places and designation by the City will increase due to:

- increased developmental pressures on historic intown neighborhoods,
- recognition of designation as a revitalization tool,
- the various economic incentives which are available for designated properties; and
- the effect the Beltline will have on the awareness of historic resources along its corridor.

The Urban Design Commission's National Register of Historic Places nomination work is limited to supplying limited technical assistance to requests for such nominations. There is no proactive program for local designations. A listing of properties in the National Register of Historic Places can be found under "Analysis of Data and Information." The Urban Design Commission's current staff will be unable respond as it has in the past to the increased number of property owners or neighborhoods seeking designation by the City or listing in the National Register of Historic Places. Even with additional staff, it is anticipated that the increasing demand for designation by the City and listing activities will exceed the Urban Design Commission resources.

Review and Regulation of Historic Resources

The Urban Design Commission issues Certificates of Appropriateness before building permits for construction, renovation, or demolition are completed. This review and approval process is required for designated districts and buildings, as well as in several Special Public Interest (SPI) districts. The Urban Design Commission also provides advice or regulation as required by individual ordinances, such as the Subdivision Ordinance, and zoning applications (rezoning, variances, special use permits, etc.) involving historic resources. Further, it reviews and comments on projects that involve City capital funds, property (including parks), right-of-way or air rights, or public art.

The Section 106 process required by the National Historic Preservation Act of 1966, as amended, is undertaken by the Urban Design Commission when directed by other City agencies, particularly the Department of Planning and Community Development. The Section 106 must be completed for all City projects that have any federal involvement, such as funding, licensing, or other assistance. For more complicated or larger projects, the City may find it necessary to enter into a programmatic agreement with the State Historic Preservation Office, the Advisory Council on Historic Preservation (in some cases), the involved federal agency and other concerned parties. These programmatic agreements provide the process and procedures that guide the project. At this time, the City is party to programmatic agreements for the Summerhill Urban Redevelopment Area, the Fulton Bag and Cotton Mill project, In Rem Emergency Demolitions, and the North Yards Business Park.

The City is currently working with the State Historic Preservation Division to develop a City-side Programmatic Agreement that will cover all U.S. Housing and Urban Development funded projects, as well as potentially other federal programs the City participates in.

The Urban Design Commission staff will be unable to properly respond to the resulting number and complexity of requests for Certificates of Appropriateness if additional properties come under the Urban Design Commission's regulation. The number of regulatory actions completed by the Commission and Staff has gone from 126 in 1995 to 556 in 2005. Even with additional staff, it is anticipated that the increasing demand for and complexity of Certificates of Appropriateness will exceed the Urban Design Commission resources.

3 Community Assessment

The Economic Review Panel is used inappropriately. It should be convened only for the purpose of assessing the reasonable economic return argument for the complete demolition of contributing structures in City-designated districts.

Section 106 reviews by the staff under the current programmatic agreements will reveal the strengths and weaknesses of those agreements and may necessitate further changes or amendments to avoid unnecessary delays in City projects. This experience was used in developing the proposed Citywide Programmatic Agreement, now under development with the State Historic Preservation Division.

There is no legislation that ensures archeological sites and Civil War trenches are not destroyed.

Long-term and sustainable strategies do not exist that would help prevent the demolition of abandoned and/or deteriorated (but salvageable) residential structures in City-designated districts.

Economic Incentives

Another integral part of the City's historic preservation program has been the adoption of various ordinances to establish economic incentives. These economic incentives include the transfer of development rights, the Landmark Historic Property Tax Abatement Program, the City/County Housing Enterprise Zone Tax Abatement Program, and the development impact fee waiver. Additionally, the Rehabilitated Historic Property Tax Abatement Program, the State Income Tax Program, and the Federal Tax Credit Program are available through the Historic Preservation Division, Georgia Department of Natural Resources. Privately, facade easements can be donated to Easements Atlanta, a local non-profit, private corporation. (A listing of easements currently held by Easements Atlanta, Inc. is included above).

While the City has an innovative array of economic incentives, several issues require additional attention. The tax assessment "freezes" currently available must be evaluated regarding: 1) ease of application; 2) possibility of freezing the assessment of City-designated Landmark buildings with regards to Fulton County taxes; and 3) historic properties being assessed at their designated level of land use. Economic incentives set out in the Atlanta Comprehensive Historic Preservation Program, such as mortgage guarantees and a revolving loan fund, need to be evaluated as to their viability for the City. In addition, there is minimal technical support by the City for property owners applying for the tax abatements for designated properties as provided for by State and City law.

The City must determine if it is feasible in the future, with adequate funding and staffing, to provide "bricks and mortar" funding for the rehabilitation of historic commercial and residential buildings. Any such historic rehabilitation or facade program must address: 1) identifying and assisting potential applicants; 2) providing incentives for applicants to participate; 3) assuring that design and construction work meets appropriate standards; 4) creating economies of scale; and 5) once properties are rehabilitated, assuring they are maintained.

Public Outreach and Interpretation

Every year, representatives of the Urban Design Commission make presentations to neighborhoods and neighborhood planning units, civic and professional associations, and classes at all educational levels from elementary to graduate school. These presentations cover a variety of topics, including Atlanta's history, its historic buildings and districts, the operations of the Urban Design Commission, past historic preservation projects, and historic designation types / procedures.

There is minimal information regarding the City's historic resources for visitors and residents alike, especially guides for foreign tourists and those interested in the Civil Rights movement in Atlanta. While the Freedom Walk brochure, the National Park Service interpretation of the M. L. King Jr. Birth Home and the Atlanta Preservation Center's tours of Sweet Auburn provide ample information for that area, few of Atlanta's other historic resources can offer anything comparable.

Those seeking information and walking / driving tours dealing with the City's historic resources will increase as Atlanta's tourism industry continues to grow, heritage tourism receives more attention locally, older neighborhoods are revitalized, and the general public becomes more aware of the benefits of working, living, or visiting Atlanta's Downtown and other areas containing historic resources.

Operations and Information Technology

The Urban Design Commission staff continues to work on building its geographic information system capacity and increasing the amount of historic resource information available electronically. This includes adding maps, text, downloadable application materials, and pictures to the web site, digitizing current and former designation boundaries and sites, digitizing other historic resource-related information maintained by other public and non-profit agencies, and integrating into the City's local area network.

Buildings Worth Saving Committee

The Atlanta Preservation Center's Buildings Worth Saving Committee, working together with the Urban Design Commission, normally offers two workshops regarding the economic incentives available to the owners of historic property. "The Bottom Line" workshop focuses on income-generating properties, while "Live in a Landmark" focuses on owner-occupied residential property. The Georgia Institute of Real Estate has accredited these workshops for continuing education. A second component of the Buildings Worth Saving Committee is to publish a list of endangered buildings each year.

Awards of Excellence

The Urban Design Commission conducts an annual event to recognize outstanding projects, programs, individuals and organizations that have significantly contributed to the preservation of Atlanta's physical heritage or the enhancement of our urban environment.

Additional Programs and Projects Needed

Taking into account the anticipated future conditions, and existing programs and projects, the following additional programs and projects are needed, but could not be initiated or sustained by current or anticipated future levels of staff and funding for the Urban Design Commission:

3 Community Assessment

1. Strategies and programs for the preservation of existing residential properties in historic districts, as well as for the design of appropriate in-fill construction in such districts.
2. Walking Tours for specific areas and Bus Tours for more far-reaching areas covering topics such as the Civil War and the Civil Rights movement. A better line of communication between the historic preservation groups and the Atlanta Convention and Visitor Bureau is needed to assist in the development of additional tours and the capability to deliver, describe and promote such tours in a number of foreign languages.
3. Historic Resource Education Units in every school in Atlanta, including a unit on historic resources with workshops to train teachers in the application and utilization of the historic resources unit. Ultimately, a "preservation camp" program might be established for the summer months.
4. Layman's Guide regarding the implementation of the Historic Preservation Ordinance, including the most commonly asked questions regarding historic districts.
5. A pattern book outlining compatible infill development in undesignated neighborhoods.
6. Comprehensive revision of the City's zoning code to reflect current City policies, priorities, and changing approaches to construction and development in the City.

Issues and Opportunities

Awareness and Education

Issues:

Not all of the City's historic resources worthy of protection have not been identified and researched.

Not all of the City's historic resources have not been mapped or compared to areas of future development or areas that are targeted for development by the City (See "Areas Requiring Special Attention" below).

Master and/or management plans are needed for some of the historic resources open to the public and/or managed by the City (parks, community centers, etc.)

There is no ongoing and active education program for the general public, elected officials, other government agencies, developers, neighborhoods, etc. about historic resource protection and revitalization, preservation tools, or the role of historic preservation in the City's future.

Not all development entities (public and private) are aware of historic preservation issues, potential historic resources and the support available to assist them.

The condition of some historic resources is endangered and / or declining.

Some development is diminishing the historic integrity of neighborhoods, commercial areas, and individual properties.

Some new development is not compatible with historic, but unprotected neighborhoods and commercial areas.

Rural areas within the City are not protected against incompatible development patterns.

Implementation / Enforcement

Issues:

The City has limited resources (financial, staff, etc.) to respond to requests for the protection of historic resources and to manage the subsequent processing of development-related applications for projects.

Further improvement needed in the enforcement of regulations that protect historic resources.

The City's current regulatory tools to protect historic resources provide outdated or inadequate solutions to some of the development circumstances that exist in the City.

Historic resources are not thoroughly considered in all of the City's development-related decisions or major projects.

The City has limited programs to directly assist with the improving or enhancing historic resources.

The City has no program to promote the City's historic resources and their value to the City's future to the general public, potential developers, or other interested parties.

Community Facilities and Services

Water Supply and Treatment

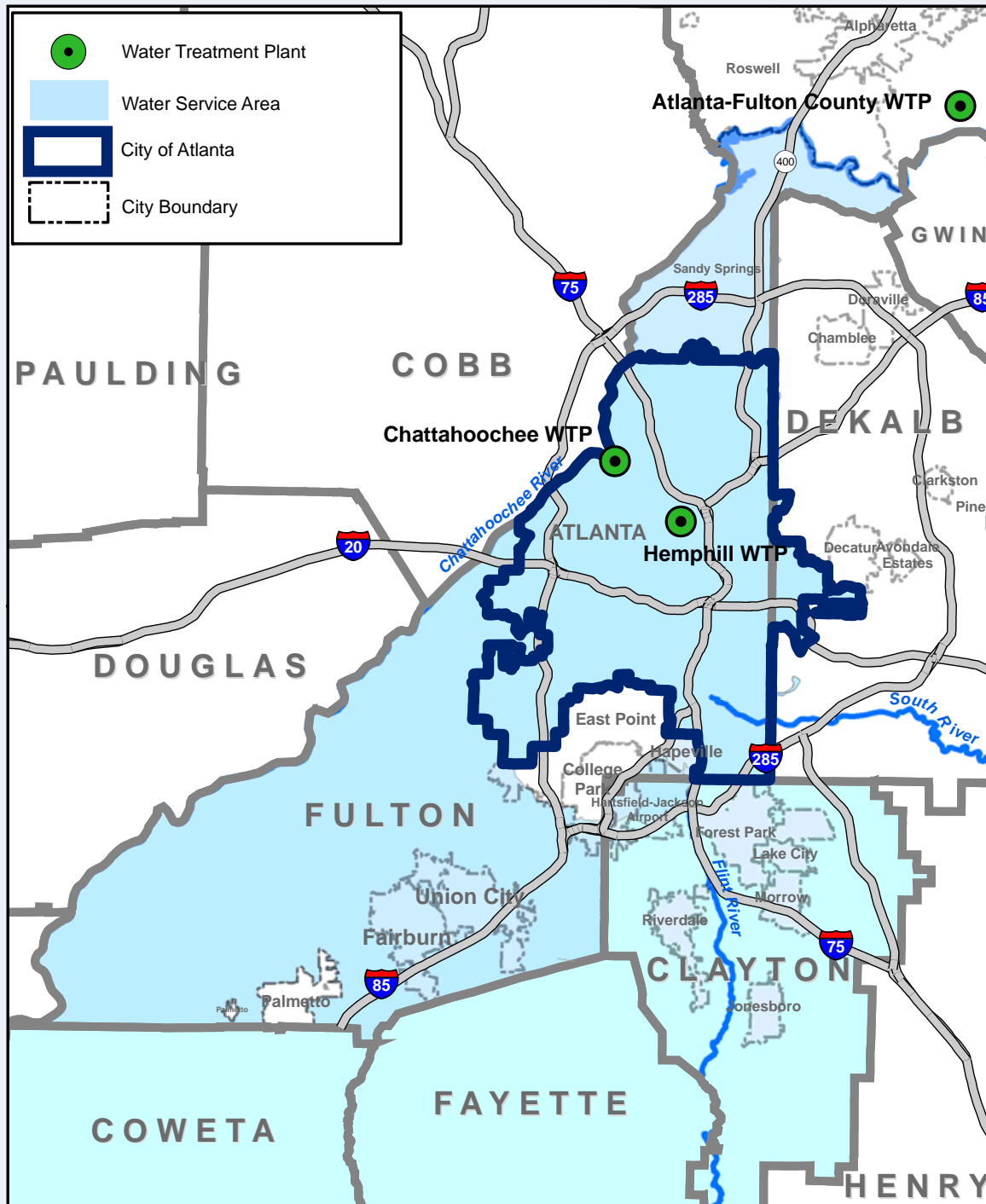
The City of Atlanta's water supply and treatment system is owned and operated by the City of Atlanta. It serves a population of more than 1.2 million people, including approximately 646,000 residents and 565,000 employees. In 2006 the City's average daily water production was 113 million gallons per day.

1. Service Area

The geographic area served by the City of Atlanta's water treatment and distribution system covers an area greater than 650 square miles. It includes the City of Atlanta, and all local governments and jurisdictions in Fulton County south of the Chattahoochee River, with the exception of East Point and College Park. Hartsfield-Jackson Airport and Fort McPherson are also included in the City's service area. Within this area the City of Atlanta provides water on a wholesale basis to the cities of Fairburn, Hapeville and Union City. Coweta, Clayton and Fayette counties are also wholesale customers. The boundaries for the City of Atlanta's retail service area are the boundaries for the City of Atlanta and unincorporated Fulton County prior to Fairburn and Union City's November 2006 annexations. As such, a portion of Fairburn and Union City now lie within the retail area served by the City of Atlanta. The City also provides water to Fulton County north of the Chattahoochee River. The City's service area is shown in Map Map 3.13 'City of Atlanta Water Treatment and Distribution Service Area'.

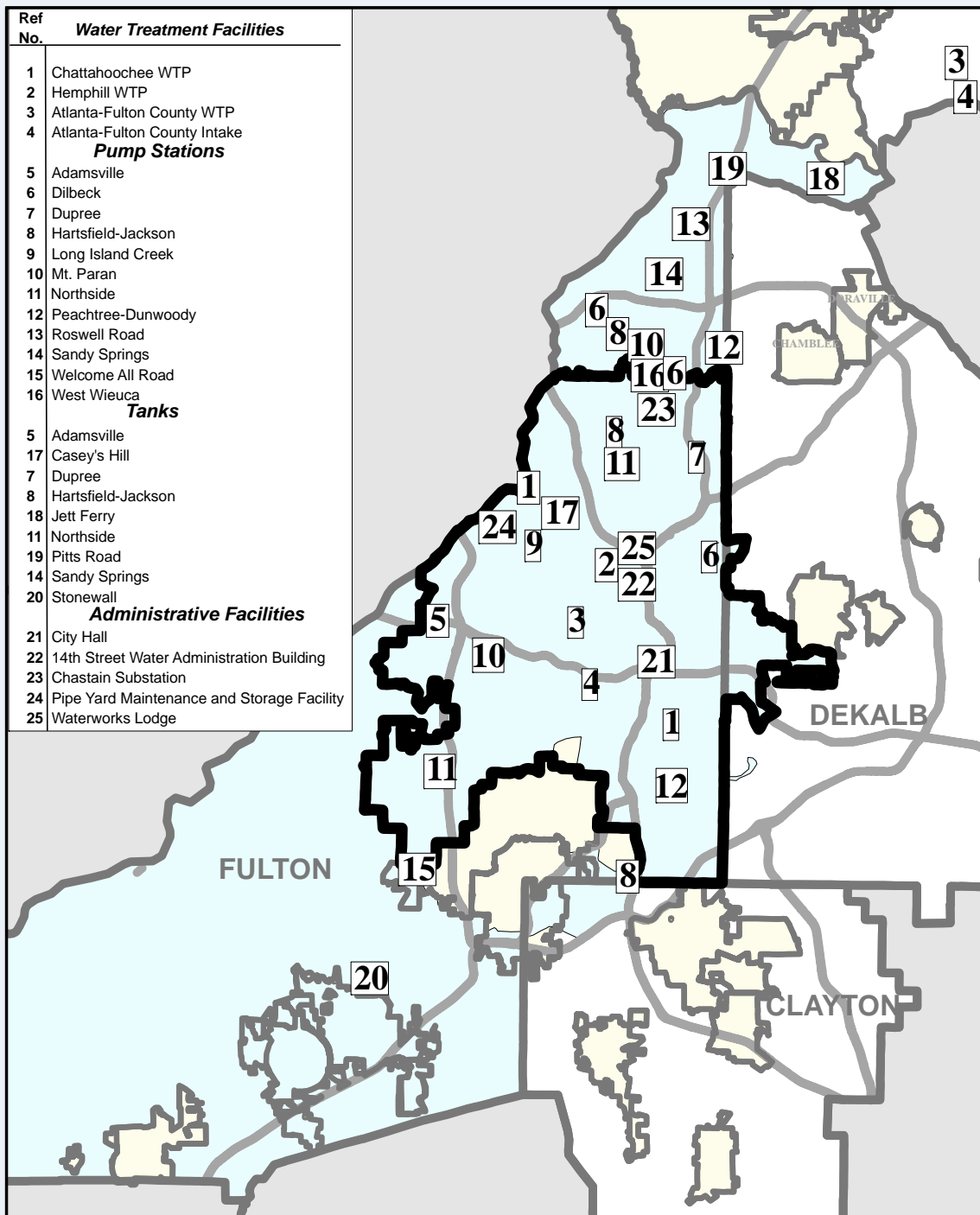
2. Water Supply Facilities

The City of Atlanta's water supply and treatment system consists of multiple facilities and an extensive network of water mains. Key to this system are two intake structures, two raw water pumping stations, three reservoirs, three treatment plants, fifteen pump stations, 12 storage tanks, five major administrative facilities and approximately 2,700 miles of water mains and pipes. The locations of these facilities are shown in Map Map 3.14 'City of Atlanta Water Treatment Facilities'.



Map 3.13 City of Atlanta Water Treatment and Distribution Service Area

3 Community Assessment



Map 3.14 City of Atlanta Water Treatment Facilities

The Chattahoochee River Intake operates pursuant to a withdrawal permit of 180 mgd from the Georgia Environmental Protection Division (EPD) and is the source of water for the Chattahoochee and Hemphill Water Treatment Plants (WTPs). Water from the intake flows to the Chattahoochee Raw Water Pumping Station from which it is pumped to the Hemphill WTP reservoirs or the Chattahoochee WTP. The Chattahoochee WTP has a maximum permitted treatment capacity of 64.9 million gallons per day (mgd). The two raw water reservoirs located at the Hemphill Water Treatment Plant have a total capacity of approximately 550 million gallons. Water flows from the raw water reservoirs to the Hemphill Water Treatment Plant which has a permitted maximum treatment capacity of 136.5 mgd.

The Atlanta-Fulton County Water Treatment Plant (AFCWTP) is a joint venture plant owned by the City of Atlanta and Fulton County. The facility is managed by the Atlanta-Fulton County Water Resources Commission. The City of Atlanta and Fulton County jointly own the land and the facility on a fifty-fifty basis. Each entity is entitled to 50% of the total supply of water treated by the plant at any time or fifty percent of the capacity, whichever is greater.

The AFCWTP intake operates pursuant to a withdrawal permit of 90 mgd from the Environmental Protection Division (EPD). This water withdrawal permit is anticipated to be increased to 135 mgd and is the source of water for the Atlanta-Fulton County Water Treatment Plant. The raw water is pumped from the Chattahoochee River to the raw water reservoir which has capacity of approximately 1 billion gallons. From the reservoir the water flows to the AFCWTP, which has a permitted capacity 90 mgd. Ultimately, this plant is anticipated to be expanded to 155 mgd.

3 . Water Distribution System

The City of Atlanta's water distribution system consists of fifteen storage tanks, twelve pump stations and approximately 2,700 miles of water mains. The City of Atlanta owns and operates the distribution system within the City of Atlanta, including the portion of the City that lies within DeKalb County, and within the portion of unincorporated Fulton County which is located south of the Chattahoochee River.

The City's distribution system includes the pipelines required to service the City's retail customers up to the edge of the right-of-way where ownership of the pipeline transfers to others. It should also be noted that the City uses its distribution system to deliver water to its wholesale water customers.

The water lines in the City's system range in age from one year to over seventy-five years and have diameter ranging from two to seventy-two inches. Nearly all of the pipes are constructed of cast iron or ductile iron. The older pipes are cast iron, with the installation of ductile iron pipe starting in the 1960's.

The distribution system storage tanks and pump stations serve to dampen instantaneous water demand and pressure fluctuations in the service area. The pump stations allow water to be pumped up hill and ensure that there is adequate pressure throughout the water system. A majority of the pump stations operate on standby status to be utilized during peak demand or in the event service from the Atlanta-Fulton County WTP is interrupted.

3 Community Assessment

The storage tanks provide backup water during peak demand or when there is a loss of pressure in the system. Elevated storage tanks are used to maintain pressure in the distribution system for general water delivery and fire flow protection. Overall, the distribution system has approximately forty-two (42) million gallons of storage (excluding storage at the water treatment facilities).

In addition to its treatment plants and pump stations, the Department of Watershed Management utilizes multiple permanent and temporary facilities to support its water, wastewater and soon-to-be stormwater functions. The department faces considerable space shortages and maintenance facilities for both its water and wastewater operations are needed. To resolve these issues the Department of Watershed Management (DWM) has proposed the construction of an administration and maintenance building. Such relocation would resolve space constraints, improve communication, facilitate the alignment of like services, and improve overall efficiency.

4. City of Atlanta Growth and Development and Water Supply

- Level of Service and Adequacy of Facilities to Meet Future Needs

The level of service provided by the City's drinking water system is good. The water treatment plants have adequate capacity, water is routinely distributed throughout the distribution system to the City's customers, and the City's drinking water meets all water quality standards.

In 2006 the City produced an average of approximately 113 million gallons per day (mgd) of drinking water. By 2030 the City anticipates that up to 149 mgd will be needed on an average daily basis with peak demand reaching upwards of 239 mgd. This figure is based upon the assumption that a 10 percent reduction in per capita water usage based on water conservation will be achieved by 2030.

To meet these water supply needs the City has proposed the conversion of the Bellwood Quarry into a raw water reservoir. This reservoir is anticipated to provide over two billion gallons of raw water storage. The development of such a reservoir in conjunction with maintaining the ability to withdraw 180 mgd at the Peachtree intake, increasing the AFCWTP permit to allow a withdrawal of 135 mgd, and supplementing the City of Atlanta's water supply with a portion of the 53 mgd of wholesale water to be made available to Fulton County from Cobb County (as outlined in the 2003 Metropolitan North Georgia Water Planning District Water Supply and Water Conservation Management Plan), is anticipated to meet the City's water supply needs through 2030 and beyond.

Although the City of Atlanta's water treatment supply and distribution facilities currently meet system demands, significant capital improvements are needed to ensure the ongoing delivery of water throughout the service area and to develop and maintain the system to meet future demands. These needs include:

- The ongoing replacement of infrastructure that has reached its useful service life,
- The upgrading and/or replacement of existing water mains, pump stations, and tanks to provide additional water to growing areas and to extend water service into areas where service has previously not been provide,

- The ongoing installation and replacement of water meters to ensure that all customers pay a fair price for the water they receive, and that fees for water are collected,
- The upgrading and replacement of equipment and systems to maintain and improve system operability and efficiency, and
- The implementation of the security measures necessary to comply with the national homeland security guidelines

The Capital Improvement Projects necessary to meet the projected needs from now through 2017 are included in the Short Term Work Program.

The Department of Watershed Management is currently developing a Watershed Master Plan. This plan will be based upon the 2006 ARC population projections which are being utilized in the Population and Economic Development Elements of the Atlanta Strategic Action Plan, the MNGWPD Water Supply and Water Conservation Management Plan, and the State Water Plan. As the Watershed Master Plan is developed additional review of the ASAP elements will be performed to identify needs which may be different from those identified to date.

- The Ability of Water Infrastructure to Direct Development Patterns

Because the development of communities is dependent on the availability of water, and because the cost of developing the infrastructure necessary to deliver water is high, the financial requirements for developing new infrastructure is likely to direct the development patterns of a community, e.g. development occurs around existing infrastructure.

For development to occur sufficient water must be available and water treatment plant capacity must be sufficient to deliver water of appropriate quality, quantity and pressure. In addition, the infrastructure necessary to deliver water to the locations where new development is desired must be put in place. Unfortunately, it is not easy to predict the ideal size of the facilities needed (bigger is necessarily better) nor are the land and easements necessary to construct the needed infrastructure easy to obtain. Furthermore, once the infrastructure is built there it will remain, and thus, by its very size and location impacting the development patterns of the community.

- Improving Infrastructure Efficiency to Accommodate Future Development

As noted above, the delivery of water is key to development; however the ability to deliver water requires the construction of the water infrastructure prior to the facilities it will serve. Further complicating the issue is the fact that projections of growth and development are dynamic, frequently changing significantly over a few short years. Yet, the lifetimes of water facilities and pipelines are long, frequently ranging from 30 to 100 years. As such the sizing and locating of water system infrastructure, is both an art and a science, that can best be improved by improving both the accuracy of the growth projections and the analysis that is performed to project the improvements needed to the system.

- The Influence of Service Areas and Levels of Service on Future Development

3 Community Assessment

The level of water service provided to a community is fundamental to the enjoyment of living in the community and the development of the community. Without water, growth can not occur and routine activity ceases to exist. The quantity and pressure of the water must be adequate to meet day-to-day needs, including fire protection, and the quality of the water provided must protect health and should be aesthetically pleasing. Providing water of sufficient quantity and quality at an appropriate pressure is key to customer satisfaction, and fundamental to future development.

At the same time, providing water is a long-term proposition. As such, it is important that service areas be maintained. Water infrastructure is expensive and is built well before the facilities it will serve are in place. The up-front costs are high and take many years to recover. If water providers can not be certain that their service area will remain, the financial basis for constructing the system is at risk. In addition, the planning and ongoing analysis which helps to ensure that the system constructed will operate efficiently can not occur.

- The Impact of Service Area and Level of Service on Natural and Cultural Resources

Regardless of the service area, there are several primary ways in which providing water impacts natural and cultural resources. With respect to natural resources, the amount of water withdrawn from the water source is of key importance along with the quantity and quality of the water returned to the system. With respect to cultural resources the primary concerns include the ability to supply water to the cultural resource and the ability to minimize the nuisances associated with the construction of pipelines and distribution facilities, e.g. disruption of traffic, construction runoff control, construction noise, etc. Issues associated with construction are common to all forms of development, and are routinely handled through various regulatory, permitting, and enforcement processes.

The quantity of water available throughout the State of Georgia is currently of concern. This situation is certainly no different for the City of Atlanta and the entire Atlanta Region. Fundamental to the City of Atlanta's development plans is the 180 mgd currently specified in the City's current permit for the Peachtree Creek water intake and the 135 mgd water withdrawal rate currently proposed for the intake at the AFCWTP. In addition, the MNGWPD Water Supply Plan identifies that an additional 53 mgd will be supplied to Fulton County through wholesale purchases (The City of Atlanta is included in Fulton County in the MNGWPD Plans.) To date, alternate methods of supplying this water have not been identified, however, alternate methods which are more efficient may be identified in the future.

With respect to returning water to the basin from which it is withdrawn, the City of Atlanta is a leader. Since 1984 the Three Rivers Tunnel has been in place. This tunnel provides the mechanism for returning water to the Chattahoochee River that is withdrawn from the Chattahoochee River and used in the Flint River and South River Basins. In addition, the density of the City of Atlanta, and the small number of septic tanks located within the City Limits (the City has a no new septic tank policy) results in a lower than normal rate of consumptive use.

- Directing Development Patterns through Water Facilities

Because water facilities and pipelines are designed for lifetimes of 30 to 100 years, and because they are constructed before the development they serve, the location of the water supply pipelines will dictate where development can occur. As such, the siting and development of the water supply system should be closely tied to the land use and development patterns desired by the jurisdiction. Within the financial constraints of the jurisdiction, it is the desired development pattern that drives the development of the water supply system, not the other way around.

Issues and Opportunities

1. Providing Water

Issue: Ensure integrity of Chattahoochee Raw Water Intake

Opportunity: Streambank renovation and protection is required to ensure the Integrity of the Chattahoochee Raw Water Intake. Continue to support the City's Clean Water Atlanta Program which provides funding to resolve this problem.

Issue: Eliminate pressure and supply problems

Opportunity: Improvements to water supply and pressure are required in select areas of the City's service area--predominately S. Fulton, in the vicinity of the Hartsfield Airport, and in the hospital corridor around I-285 and Peachtree-Dunwoody Road. Continue to support the City's Clean Water Atlanta Program which provides funding for the problem areas that have been identified to date.

Issue: Replace City's aging distribution system

Opportunity: Continue to support the City's Clean Water Atlanta Program which provides funding for this program.

Issue: Providing emergency or redundant water supplies

Opportunity: Investigate with other jurisdictions the potential of providing emergency backup services.

Issue: Facility security

Opportunity: Continue to support the development of the security upgrades and emergency planning required to protect the City's utility systems. DWM has a dedicated staff member to direct the City's effort and the City has implemented a Security Surcharge rate to provide funding of security projects.

Issue: Access Pipelines

Opportunities: Continue to support the acquisition and documentation of easements.

3 Community Assessment

Improve interdepartmental communication to facilitate the development of linear corridors (sewer easements, bikeways, pathways, animal migration routes, etc.) that provide pipeline access, greenspace, recreational opportunities, alternative transportation modes, and animal habitat and migration pathways.

2. Treating Water

Issue: Maintain high quality treatment at cost-effective rate

Opportunity: Ongoing improvements to the City's Water Treatment Plants are required to ensure high quality treatment at a cost-effective rate. Continue to support the City's Clean Water Atlanta Program which provides funding for the projects to achieve this objective.

Issue: Develop additional raw water storage

Opportunity: Develop the Bellwood Quarry to meet the City's collective raw water storage, greenspace, recreational and development needs. Upgrade the raw water system to serve the Bellwood Quarry and to allow the Bellwood Quarry to serve the Chattahoochee Water Treatment Plant.

3. Maximizing Water Revenue

Issue: Increase water revenue

Opportunity: The City's WTP and distribution system have been designed to service Fairburn, Union City and Hapeville and to provide significant quantities of water to Fayette, Coweta and Clayton County. Improve Interjurisdictional Communication and Coordination to facilitate the maximum sale of water to these wholesale customers.

Issue: Improve water revenue collection

Opportunity: DWM has increased staff to address problem accounts, has acquired a new customer information/billing system and is executing an extensive meter replacement program which includes the installation of an automated meter reading system. The meter replacement program and the automated meter reading system will increase the quantity of water billed (old meters read low) and will greatly improve the accuracy of customers' bills.

4. Improving Customer Service

Issue: Minimize inconvenience and negative business impacts to City residents and employers

Opportunity: Improve interdepartmental coordination of transportation & utility projects (water, wastewater, stormwater, gas, electric, telephone, roadways, pathways, railroads, linear avenues for animal migration) Improved coordination has the potential to reduce inconvenience and negative business impacts and decrease project costs.

Issue: Quick response to customer complaints

Opportunity: Continue to support DWM's budget to provide the staff necessary to manage customer complaints including the staff necessary to man the call center, investigate complaints and field crews to address field problems.

Issue: Reducing meter installation time

Opportunity: The Department has revised its procedures to reduce the wait time required to receive meter installation. Implementation of the customer information system, which will track meter installation requests and promote follow-up will bring further improvement.

5. Providing Cost-Effective Services

Issue: Development of integrated permit management system with management function capability

Opportunity: A permit management system which is capable of scheduling and tracking permitting, inspection, and ongoing compliance requirements (e.g. erosion & sedimentation control inspections) is needed. Kiva is unable to manage the inspection data in a fashion that allows efficient scheduling, tracking and monitoring. Build upon the development of computer applications that are currently underway (GIS, Customer Information Billing System, Maximo, Hansen, Project Scheduling) to develop a permit tracking system that meets customer and City needs.

Issue: Additional space needed to support required staffing level

Opportunity: Complete the DWM Administration and Maintenance Facility. This facility is currently funded under the Clean Water Atlanta Program and will provide the space necessary to hire the additional staff required to perform DWM functions and to consolidate the City's water and wastewater operations for improved performance.

Issue: Development of document management system

Opportunity Complete the development of a DWM document management system, taking advantage of the lessons learned and building upon the development of computer applications that are currently used by DWM (GIS, Customer Information Billing System, Maximo, Hansen, Project Scheduling).

3 Community Assessment

6. Educating the Public

Issue: Ongoing public education needed

Opportunity: Continue to provide public education with respect to water supply, conservation, treatment and project issues. Coordinate the City's public education efforts to maximize the impact of its public education efforts.

Continue to participate in the MNGWPD public education program and take advantage of the resources it has to offer.

7. Coordinating with Neighboring Jurisdictions

Issue: Renegotiation of agreements

Opportunity: Expand the City's interaction with its wholesale partners to include discussions of future water supply and to renegotiate expired agreements or out-of-date requirements included in current agreements. (See "Increase Water Revenue" above.)

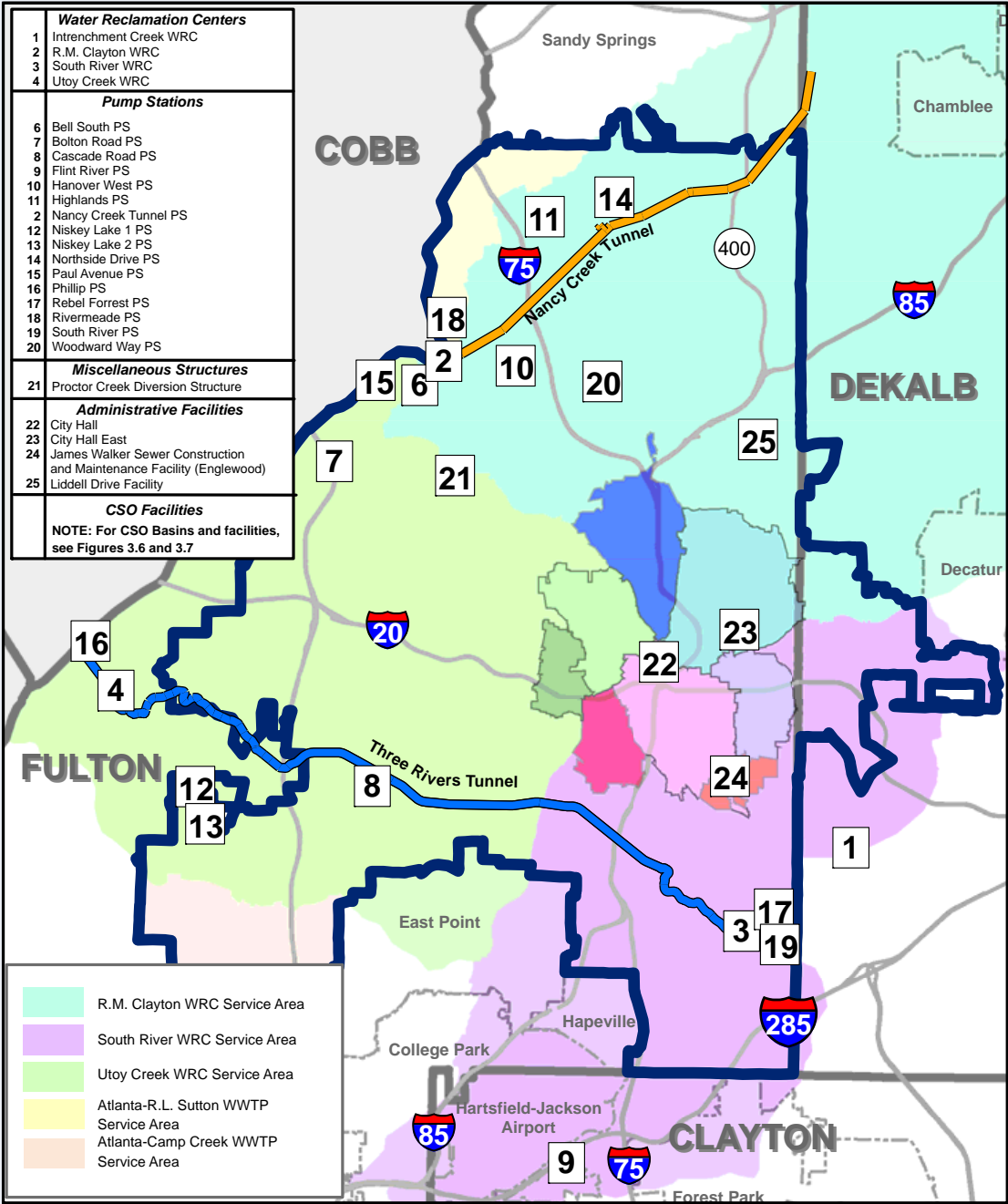
Sewerage System and Wastewater Treatment

Service Area

The City of Atlanta's wastewater treatment and collection system serves a geographic area of approximately 225 square-miles, including the City of Atlanta, as well as portions of Fulton, Dekalb and Clayton counties, and the cities of College Park, Hapeville, East Point and Sandy Springs. The City of Atlanta's service area is divided into three individual service areas, each of which is served by one of the City's three permitted water reclamation centers (WRCs) (See Map 3.15 'City of Atlanta Wastewater Treatment Service Area').

The jurisdictions that are served directly by the City of Atlanta's wastewater treatment facilities are known as interjurisdictional (IJ) partners as they pay for a portion of the facility and collection system costs. (It should be noted that although a portion of the wastewater flow from Sandy Springs is treated at the City's WRCs, Sandy Springs is served directly through Fulton County and is not an IJ partner with the City.) Similarly, the wastewater services associated with the flow from the City of Atlanta to the Camp Creek Wastewater Treatment Plant and the R.L. Sutton Wastewater Treatment Plant are provided to the City by Fulton County. In this case the City of Atlanta is an IJ partner with Fulton County as the City of Atlanta pays a portion of Fulton and Dekalb County's wastewater treatment facility and collection system costs.

Map 3.15 City of Atlanta Wastewater Treatment Service Area



Map 3.16 City of Atlanta Wastewater System Facilities

Wastewater System

The City of Atlanta's wastewater collection and treatment system consists of multiple facilities and an extensive network of pipelines and tunnels. Key to this system are four water reclamation centers (WRCs), six permitted combined sewer overflow (CSO) facilities, sixteen pump stations, four administrative facilities and approximately 2,126 miles of water mains and pipes (See Map 3.16 'City of Atlanta Wastewater System Facilities'). The City owns and operates three permitted water reclamation centers – the RM Clayton WRC, the Utoy Creek WRC and the South River WRC. See Table 3.84 'City of Atlanta Water Reclamation Centers- Summary of Capacity' for a summary of their design capacity.

Table 3.84 City of Atlanta Water Reclamation Centers- Summary of Capacity

Water Reclamation Centers	Average Annual Daily Flow (mgd)	Maximum Monthly Capacity (mgd)	Peak Hourly Hydraulic Capacity (mgd)
R.M. Clayton	103	122	240
Utoy Creek	36	44	90
South River	43	54	85

R. M. Clayton WRC

The RM Clayton Water Reclamation Center is located in northwest Atlanta. The facility provides tertiary treatment which includes the removal of both biological and chemical impurities and is designed to treat an average daily annual flow of 103 million gallons per day (mgd). The RM Clayton WRC discharges to the Chattahoochee River.

South River/Intrenchment Creek WRC System

The South River WRC is located in southeast Atlanta. The South River WRC receives wastewater from the Intrenchment Creek WRC as well as directly from the surrounding area. The South River facility provides tertiary treatment that includes the removal of both biological and chemical impurities and is designed to treat an average daily annual daily flow of 43 mgd. The South River WRC discharges to the Chattahoochee River via the Three Rivers Tunnel.

The Intrenchment Creek WRC is located in Dekalb County. The Intrenchment Creek WRC receives wastewater from the northern portion of the South River wastewater service area. The Intrenchment Creek WRC is designed to provide primary treatment and partial secondary treatment for an average annual daily flow of 23 mgd. Treated effluent from the Intrenchment Creek WRC is conveyed to the South River WRC via the Intrenchment Creek force main. Since the Intrenchment Creek WRC does not discharge to a river or stream, but rather to the South River WRC, the Intrenchment Creek WRC is permitted as part of the South River WRC system.

3 Community Assessment

Utoy Creek WRC

The Utoy Creek WRC is located in south Fulton County. In addition to treating flow from the Utoy Creek service area, the Utoy Creek WRC can also receive wastewater from a portion of the RM Clayton service area via the diversion structure. The Utoy Creek WRC provides tertiary treatment that includes the removal of both biological and chemical impurities, and is designed to treat an average annual daily flow of 43 mgd. The Utoy Creek WRC discharges to the Chattahoochee River.

Wastewater Collection System

The City's wastewater collection system consists of separate sanitary sewer systems and combined sewer systems. Where separate sanitary sewer systems exist, the sanitary sewers collect wastewater from homes, businesses, and industrial facilities and convey the wastewater to a water reclamation center. In this situation, stormwater (e.g. water from rainfall events, over-watering of lawns, car washing, etc.) is collected in stormwater pipes, which discharge the water into the closest receiving stream. In the case of combined sewer systems, wastewater is collected in the same pipe as the stormwater. Identical to a separate sanitary sewer system, during dry weather conditions and low-flow wet weather conditions, the flow is conveyed to a wastewater reclamation facility for treatment. During some wet weather events, however, the flow of stormwater into the pipes is sufficiently large that a portion of the stormwater and wastewater mixture is diverted to a Combined Sewer Overflow (CSO) facility. Approximately 19 square miles, in the densely populated center of the City, contains combined sewers. This area is shown in Figures 1 and 3. The remaining area of the City has separate wastewater and stormwater collection systems. (Insert Figure 3.4)

The City of Atlanta's wastewater collection system is comprised of approximately 2,126 miles of pipe. Of the City's 2,126 miles of collection system piping, it is estimated that there are 86 miles of combined sewers, 1,610 miles of separate sanitary sewers (exclusive of sewer lines serving the Hartsfield-Jackson Airport) 430 miles of service laterals in public rights-of-way and 8 miles of force main. The collection system is constructed of a variety of materials and ranges in size from 8 inch diameter pipe to large 11-foot diameter brick and concrete arch sewers constructed as part of the combined sewer system.

The City of Atlanta owns and maintains the collection system located within Atlanta's city limits including the portion of the City that lies within DeKalb County. The City owns the trunk lines (the major collection and transmission pipelines) and in general owns the laterals up to the edge of the right-of-way. At the edge of right-of-way, ownership of the lateral transfers to others, typically the property owner. The City's collection system is used to convey wastewater from the City's IJ partners to the City's treatment plants.

As noted above, the City's wastewater collection system contains 16 pump stations (excluding those that are located at the WRCs). The City's largest wastewater pump stations--Phillip Lee, Bolton Road, and Flint River have average daily flows of approximately 23, 18, and 6.5 million gallons respectively. The Rebel Forest Pump Station has the capacity to pump slightly over one mgd at its peak pumping rate. The remainder of the pump stations have average daily flows of less than 1 mgd. Figure 2 shows the location of the City of Atlanta's wastewater pumping facilities.

CSO Facilities

The City currently owns and operates six permitted CSO facilities and two regulators (see Table 3.85 'City of Atlanta CSO Facilities' and Map 3.17 'City of Atlanta CSO'). The CSO facilities are grouped into the East Area CSO Facilities and the West Area CSO Facilities. The West Area CSOs are those CSO's that discharge into creeks which are part of the Chattahoochee Basin. These CSO's include the Clear Creek, Greensferry, North Avenue, and Tanyard Creek CSO's. The East Area CSOs are those CSO's which discharge into creeks which are part of the Ocmulgee River Basin. The East Area CSO's include the McDaniel, Custer Avenue and Intrenchment Creek CSOs as well as the Confederate and Boulevard regulators. Unlike most other CSO systems in the United States, where combined sewer overflows discharge directly to the receiving streams, all CSOs in the City currently receive some form of treatment. Table 4 summarizes general information regarding these facilities.

All of the CSO's are similar in nature. During routine operation incoming flow passes through the CSO enroute to a water reclamation center. If during wet weather conditions the capacity of one of the downstream interceptor is reached, the flow is diverted through the associated CSO treatment process which includes screening and/or disinfection depending on the quantity of flow.

3 Community Assessment



Map 3.17 City of Atlanta CSO

Table 3.85 City of Atlanta CSO Facilities

Facility Name	Dry Weather Discharge Location	Wet Weather Discharge Location	Discharge Basin	To Be Taken Out of Service
West Area CSO's				
Clear Creek	RM Clayton WRC	Clear Creek	Chattahoochee	No
Greensferry	RM Clayton WRC	Proctor Creek	Chattahoochee	Yes
North Avenue	RM Clayton WRC	Proctor Creek	Chattahoochee	No
Tanyard Creek	RM Clayton WRC	Tanyard Creek	Chattahoochee	No

Facility Name	Dry Weather Discharge Location	Wet Weather Discharge Location	Discharge Basin	To Be Taken Out of Service
<i>East Area CSO's</i>				
McDaniel Street	South River WRC	South River	Ocmulgee	Yes
Custer Avenue	Intrenchment Creek WRC	Intrenchment Creek	Ocmulgee	No
Intrenchment	Intrenchment Creek WRC	Intrenchment Creek	Ocmulgee	No
<i>East Area Regulator's</i>				
Boulevard	Intrenchment Creek WRC	Custer Avenue CSO	Ocmulgee	No
Confederate	Intrenchment Creek WRC	Custer Avenue CSO	Ocmulgee	Yes

West Area CSOs

The West Area CSO facilities are comprised of the Clear Creek, Greensferry, North Avenue, and Tanyard Creek CSO's. The Clear Creek and Tanyard CSO's dry weather flow is directed to the RM Clayton WRC. Discharge from the Clear Creek CSO is to Clear Creek via an open channel. Discharge from the Tanyard CSO is to Tanyard Creek via a concrete discharge channel that is approximately 0.8 miles long.

In the case of the North Avenue CSO and the Greensferry CSO, the downstream interceptors lead to the Diversion Structure which, depending on its operational setting, directs flow to either the RM Clayton and/or the Utoy Creek WRC. Discharge from the Greensferry CSO is to Proctor Creek, and discharge from the North Avenue CSO is to a tributary of Proctor Creek via a 600-foot concrete culvert.

East Area CSOs

The East Area CSO facilities are comprised of the McDaniel Street, Custer Avenue and Intrenchment Creek CSO facilities and the Boulevard and Confederate CSO regulators.

McDaniel Street CSO Facility

The McDaniel Street CSO differs from the City's other CSO facilities in that grit is removed from dry weather flow and the CSO facility includes a 6 million gallon underground storage basin. During routine operation grit is removed before the flow is diverted into an interceptor that conveys the flow to the South River WRC. During wet weather flow, flow which exceeds the capacity of the interceptor is disinfected and screened at the CSO facility prior to capture and storage in the storage basin. Once the storm event passes, the stored flow is then returned to the sanitary system and conveyed to the South River WRC for further treatment. Flow that exceeds the storage capacity is disinfected and discharged to the North Branch of the South River.

Intrenchment Creek CSO System

The remainder of the East Area CSO facilities, i.e. the Custer Avenue and Intrenchment Creek CSOs and the Boulevard and Confederate CSO regulators, function as a system. The Boulevard and the Confederate Avenue regulators are similar to a CSO facility in that during dry weather, and low-flow wet-weather conditions, wastewater and stormwater that is collected in the combined sewer is conveyed directly to a WRC, in this case the Intrenchment Creek WRC. During wet weather when the capacity of the combined sewer at a

3 Community Assessment

regulator is reached, the regulator diverts the flow to a concrete channel that conveys the flow to the Custer Avenue CSO. At the Custer Avenue CSO the flow is screened and routed into the 34 million gallon Intrinchment Creek CSO Tunnel which conveys the flow to the Intrinchment Creek CSO. If the tunnel storage capacity is reached, excess flow is disinfected and diverted from the Custer Avenue CSO to Intrinchment Creek. At the terminal end of the Intrinchment Creek CSO Tunnel, the flow is pumped from the tunnel. During dry weather conditions flow that is pumped from the CSO tunnel is routed to the Intrinchment Creek WRC for treatment. During wet weather conditions the flow is directed to the Intrinchment Creek CSO where, depending on the level of flow, wastewater is screened, physically and chemically treated, and/or disinfected prior to being discharged to Intrinchment Creek.

CSO Abatement Improvement Plan

The City is currently in the process of completing a major CSO abatement improvement plan. As part of this plan, additional pipelines will be laid in the East CSO area such that the combined sewers in the Greensferry and McDaniel basins, and the Stockade sub-basin, will be separated. Thereafter, these basins/sub-basins will have separate sanitary sewers and stormdrains. Once this is accomplished the Greensferry and McDaniel CSOs and the Confederate Regulator will be taken out of service. As a result, the number of permitted CSO overflow points will be reduced from six to four and the flow passing through the Custer Avenue and Intrinchment Creek CSOs will be reduced. In the West Area CSO area, flow from the North Avenue and Tanyard Creek CSO facilities will be discharged into the newly constructed West Areas CSO storage tunnel which will convey the flow to the West Area CSO treatment plant. The West Area CSO treatment plant will provide a higher level of treatment for the combined stormwater/ wastewater than is currently provided. In addition, the storage provided by the tunnel will significantly increase the quantity of flow that receives full treatment (See Map 3.17 'City of Atlanta CSO').

Administrative Facilities

In addition to its water reclamation centers and pump stations, the Department of Watershed Management utilizes multiple permanent and temporary facilities to support its water, wastewater and soon-to-be stormwater functions. The department faces considerable space shortages and maintenance facilities for both its water and wastewater operations are needed. To resolve these issues the Department of Watershed Management (DWM) has proposed the construction of an administration and maintenance building. Such relocation would resolve space constraints, improve communication, facilitate the alignment of like services, and improve overall efficiency.

City of Atlanta Growth and Development and Wastewater Services

- Level of Service and Adequacy of Facilities to Meet Future Needs

The level of service provided by the City's wastewater treatment and collection system ranges from good to poor. The wastewater reclamation centers have adequate capacity, the water discharged from these facilities routinely meet the facilities discharge requirements, and an extensive CSO Abatement Implementation Plan is well underway. Although wastewater is routinely conveyed from the City's customers to the WRCs, sanitary sewer overflows (SSOs) do occur, portions of the collection system need rehabilitation, and other portions of the collection system are capacity limited. To address both current and future needs

the City is currently involved in the extensive capital improvement program outlined in the Short Term Work Plan presented in Table 4.7 'City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Wastewater Collection and Treatment'. This plan is intended to address the City's long-term planning needs through 2017.

In addition, the Department of Watershed Management is currently developing a Watershed Master Plan. Should additional needs be identified which are not address by the projects that have been identified to date, these projects will be added to the Watershed Master Plan. As the Watershed Management Plan is developed, additional review of the CDP elements will be performed to capture needs which may be different from those identified to date.

- The Ability of Wastewater Infrastructure to Direct Development Patterns

New development is dependent on the availability of both sewer capacity and wastewater treatment plant capacity. If the portion of the wastewater system to which the new development is to be connected is capacity limited, or if there is not adequate treatment plant capacity, development can not occur until these problems are resolved. As such, sewer capacity and wastewater treatment plant capacity can drive development patterns.

- Improving Wastewater Infrastructure Efficiency to Accommodate Future Development

Within the City's wastewater collection and treatment system, the primary component of the system that has the potential to be improved such that the efficiency of the system can accommodate future development is the Water Reclamation Centers. As the water reclamation centers reach their design capacity and/or as regulatory changes occur, modifications to the treatment processes will be required to maintain the plants within their discharge limits.

To eliminate sanitary sewer overflows (SSOs) and as growth and development occur, the capacity of pump stations and collection lines may need to be increased. Capacity issues throughout the City's wastewater collection system are being addressed as part of its Sewer System Evaluation and Survey (SSES), Rehabilitation and Relief Projects.

- The Influence of Service Areas and Levels of Service on Future Development

Provisions for wastewater services is fundamental to development. Due to the extensive network of wastewater pipelines available throughout the City, the ability to connect to the wastewater collection system is generally not an issue. As noted above, however, there are capacity issues. These issues are currently being addressed as part of the City's Clean Water Atlanta Program.

Providing wastewater service is a long-term proposition. As such, it is important that service areas remain intact. Wastewater infrastructure is expensive and is built well before the facilities it will serve. The up-front costs are high and take many years to recover. In order to incur such risk, wastewater collection and treatment service providers need to know that they have a stable service area. Without such assurance

3 Community Assessment

the financial viability of such organizations is at risk. Furthermore, the long-term planning and construction necessary to ensure that wastewater systems are expanded to align with the long-term development plans only makes sense if jurisdictions can plan for a continuing service area.

- The Impact of Service Area and Level of Service on Natural and Cultural Resources

Regardless of the service area, there are several ways in which wastewater collection and treatment facilities have the potential to impact natural and cultural resources. With respect to natural resources, the primary concern is the quantity and quality of the treated wastewater which is returned to receiving rivers and streams. Environmental impacts associated with wastewater spills and overflows are also of concern. With respect to cultural resources the primary concern is the ability to supply wastewater services at the specific location of the cultural resource. As noted above, due to the extensive network of wastewater pipelines available throughout the City, the ability to connect to the wastewater collection system is generally not an issue.

Throughout the state the quantity and quality of water in Georgia's rivers and streams is of concern. This situation is certainly no different for the City of Atlanta and the entire Atlanta Region. With respect to returning water to the basin from which it is withdrawn, the City of Atlanta is a leader. Since 1984 the Three Rivers Tunnel has been in place. This tunnel provides a mechanism for returning to the Chattahoochee River, water that is withdrawn from the Chattahoochee River and used in the Flint River and South River Basins. In addition, the density of the City of Atlanta and the small number of septic tanks located within the City minimize the consumptive use of water.

Each of the City's WRCs is operated under a National Pollution Discharge Elimination System (NPDES) permit. These permits include numerous operating requirements and specify the discharge limits for the City's WRCs. In addition to specifying discharge limits for the plants, these permits include specific requirements for reporting spills and addressing the causes of such spills. The City's high level of environmental performance is demonstrated by both its compliance record and its receipt of numerous awards for the performance of its Water Reclamation Centers.

- Directing Development Patterns through Wastewater Facilities

For development to occur, wastewater collection lines and the treatment facilities must have adequate capacity to receive the wastewater generated by the new development. As such, the planning and development of wastewater systems should be closely coordinated with land use and the desired development patterns. The more accurately the location and quantity of wastewater demand are determined, the more efficiently the wastewater system can be designed and constructed, and the less frequently the wastewater system will constrain development. Within the financial constraints of the service provider, the desired development pattern within the service area should drive the development of the wastewater supply system, not the other way around.

Issues and Opportunities

1. Achieving Environmental Compliance

Issue: Meet Consent Order requirements and deadlines

Opportunity: Continue the City's Clean Water Atlanta Program. The program includes the projects and funding to address the Consent Order issues. The projects developed to comply with the Consent Order requirements address important wastewater issues, and have been value-engineered to be cost effective within the constraints of the Consent Orders.

Issue: Eliminate sewer spills

Opportunity: Continue to support the Clean Water Atlanta program and DWM's operational budget. The projects identified to date that are required to achieve these objectives through 2017 are included in these programs.

Issue: Eliminate capacity issues

Opportunity: Continue to support the Clean Water Atlanta program and DWM's operational budget. The projects identified to date that are required to achieve these objectives through 2017 are included in these programs.

Issue: Provide security

Opportunity: Continue to support the development of the security upgrades and emergency planning required to protect the City's utility systems. DWM has a dedicated staff member to direct the City's effort and the City has implemented a Security Surcharge rate to provide funding of security projects.

2. Providing Wastewater Treatment

Issue: Maintain high quality treatment at cost-effective rate

Opportunity: Continue to support the Clean Water Atlanta program and DWM's operational budget. The projects identified to date that are required to achieve this objective are included in these programs.

Issue: Maintain Industrial Pretreatment Program

Opportunity: Continue support of the City's Industrial Pretreatment Program.

Issue: Maintain Grease Management Program

Opportunity: Continue support of the City's Grease Management Program.

3 Community Assessment

3. Providing Wastewater Collection and Storage

Issue: Provide storage for the CSO system

Opportunity: Continue to support the Clean Water Atlanta program and DWM's operational budget. The projects identified to date that are required to achieve this objective through 2017 are included in these programs.

Issue: Replace aging collection system

Opportunity: Continue to support the City's collection system rehabilitation and relief program. The City's Clean Water Atlanta Program and DWM budget includes the projects and funding to address this issue through 2014.

Issue: Maintain pump station capacity

Opportunity: Continue to support the Clean Water Atlanta program and DWM's operational budget. The projects identified to date that are required to achieve this objective through 2017 are included in these programs.

Issue: Protect pipelines

Opportunity: Streambank restoration and protection is required to protect pipes which are located in close vicinity of streambanks. (This includes many wastewater pipelines.) Support and develop DWM's streambank restoration group that is developing practices and implementing projects to facilitate streambank protection and restoration.

Issue: Access Pipelines

Opportunity: Continue to support the acquisition and documentation of easements.

Opportunity: Improve interdepartmental communication to facilitate the development of linear corridors (sewer easements, bikeways, pathways, animal migration routes, etc.) that provide pipeline access, greenspace, recreational opportunities, alternative transportation modes, and animal habitat and migration pathways.

4. Maximizing Revenue Collection

Issue: Maximize wastewater revenue collection

Opportunity: Continue the development of DWM processes to incorporate the collection of capital and operating costs associated with the collection system. (To date such collections have applied to a limited number of pipelines.)

5. **Improving Customer Service**

Issue: Minimize inconvenience and negative business impacts to City residents and employers

Opportunity Improve interdepartmental coordination of transportation & utility projects (water, wastewater, stormwater, gas, electric, telephone, roadways, pathways, railroads, etc.). Improved coordination has the potential to reduce inconvenience and negative business impacts and decrease project costs.

Issue: Quick response to customer complaints

Opportunity Continue to support DWM's budget to provide the staff necessary to manage customer complaints including the staff necessary to man the call center, investigate complaints and field crews to address field problems.

Issue: Streamline permitting processes

Opportunity Facilitate the development of a streamlined inter-department permitting process by linking the development of the process with the development of a permit management system that is capable of scheduling and tracking permit, inspection, and compliance requirements.

6. **Providing Cost-Effective Services**

Issue: Additional space needed to support required staffing level

Opportunity: Complete the DWM Administration and Maintenance Facility. This facility is currently funded under the Clean Water Atlanta Program and will provide the space necessary to hire the additional staff required to perform DWM functions and to consolidate the City's water and wastewater operations for improved performance.

Issue: Development of in-house work crews

Opportunity: The current DWM budget provides for the development of an in-house work crews. Expansion of this program as quickly as possible (subject to the hiring of qualified personnel and the implementation of training for existing personnel) will reduce construction costs.

Issue: Development of integrated permit management system with management function capability

Opportunity: A permit management system which is capable of scheduling and tracking permitting, inspection, and ongoing compliance requirements (e.g. erosion & sedimentation control inspections) is needed. Kiva is unable to manage the inspection data in a fashion that allows efficient scheduling, tracking and monitoring. Build upon the development of computer

3 Community Assessment

applications that are currently underway (GIS, Customer Information Billing System, Maximo, Hansen, Project Scheduling) to develop a permit tracking system that meets customer and City needs.

Issue: Development of document management system

Opportunity: Complete the development of a DWM document management system, taking advantage of the lessons learned and building upon the development of computer applications that are currently used by DWM (GIS, Customer Information Billing System, Maximo, Hansen, Project Scheduling).

7. Educating the Public

Issue: Ongoing public education needed

Opportunity: Continue to provide public education with respect to wastewater collection, treatment and project issues. Coordinate the City's public education efforts to maximize the impact of its public education efforts.

Opportunity: Continue to participate in the MNGWPD public education program and take advantage of the resources it has to offer.

8. Supporting AHA Projects

Issue: Need for AHA Project funding

Opportunity: Where wastewater systems require replacement in AHA Housing development areas funding of the wastewater portion of the work is provided as part of the DWM's wastewater projects.

9. Coordinating with Neighboring Jurisdictions

Issue: Ongoing coordination and communication with the City's Interjurisdictional Partners

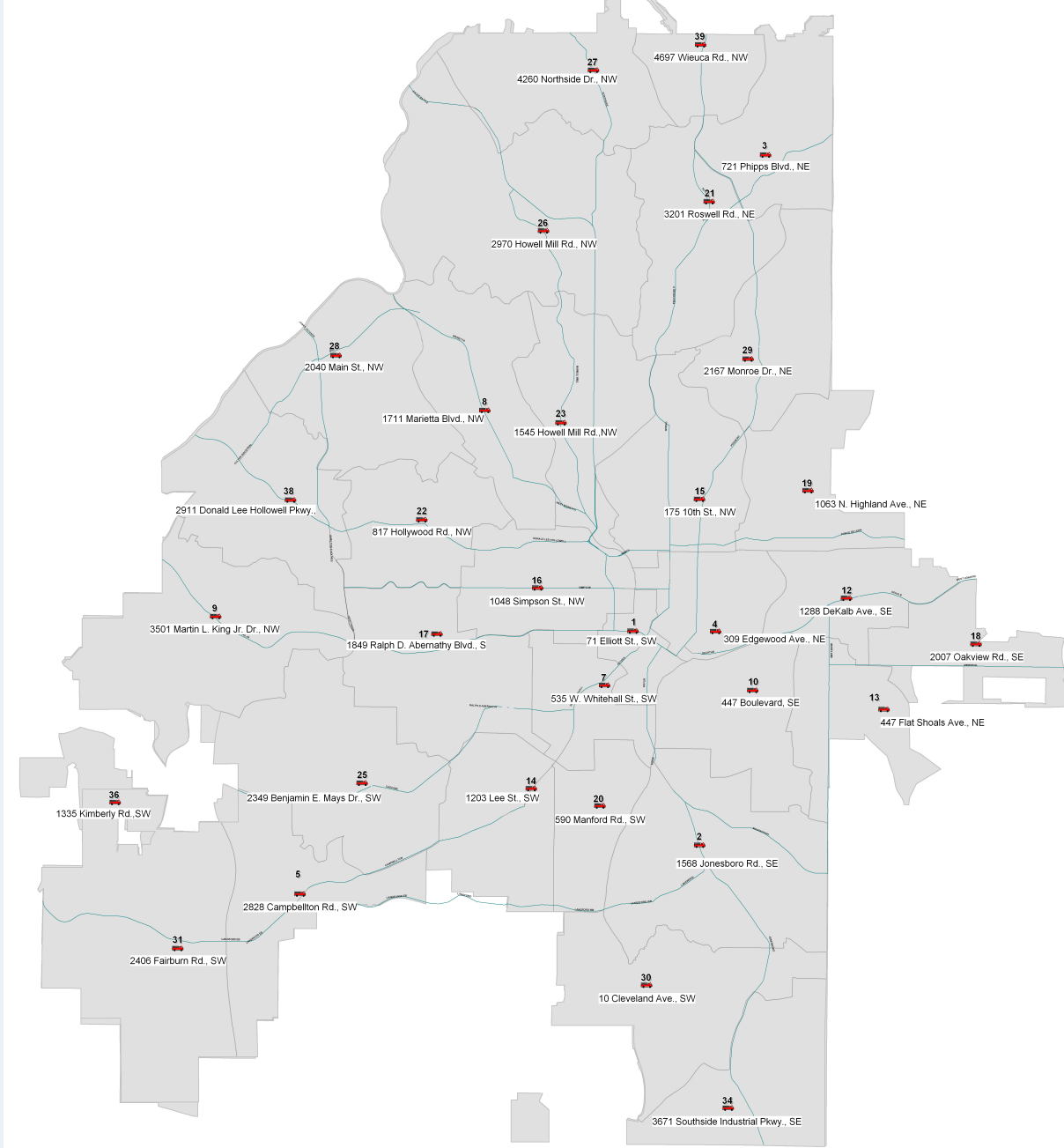
Opportunity: Expand the number of issues discussed as DWM continues to meet on a regular basis with the City's Interjurisdictional Partners.

Opportunity: Continue to participate in the MNGWPD and take advantage of the resources it has to offer.

Fire Protection

The Atlanta Fire Department will include information regarding its services and facilities in the Final Draft.

ATLANTA FIRE RESCUE DEPARTMENT Fire Station Territories



Map 3.18 City of Atlanta Fire Stations

Issues and Opportunities

Staffing

Issue: Lack of sufficient human resources has been identified as one of the critical issues for the Atlanta Fire Department (AFD). The department is lacking in personnel for various areas in the department including but not limited to the specialist officers, administrative staff, researchers and fire fighters.

Ideally there should be four firefighters on each truck deployed to respond to a fire call. It is acceptable to allow a truck with at least three firefighters to respond to a fire call. The shortage of firefighters has forced trucks to go out with only two firefighters on board. It is not acceptable to have one driver and only one other firefighter to respond to a fire call.

Response time specification is four firefighters on the scene within 300 seconds. The lack of firefighters affects the response time. With less than four firefighters on a truck, the response time criterion, of four firefighters in less than 300 seconds, is not met with the arrival of the first truck. This puts the department at increased risk of not meeting the response time.

The shortage of Specialist Officers affects the AFD's ability to conduct the annual inspection of commercial buildings. Given the number of inspectors on staff (six) and the ever increasing number of commercial buildings in the City, this is not feasible; resulting in buildings not being inspected for several years.

Research staff is also deficient, putting the preparation and filing process for accreditation in jeopardy.

Opportunity: The opportunity here is for the city to prioritize funding that would allow sufficient staffing in all areas of the department. The budget must include provisions for the recruitment, training, and retention of more fire officers and supportive personnel in the fire department.

Salaries and Compensation

Issue: Atlanta firefighters' salaries and compensation are not competitive with other municipalities within the Metropolitan Atlanta area. In addition to ranking close to the bottom in terms of starting pay, the cost of living (real estate) within the City is above the other municipalities resulting in less disposable income for Atlanta firefighters relative to other municipalities.

Then there is the issue of City firefighters not able to afford to live within the City. This is a growing problem for Atlanta's workforce.

Opportunity: The Opportunity then is to develop a recruitment and retention strategy. Establish a more competitive compensation package that would attract more firefighters to AFD as well as allow City firefighters to live and work within the City.

Fire Stations, Facilities & Equipment Maintenance

Issue: There are a number of fire stations that are in disrepair and require severe renovation and/or replacement. The equipment is described as aging and needs enhancement (The Mayor's New Century Economic Development Plan 2004). Radio equipment is failing and the coordination system needs improvement. There is a need for investment in acquiring and installing the Advanced Life Support (ALS) systems on more fire engines. Currently the AFD has basic life support equipment on its trucks. In all of the Atlanta Fire Department, only six trucks are equipped with advanced life support (ALS) equipment. There are no provisions in the 2006 budget for acquiring the ALS equipment.

The lack in number of Fire Stations is evident in the Fire Department's inability to reach areas of the City within the required response time (See figure x). Also, new developing areas of the city, ie, office parks and residential subdivisions, increases the demand on fire protective services, and thus have to be looked at in terms of increasing AFD's capacity accordingly in order to services these areas.

Opportunity: the Opportunity is for the City to budget for the building of additional fire stations. More fire stations spatially distributed about the City will shorten actual response times and increase AFD's ability to always arrive to a scene within the required response time; and increase AFD's capacity to service newly developing areas. Priority must be placed on investment for the the purchase of up to date ALS equipment to enhance the effectiveness of the AFD in saving lives. The issue of aging equipment is being addressed by an apparatus-leasing program.

Accreditation

Issue: In 2002 the Commission on Fire Accreditation International completed its site review of the department's accreditation application and forwarded a favorable recommendation and awarded Accreditation to AFD on March 23, 2002. After gaining this "World Class" status and being the 34th fire service entity to be so commended in the country, this accreditation status is up for renewal in 2006. The maintenance of this accreditation depends on the resolution of the issues discuss above.

- The fire department needs research staff (Department of Assessment and Planning) to start preparing the application documents in 2006.
- The number of fire fighter per truck has to improve to the optimal 4 firefighters per fire truck.
- Inspectors are needed to inspect the growing number of commercial buildings
- Equipment and facilities needs to be up to standard

Accreditation status (along with other criteria) affects the fire department's ISO score. A good ISO score results in lower fire insurance rates for Atlanta residents and businesses. Atlanta Fire Department has gained an ISO rating of Class 1 (up from Class 2 in 2003), which is the highest and best rating possible. With renewal of accreditation and ISO rating impending, the current staffing and equipment situation may likely jeopardize the good standing the department was able to gain in the past year. And in the case for the ISO rating, will likely result in increased insurance rates for residents and businesses.

3 Community Assessment

A Public Safety Headquarter Complex

Opportunity: A new facility is proposed to house the Headquarters for both the Police and Fire departments. This represents a great opportunity for better coordination and communication between agencies. It also provides a centralized location that maximizes agglomeration economies in cost and service efficiency.

In keeping with the Quality Community Objectives, consideration should be made to utilize or redevelop existing building stock (greyfield site), redevelop a brownfield site, and incorporate green-building principles to maximize energy efficiency,

Public Safety

Introduction

The Police Department, Department of Fire/Rescue, Department of Corrections, and Emergency Management Agency are responsible for the maintenance and effective delivery of public safety services to the citizens and business community of the City.

Public safety policies focus on engaging the whole community in building and sustaining a safe, fear-free environment. The City's policies embrace crime reduction; community policing; the reduction of response time for emergency vehicles; creating more public/private community safety partnerships; and better coordinating public safety efforts. Projects include the creation of and improvements to fire, police and emergency management facilities and communication systems. Atlanta Police Department programs include COBRA, FACE 5, Weed & Seed, and participation in downtown's Interagency Law Enforcement Group (ILE) and numerous citizen initiatives.

The City of Atlanta Police Department (APD) provides services to City residents, businesses and visitors citywide. The Police Department provides service in all areas not policed by another law enforcement agency such as the Georgia State University Police or MARTA police. APD works with these agencies on issues of mutual concern.

The City continues its emphasis on crime reduction, combining aggressive crime-fighting strategies and problem-solving capabilities, and other crime-fighting initiatives to prevent crime and improve the quality of the life in the City. The Police Department performs at a high level of service in responding to calls for service, arresting criminals, and solving crimes. (Figure 17-1 shows the level of crime from 2002 to 2006;) "Part I Crimes" are the major crime categories identified by the FBI. Part I Crimes have been steadily decreasing, 2005 and 2006 had the lowest crime totals since 1969 (See Figure 3.3 'City of Atlanta 2002-2006 Part I Crimes') . The Department still plans to improve its service delivery strategies.

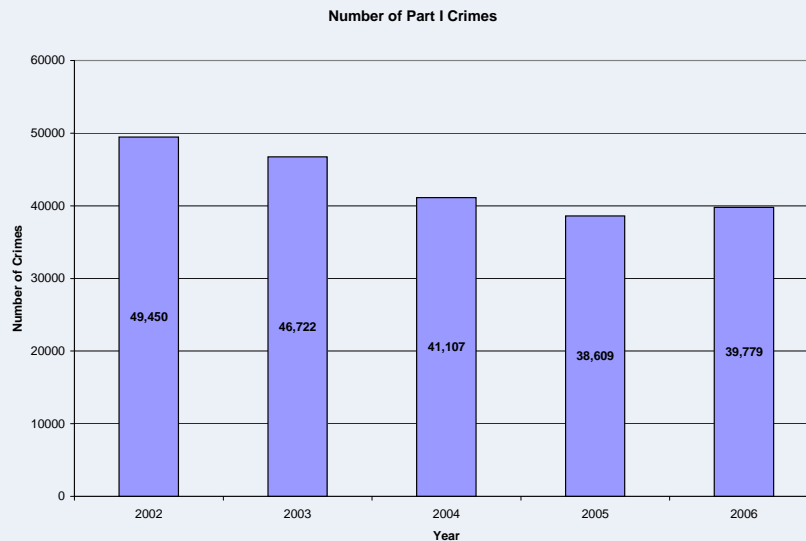


Figure 3.3 City of Atlanta 2002-2006 Part I Crimes

Facilities

Services are managed and supported through City Hall East headquarters, six patrol precincts, mini-precincts, the training facility, airport, and other facilities. Each precinct is responsible for a police patrol zone (See Table 3.86 'Atlanta Police Department Precincts' and Map 3.19 'Atlanta Police Zones and Beats'). Twelve mini-precincts are located throughout the City.

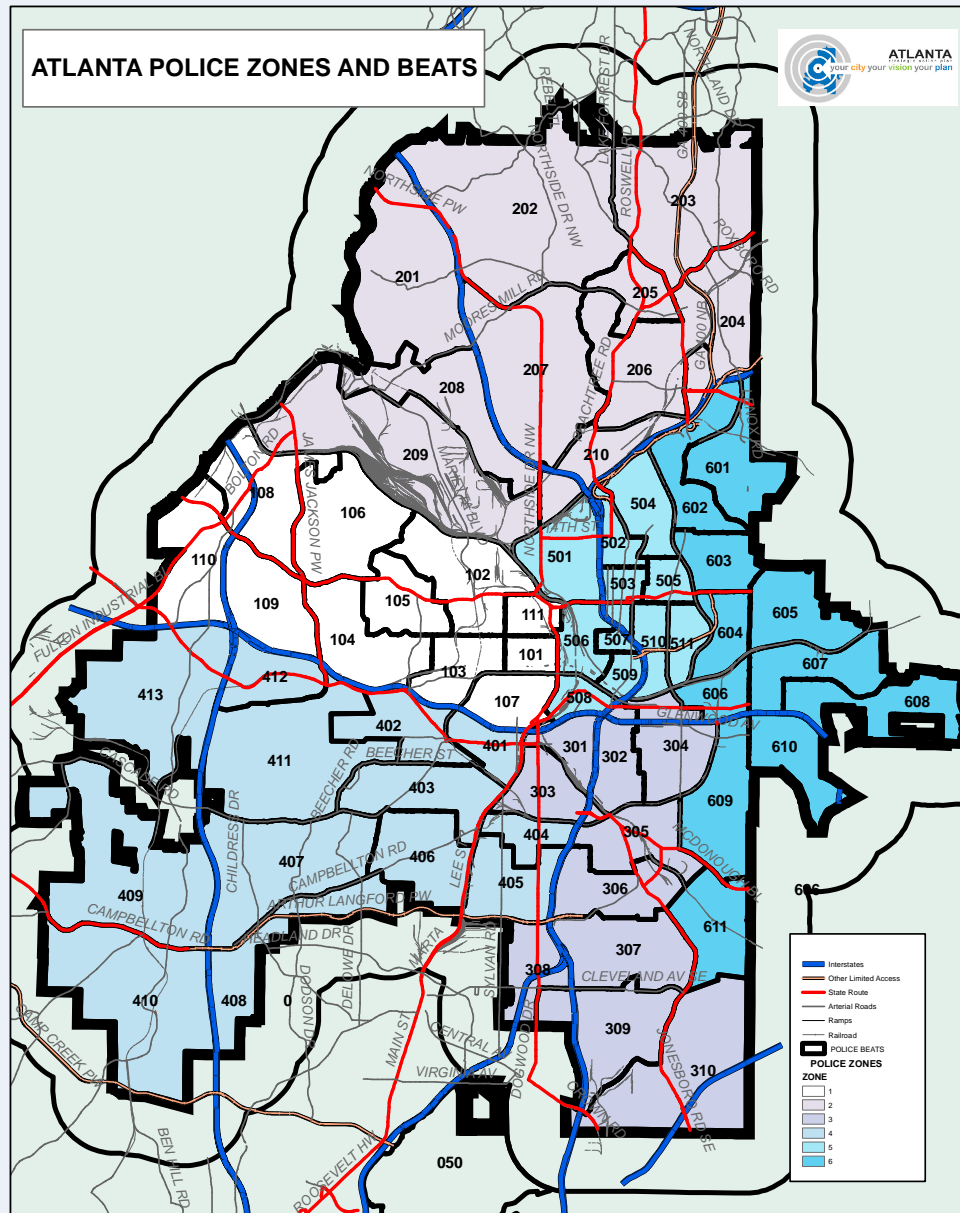
A major project for the Department, working with the Fire/Rescue Department, is to build a new headquarters building near City Hall, a 911 Center, and an annex for support services. This project is expected to be complete and to be occupied by the end of 2008.

Table 3.86 Atlanta Police Department Precincts

Zone	Street Address	Location	Phone
1	2315 Bankhead Hwy NW	Zone One Precinct	404-799-2488
1	676 Fair St SW	Zone One Mini	404-658-6274
1	612 Magnolia St. NW	Zone One Investigative Unit	404-658-6486
2	3120 Maple Dr. NW	Zone Two Precinct	404-848-7231
2	3393 Lenox Rd	Zone Two Mini	404-467-8061
2	3129 Maple Dr. NW	Zone Two Investigative Unit	404-658-6636

3 Community Assessment

Zone	Street Address	Location	Phone
3	215 W. Lakewood Way	Zone Three Mini	404-230-6104
3	880 Cherokee Ave SE	Zone Three Precinct	404-624-0674
4	1125 Cascade Cir SW	Zone Four Precinct	404-756-1903
4	3565 Martin L King, Jr. Dr.	Zone Four Mini	404-505-3131
5	220 Spring St.	Zone Five Main/Foot Beat	404-658-6445
5	94 Pryor St SW	Zone Five Underground	404-658-6364
5	247 Auburn Ave NE	Zone Five Auburn Ave	404-658-6452
5	190 Marietta St.	Zone Five CNN	404-658-7830
5	1380 Atlantic Station	Zone Five Midtown	404-249-1793
5	220 Spring St.	Zone Five Investigative Unit	404-658-6636
6	2025 Hosea L. Williams Dr.	Zone Six Main	404-371-5002
6	1166 Euclid Ave.	Zone Six Mini	404-371-6554
6	2025 Hosea L. Williams	Zone Six Investigative Unit	404-373-5331



Map 3.19 Atlanta Police Zones and Beats

Programs and Initiatives

1. Crime Reduction

3 Community Assessment

1.
 - COBRA: The command staff of the Atlanta Police Department gathers weekly to review crime statistics, identify problems, and plot strategies. COBRA is the backbone of APD's crime-fighting efforts. Central strategic direction of the Department is stronger, with specific responsibilities, clear performance measures, and strict accountability. This process is possible because recent technological improvements have made crime data much more quickly available and thorough. Analysis of the data has become much more efficient through automating the tabulation and mapping processes. Having top command staff, patrol commanders, investigation commanders, and crime analysts together for the discussion promotes cooperative and effective solutions to problems.
 - Gun Reduction Strategy: Weapons-related violence remains a serious concern. Accordingly, the Department is participating in a multi-faceted approach to reduce gun violence by decreasing juvenile demand for guns and/or decreasing the supply of guns to youth. In conjunction with the U.S. Bureau of Alcohol, Tobacco and Firearms (ATF), the department seeks to systematically trace every gun confiscated in order to identify patterns and high-risk dealers and to increase enforcement. The Department has implemented a street-level interdiction project, targeting enforcement of laws that prohibit carrying of firearms by juveniles and convicted felons in order to reduce violent crime in the City. The project targets any type of firearm violation, with ATF tracking the weapon to find its source. Through the FACE 5 program, repeat offenders face an additional five years in Federal prison. The Department is also developing a "safe storage campaign" to encourage gun owners to properly store weapons and keep them safe.
 - Gang Strategy: The Gangs Unit was formed to investigate and prevent gang violence. The Department works actively with the Bureau of Alcohol, Tobacco and Firearms (BATF), FBI, state and local jurisdictions to reduce gang activity. Within the Department, Field Investigation Teams and the Intelligence Unit continue to cooperate closely in areas of gang activity.

2. Community Policing

Community policing is spearheaded by the Atlanta Police Department, but requires that other City government and community resources be directed at many of the underlying causes of crime and violence. It is a collaborative effort. Components within the Police Department include citizen advisory councils, foot patrols, "park and walk," bicycle patrols, police security inspectors, mini precincts, Project Safe Neighborhood, Operation Weed and Seed, and zone level community outreach programs. In support of community policing, the Department is developing and communicating better information on communities and their problems through technological innovations.

The APD has researched the City's communities with Limited English Proficiency (LEP) and found a significant population of Spanish-speaking residents and visitors who speak English poorly. The newly appointed Hispanic Liaison officer meets with the community to resolve issues. Information and forms that are critical to a citizen are being translated into Spanish, and the Department is seeking funding to support in-house Spanish translators.

The Police Department operates the Citizen's Police Academy to provide positive interaction between community leaders and the police, and to educate them about the crime issues, how the police are trained and directed to reduce crime, and what the community can do to prevent crime. The curriculum for the program also includes demonstrations by specialized patrol units such as the helicopter, motorcycle, mounted patrol and K-9 units.

The Police Department actively works to keep public areas safe for citizens and visitors. The Department maintains a strong program of Neighborhood and Business watches. These programs keep the businesses and residents focused on the safety of the area. Business Watch programs encourage business people to be alert to suspicious circumstances and to take crime prevention steps.

3. Initiatives to Address the Needs and Challenges of Atlanta Youths I

The Atlanta Police Department, in partnership with the community and other social service providers, offers Atlanta's youths alternatives to violence, drug usage, and other criminal activities as well as initiatives aimed at helping youths to make good life choices.

Expansion of the Police Athletic League (PAL) program has included not only athletics, but also academic and life skill initiatives.

The Department continues its truant efforts to reduce the likelihood of juveniles becoming crime victims or perpetrators and to reinforce the schools' efforts at education. The Field Operations Division (FOD) commander assigns one officer to a truant detail in each police zone. The truancy program includes the cooperative efforts of the Atlanta Police Department, the Atlanta Public Schools, MARTA, Juvenile Court and the Atlanta Housing Authority.

The Department enforces the curfew ordinance for children under sixteen, to protect the children and reinforce the role of the parents.

4. Maintain Police Visibility Downtown

Police visibility tends to reduce the community perceptions of fear and crime. The Atlanta Police Department will maintain the visibility of police officers downtown.

- COMNET: is a radio communications network between the Atlanta Police Department (APD) and private security agencies. The scope of participation now includes college and university police departments, federal law enforcement agencies, and the Downtown Improvement District (DID) Ambassadors. This project enhances the safety of Central Business District streets by enabling participants to communicate directly with the Atlanta Police. Currently COMNET is operating throughout the city and has grown from ninety members in 1995 to over one hundred eighty members.
- Downtown Improvement District (DID): Through the DID, non-residential downtown building owners pay a special property tax assessment for additional security through the Ambassador program, overseen by a board of property owners with City participation, and a contract with the City guaranteeing the existing level of police service.

5. Aggressive Recruiting to Fill Vacancies

3 Community Assessment

At the end of 2006, the Atlanta Police Department had 1,699 police officers in all ranks, a 15% increase since 1999. The Department also experienced a spike in attrition, losing 10.1%, in contrast with 7 to 7.5% in earlier years. In 2007, the Department will continue to fill its vacant police officer positions.

6. Enhance the Quality of Police Service Through the Improvement in Technology

- **CJIS (Criminal Justice Information System):** The City's Department of Information Technology (DIT) is replacing CJIS, formerly the cornerstone for sharing crucial information about all types of incidents between police, corrections, and Municipal Court. It provided the ability to track an incident from the initial call through completion of the court action at the City level.
- **Automated Fingerprinting Identification System:** The Police and Corrections Departments are upgrading their Automated Fingerprint Identification System (AFIS) to provide better electronic storage of fingerprints. It searches local and national records. With this automation, it is anticipated that all of the City's arrestees will be fingerprinted, increasing the chances of identifying a wanted person when he or she is brought to the jail on unrelated charges. The system will aid in the solution of many otherwise unsolvable crimes.
- **Crime lab:** The Police Department has created a Crime Lab to supplement the services of the Georgia State Crime Lab, which suffers from underfunding and backlogs of evidence. Currently, the APD Crime Lab analyzes suspected marijuana and conducts certain ballistics tests. As funding becomes available for staff, training, and equipment, the lab will add the testing of other suspected drugs, a wider range of ballistics tests, and similar services. More timely information for investigators will lead to more successful investigative outcomes.
- **Laptop Computers:** The Police Department is replacing the software that officers use in their patrol cars to write incident and accident reports. The new ICIS software not only supports incident and accident reporting, but also supports production of citations electronically and provides for the management of the investigation of cases. Besides saving officers time in report writing, the laptop computers also provide better controls for a higher quality of information, support faster electronic processing of reports, and reduce paper handling.
- **Computerized Mapping:** Computerized mapping has significantly improved the department's ability to electronically map and analyze crime data, for more effective deployment of resources and analysis of crime patterns. The Department will continue to develop its crime analysis capabilities to provide better information to officers, investigators and managers.
- **Networking:** The Department has created a Web page to share information with other agencies and the community, and will continue to expand the available information through the Internet and internal networks.

The Department has electronically networked all police facilities via the City's Wide Area Network (WAN). This connection enables police employees with the correct security codes to inquire into a variety of databases in support of ongoing investigations.

7. Develop Partnerships with Other Agencies

The Department continues to maintain and increase its partnerships with other agencies, in law enforcement, public safety, criminal justice, and social services.

The Department participates in numerous interagency task forces targeted on particular problems. Continued cooperation between federal, state, and other law enforcement agencies, such as a joint task force between the DEA, FBI, Customs, ATF, and APD is essential to effective law enforcement.

The Department has established a partnership with the Midtown Improvement District. Midtown has created a supplemental police patrol, hiring off duty police officers.

8. Vehicles for Hire Regulation

The Division of Taxicabs and Vehicles for Hire is a component of the Atlanta Police Department. It enforces the Vehicle for Hire Ordinance to ensure safe, courteous, and professional service for the visitors to the City, as well as for residents. The operation of the Division consists of three distinct but interdependent functions:

- Licensing and permitting of the industry's companies, vehicles, and drivers.
- Enforcement of City ordinances governing vehicles for hire service delivery.
- Providing a liaison between providers of services and users.

The Division issues permits and routinely inspects the taxicabs and horse-drawn carriages for compliance with City ordinances regarding inspections, insurance, and operator permit validity.

City of Atlanta Growth and Development and Police Services

- Level of Service and Adequacy of Facilities to Meet Future Needs

The priorities of the Atlanta Police Department will be to reduce crime, to expand its Community Policing Initiatives, and to further develop technological tools in support of policing. Resources, however, are not expected to rise at the same rate as needed; therefore, the requirement for cooperation between the public and private sectors will intensify, a move consistent with the Community Policing Philosophy. Moreover, the Department will continue to experience extremely competitive recruiting efforts in US law enforcement. In addition, development and implementation of strategies to address special events and diverse international and cultural issues will have an impact on the Department's resources.

Three patrol precincts need to be refurbished or rebuilt. They are listed in the CIP but exceed APD's funding allotment. The Training Academy needs a new facility, including a driving track. While listed in the CIP, this project exceeds the funding available. The motorized fleet needs significant additions to replace worn-out equipment. Budget requests are ongoing. Desktop and in-car laptop computers need replacement. Some new laptops are standing by for new software.

The Department provides for the maintenance of its facilities and has a strategy in place for the location of replacement facilities.

The Police Department answers a large volume of calls from the public promptly and effectively and has reduced crime to historically low levels. Improvement is always possible by providing more patrol officers, investigators, support staff, and technology to further reduce crime and the fear of crime.

3 Community Assessment

- Improving Infrastructure Efficiency to Accommodate Future Development

The Police Department needs to evaluate major new developments for their impact on police workload: calls for service and crimes. Developments such as Atlantic Station and annexations increase the demand on police services.

- The Influence of Service Areas and Levels of Service on Future Development

The Atlanta Police Department will experience changes brought about by developments in society, in the economy, and in technology. The City's population growth and the booming development of some areas pose new challenges for the police force. The Police Department needs to evaluate major new developments for their impact on police workload: calls for service and crimes. For example, developments such as Atlantic Station and annexations increase the demand on police services. Increase in traffic congestion also has an impact on police services.

The Police Department generally is not involved in evaluation of existing development patterns and proposed major new developments. It would be helpful to crime reduction if the police perspective were included. APD's Community Services Unit has offered to work with Zoning and Building to promote crime-reducing designs. The Department has acquired the City's 2030 forecasts and will use them in making long-range plans.

- Directing Development Patterns through Police Services

While abandoned structures provide opportunities for redevelopment, they also harbor narcotics dealing, prostitution, and other crimes. Police officers work actively with Zoning and Building inspectors to secure or demolish abandoned structures.

Social and economic patterns have enormous impact on crime rates and fear of crime. The Department works with community leaders and with other agencies that have responsibility in education, housing, homelessness, child welfare, drug treatment, and other social services to help individuals solve problems that may otherwise result in criminality. The Community Services Unit and the Weed and Seed Project work with communities to strengthen the social ties that discourage criminals from operating there.

The Police Department actively works to keep public areas safe for citizens and visitors. Business Watch programs encourage business people to be alert to suspicious circumstances and to take crime prevention steps.

Issues and Opportunities

1. **Facilities, Equipment, & Technology**

Issue: Three patrol precincts need to be rebuilt. They are listed in the CIP but exceed APD's funding allotment. The Training Academy needs a new facility, including a driving track and refurbishment of the Firing Range. While listed in the CIP, these projects exceed the funding available. The access road to the Firing Range has been in bad need of repair for three years; while funded, the responsible City agencies have not taken action. Desktop computers need

replacement. Opportunity: The new public safety headquarters is in the design stage, for occupancy in 2008. Field reporting software is being replaced. Investigative case management software is being implemented. Funding has come through in the budget to replace worn-out equipment in the motorized fleet. Possibilities are being investigated for generating citations electronically.

2. **Coordination between other first responders & Collaboration among other agencies.**

Issue: APD coordinates and works well with Fire and Rescue, EMS, and neighboring law enforcement agencies. The issue is with the communication system. There is a need for up-to-date communication equipment. Opportunity: The opportunity here is to implement the interoperable radio communications and the incident command system. Better coordination will occur as APD gets these system improvements. UASI grant and other Homeland Security initiatives support these efforts.

3. **Officer Recruitment, Retention, and Compensation**

Issue: Recruitment and retention of sworn employees is problematic, due in part to competition with other employers. Improvements in pay and benefits are needed. Funding is needed for the training and for career incentives. Opportunity: The Department has planned a career ladder for the development and retention of sworn employees and needs a similar ladder for civilian employees. The Department is evaluating its recruitment plan to improve its effectiveness.

4. **Crime and the Community's Perception of Crime**

Issue: According to the City's Citizens' Satisfaction Survey, residents feel safe in their homes and neighborhoods even at night. They feel as safe in the Downtown, but the survey did not ask the question about being Downtown after dark. Opportunity: Crime has decreased recently, resulting in 2005 and 2006 having the lowest level of Part I crime since 1969. Further reductions will be more difficult.

Parks and Recreation

The Department of Parks, Recreation and Cultural Affairs (DPRCA) calls itself the "Heart and Soul of the City." The Department of Watershed Management aspires to be "Best-in-Class." The Department of Public Works manages the city's skeleton of streets and roads. They all impact and are responsible for segments of the City's Green Infrastructure.

The City's creeks and drainage ways not only transport storm water they impact the water quality. Water running off of the City's streets and parking lots carry oils and debris that can be mitigated if filtered through soil and vegetation. The same flood plains mitigate many environmental stressors created by urban development. At the same time these lands can be used as greenway trails, providing opportunities for alternative modes of transportation that reduce our dependence upon automobiles. Nodes of recreation facilities can make natural areas come alive and greatly improve the quality of life in adjacent neighborhoods. Near by parks accessible via attractive side walks encourage walking, which is critically important for improved public health.

3 Community Assessment

Parks and Greenspace

Parks, greenspace, and recreation are essential to individual well being and the healthy development of a city. Together they create a dynamic system that supports the environmental, cultural, and economic functions of the city. These services impact a variety of concerns: public health, individual well being, community cohesion, environmental sustainability, and economic vitality. They are interrelated and interdependent.

Management of these resources and services is complex. Currently they are fragmented with portions falling under the jurisdiction of Parks, Recreation, and Cultural Affairs (RPCA), Public Works, Watershed Management, and Planning and Community Development Departments. In addition the Procurement Department is responsible for the City's Real Estate. PRCA is responsible for management of park sites and street trees. Public Works manages the City's streets. Watershed Management is responsible for the City's water, wastewater and sanitary sewer services and function using a watershed management. Planning and Community Development coordinates multi-use trails, subdivision reviews, and administers the City's Tree Ordinance.

Currently the City is engaged in a review process, Project Greenspace, to create a framework of policies and strategies for managing its green infrastructure through 2030. The initiative is charged with positioning the City for development of a world class open space system that connects people to parks, recreational facilities, plazas, streetscapes, greenways, and sensitive lands.

Between January 1, 2005 and January 1, 2007 the City grew its park and greenspace system from 4,155 to 4,482 acres, adding 322 acres.

Parks Facilities

As of the end of 2006 the Atlanta parks system consisted of 3,681 acres of developed and protected sensitive lands within the City limits. The Office of Parks in the Department of Parks, Recreation and Cultural Affairs (DPRCA) currently manages 345 sites. However, only 147 sites have any type of improvement. Park improvements range from Adamsville Park with a 100,000 square foot recreation center to sites with no more than a bench or trail. Parks are categorized into nine separate classifications based on the types of resources and facilities present within each. Parks classification are shown in Table 3.87 'City of Atlanta Parks by Type'.

Table 3.87 City of Atlanta Parks by Type

Number	Park Type	Description
9	Regional	Regional parks are major park sites that draw a significant portion of users from both the community and the entire City. They generally contain facilities that generate revenue, like the Chastain Arts Center.
24	Community	Community parks support organized programming with staff. They typically contain such facilities as recreation centers, pools, large picnic shelters, or programmed athletic complexes. A small fee for the use of some of these facilities may be charged in order to partially offset operating costs.
3	Community Center	Community centers are stand-alone facilities leased to a community service organization providing social services.

Number	Park Type	Description
67	Neighborhood	Neighborhood Parks serve local informal recreational needs. Typical amenities include picnic shelters (small to medium for family gatherings), open fields for informal sports and recreation activities; play grounds/tot lots, basketball and tennis courts, and wooded natural areas. Generally neighborhood parks are not staffed.
12	Nature Preserve	Nature preserves are primarily natural areas with amenities that facilitate environmental interpretation.
24	Conservation	Conservation parks are areas managed for environmental protection purposes. Conservation parks are publicly accessible.
29	Block	Block parks are small park sites containing limited amenities such as a play grounds and tot lots.
170	Garden Spot	Garden spots are very small landscaped areas – typically traffic islands. These areas generally do not have amenities.
6	Special Facility	Special Facility: Special facilities are sites within the park inventory that contain facilities not typically associated with parks. The Historic Oakland Cemetery is one example of a special facility.

Other Parks and Open Spaces

Other types of parks and open spaces not under the city's direct control make significant contributions to the overall viability of Atlanta's greenspace system. Currently these facilities total 2,596 acres. These types of parks and open spaces include:

1. National Park Service (NPS) sites – 16.24 acres: NPS sites offer recreational and historic value to Atlanta's greenspace system. Several NPS sites are located within or adjacent to the City of Atlanta. These include sites like the Martin Luther King, Jr. National Historic Site and the Chattahoochee River National Recreation Area (located just over the northwest boundary of the City).
2. State and Dekalb County Parks – 20.22 acres: There are relatively few park resources of this type within the City. Centennial Olympic Park is managed by the State of Georgia and is an example of a significant park resource located adjacent to the downtown.
3. Greenways (consent decree acquisitions) 638.6 acres: These include acquisitions along river and stream corridors made per the 1998 Combined Sewer Overflow Consent Decree. They typically have restricted public access.
4. Golf Courses (privately owned) 91.3 acres: Private golf courses, such as the Ansley and Druid Hill golf courses, offer a recreational amenity on large tracts of land maintained in a park-like setting. Therefore, golf courses are important components of Atlanta's existing greenspace system.
5. Cemeteries - 560 acres: Atlanta has several very large cemeteries within its borders, like Westview Cemetery. Similar to golf courses, cemeteries maintain large areas of land in a park-like setting.
6. Atlanta Public Schools – 911 acres: The recreational facilities and undeveloped land found at many public school sites make Atlanta's public schools a potentially important component of the city's greenspace system. Furthermore, the many school sites abandoned as part of the school district's consolidation efforts could provide future greenspace opportunities.
7. K-12 Private Schools – 396 acres: Private school sites are similar to public school sites. The City would need to partner individually with these institutions to benefit from the facilities and potential greenspace they provide.

Colleges and Universities: Though many of the city's colleges and universities are adjacent to downtown and quite urban in character, they do offer open spaces and facilities within their campuses. Colleges

3 Community Assessment

and universities are shown in Figure 1 to illustrate how these resources may connect to the larger greenspace system.

Recreation Facilities

There are 33 recreation centers, 15 centers do not have a gym, 2 have a gym and natatorium, 15 have a gym and one or more activities, five indoor and 17 outdoor pools, two arts and crafts center, five tennis centers and other special recreational facilities, such as J. A. White Junior Training Golf Course, Southside Sports Complex, and Lake Allatoona Resident Camp.

In addition to these facilities, there are several joint use facilities. Several schools use city parks for their physical education programs. These include Benteen Elementary, Cleveland Avenue Elementary, Dunbar Elementary Kennedy Middle School and Turner Middle School. Moreover, five community facilities are major joint-use facilities: Dunbar (NPU-V), Georgia Hill (NPU-W), M. L. King (NPU-M), JFK (NPU-L) and Rosale Fann Community Center (NPU-Z) John Burdine (NPU-Y). JFK is administered by the Atlanta School System; the other five are administered by the City's Department of Parks Recreation and Cultural Affairs.

Recreation Programs DPRCA Facilities

Program development areas administered by the Office of Recreation include aquatics, athletics, tennis, special populations, and coaches' certification. The Aquatics Division operates indoor and outdoor pools, provides instructional programs in swimming, and has developed the City's youth competitive swim team, the Atlanta Dolphins. The Athletics Division operates the City's adult league plan in football, flag football, basketball and softball and youth team programs. The Special Population Division offers programs for senior citizens and for persons who are both physically and mentally disabled. This division also conducts outdoor camping programs and operates Camp Best Friends at Lake Allatoona. The new Coaches' Certification Program is taking the lead in providing training to youth coaches.

During the summer, the Office focuses on Camp Best Friends, a youth day-camp program, serving over three thousand young people. The summer-camp program, offers children age six through 16 a variety of educational, recreational and cultural activities.

Special Event Sites

The DPRCA has several special event facilities (see map). Some special facilities such as the Chastain Park Amphitheater, the Cyclorama, and the Civic Center draw visitors from the Atlanta Region, thus providing service to the region as well as the City.

No park in the City is adequately equipped to hold major outdoor special events. In parks that regularly host events, temporary structures and facilities such as stages, lighting posts and electrical supply outlets must be rebuilt and disassembled for every event. Parks not originally designed or planned for holding special events attract thousands of visitors. These events sometimes have had a major detrimental impact on the environmental health of the parks and have increased park maintenance costs.

In 2002, a mayoral-appointed Special Events Task Force made significant changes to the City's Outdoor Festival ordinance. The new ordinance was adopted by City Council in 2002. The ordinance revised the rules and raised fees for festival organizers.

Special Events make a significant contribution to the City's economic vitality. The City loses millions of dollars because it does not have an appropriate site to host events major events. The 25 acre Millennium Park in Chicago is estimated to have generated over 1 billion dollars in residential development over a 10 year period. The redevelopment of Fort McPhearsen presents a unique opportunity to create such a site. In Atlanta signature park developments such as Centennial Olympic, Piedmont, and Freedom Parks have greatly increased the value of adjacent land.

Parks Funding

The following have been identified as potential funding sources for the City of Atlanta's Greenspace Program:

- Park Impact Fees
- Quality of Life Bonds
- Georgia DOT's Wetland Mitigation Banking Program
- General Fund
- Grants
- Donations
- Atlanta/Fulton Land Bank Authority
- Land and Water Conservation Funds
- Park Improvement Fund
- Transportation Enhancement Monies
- Community Development Block Grants (CDBG)
- Foundations
- Tax Allocation Districts (TAD)
- The Parks and Greenspace Opportunity Bond

The City is aggressively pursuing funding from sources such as: state grants, non-profit foundations, its Quality of Life Bond program, and Tax Allocation Districts (TADs). The BeltLine TAD promises to create over 1000 acres of new parks and 22 miles of new trails. The largest single acquisition is the Bellwood Quarry. The most recent acquisition is the 22 acre Boulevard Crossing Park. The Parks and Greenspace Opportunity Bond will provide \$35 million to acquire land for new parks, \$30 million to develop recreation facilities in those parks, and \$40 million to rehabilitate existing recreation facilities.

Mayor Franklin's 2006 budget increased Parks and Recreation funding for the third straight year, this time by \$2.6 million. The adopted 2007 budget increased the DPRCA budget by another 10%. This is a continuing effort to increase general fund support for Parks and Recreation by over \$10 million during the last years of Mayor Franklin's administration. These funds will be used to help DPRCA meet concrete, improved operation and maintenance standards for parks, recreation and cultural affairs programs and to reach determined standards for better parks.

3 Community Assessment

Several financing trends of the last decade promise to play important roles in shaping the financial management of parks in the future. These include: leasing of major facilities, joint-use of facilities, and private sector support. The City has successfully leased such as the City golf courses and the Civic Center Convention Hall. Joint-use of facilities is not a new idea, but is being resurrected as even more attractive to potential project partners as the price of real estate in Atlanta rises.

Park Impact Fees

Park impact fees are an important method of offsetting the effect of new developments on mandated city services. The current impact fees structure is out dated, therefore the City is advertising for a review and revision of this program.

Partners

The following organizations provide both funding and in-kind services toward maintenance and improvement of the parks:

1. **Park Pride:** Park Pride, Inc. is a nonprofit, volunteer organization established in 1986 to build civic and corporate support for City of Atlanta parks. The organization works to preserve, enhance, and promote parks and green spaces and to encourage acquisition and development of new parks and green spaces. Park Pride Atlanta oversees the "Adopt-A-Park" program, in which corporate sponsors and neighborhood, civic, youth, and senior groups assume responsibility for park maintenance and improvements. This system is key to the success of small parks, which are valued by communities but are expensive and difficult for the City of Atlanta to maintain.
2. **Path Foundation:** The PATH Foundation is a nonprofit organization formed in 1991 to design, capitalize and build the greenway trails system proposed by the City. PATH has worked with the Mayor's Green Ribbon Committee and the Bureau of Planning in developing the City of Atlanta Greenway Trail Corridor Plan.
3. **Piedmont Park Conservancy:** The Piedmont Park Conservancy is a nonprofit organization working with the City of Atlanta and neighborhood and civic associations to develop a strategy for private investment in the expansion and revitalization of Piedmont Park. This effort is an example of a public-private partnership for investment in parks Citywide.
4. **Freedom Park Conservancy:** In 1997, CAUTION, Inc., the nonprofit neighborhood organization responsible for the re-design of Freedom Parkway, was re-incorporated as the Freedom Park Conservancy/CAUTION, Inc.
5. **Grant Park Conservancy:** The Grant Park Conservancy is committed to the restoration, beautification and preservation of historic Grant Park. The Grant Park Conservancy is a non-profit volunteer organization that raises funds independently, and organizes volunteer work groups. The purpose is to work in tandem with the City of Atlanta Office of Parks with regard to the implementation of the Master Plan (adopted by the City Council of Atlanta in May 1998). The Conservancy works within the parameters of the Master Plan.

6. Olmsted Linear Park Alliance: The Olmsted Linear Park Alliance is working with the Office of Parks to implement a master plan for all sections of the Olmsted Linear Park. To date, the Alliance has raised funds for the renovation of the Oak Grove section and the Shadyside and Dellwood sections.
7. Chastain Park Conservancy: The Chastain Park Conservancy was founded in the fall of 2003. The Conservancy has a Memorandum of Understanding with the City of Atlanta Parks Department. Its mission is to restore, enhance, maintain and preserve Chastain Park, organizing volunteers and donations. The CPC also works closely with the community, City departments, the nearest NPU's (A and B), and 11 different venue operators. The Conservancy is currently undertaking a master plan for Chastain Park.
8. Historic Oakland Foundation: The Historic Oakland Foundation Inc. was founded to cultivate resources to assist the City of Atlanta in the preservation, restoration and beautification of Historic Oakland Cemetery and to promote it as a local cultural resource and as an historic site of national importance.
9. Little Five Points Business Association: The Association is responsible for the maintenance of the Findley Plaza in Little Five Points.

Park and Recreation Plans

A number of prior plans and initiatives have addressed greenspace issues in the City of Atlanta, sponsored by the City of Atlanta, Park Pride, and other partners. These plans and initiatives have addressed greenspace issues and proposed policies and actions to address these issues. These plans have resulted in some significant accomplishments. They all support an overarching goal to develop a world-class greenspace system as an essential component of Atlanta's quality of life, economic vitality, and aspirations to be a leading national and international city.

1. Project Greenspace: Atlanta's Project Greenspace is building on prior planning initiatives. Project Greenspace is a comprehensive plan and strategy – for implementing a city-wide greenspace system for Atlanta. The Plan establishes an overall framework, direction and action steps for growing and managing the City of Atlanta's greenspace system. Project Greenspace identifies a potential greenspace network of five greenways and a multi-pronged strategy to developing a greenspace network in the most densely developed portions of City of Atlanta. Project Greenspace is organized into broad strategic directions and associated strategies (identified numerically) under three major categories:
 - a. Growing the Greenspace System
 - b. Managing the Greenspace System
 - c. Building Capacity
2. Parks, Open Space and Greenways Plan (1993): The 1993 Parks, Open Space and Greenways Plan was prepared by the City of Atlanta Department of Planning and Development and Department of Parks and Recreation in conjunction with the Mayor's Green Ribbon Committee, a citizen advisory

3 Community Assessment

group appointed by Mayor Maynard Jackson in 1990 to facilitate the parks planning process. The plan established planning policies intended to guide the development of park, open space, and recreational facilities over a 15-year period. As a comprehensive, citywide assessment of Atlanta's park and open space (greenspace) resources, the Parks, Open Space and Greenways Plan is the predecessor to Atlanta's Project Greenspace.

3. **Georgia Community Greenspace Program:** The Georgia Greenspace Program was established by the Georgia General Assembly in 2000 to encourage eligible counties to initiate community greenspace programs. It defines greenspace as "permanently protected land and water, including agricultural and forestry land, that is in its undeveloped, natural state or that has been developed only to the extent consistent with, or is restored to be consistent with, one or more listed goals for natural resource protection or informal recreation." The Georgia Greenspace Trust Fund was established in conjunction with this program to assist local governments in carrying out strategies for acquiring and permanently protecting land. To qualify for grant funds from this source, local governments were required to set a goal of setting aside at least 20% of the jurisdiction as open and connected greenspace. In 2000 Atlanta City Council adopted a Greenspace Program concept plan and application for submission to Fulton and DeKalb Counties and the Georgia Department of Natural Resources. The concept plan established a goal to protect a minimum of 20% of the City's land area as open greenspace that can be used for informal recreation and natural resource protection. Types of land targeted by the plan to achieve the 20% goal included floodplain and wetlands; greenways; existing nature preserves and other existing passive parks; new parkland; and vacant/undeveloped land.
4. **Parks Atlanta Rescue Coalition 9-1-1 (2001) / 2005 Atlanta Park System Agenda:** The Parks Atlanta Rescue Coalition 9-1-1 (9 goals, 1 visionary mayor, and 1 great city, or PARC 9-1-1) was formed in 2001 by a partnership of neighborhood, civic, and environmental organizations, led by Park Pride, to encourage Atlanta's next administration to create a world-class park system. PARC 9-1-1 asserted that "Atlanta lags behind other American cities in every measure of park acreage, and the parks we do have are unsafe and poorly maintained." It called on the next mayor to endorse a bold new vision for Atlanta's parks. In anticipation of the next round of city elections, Park Pride reviewed and updated PARC 9-1-1 in 2005. However, the review found that most of the original nine points were unfulfilled. In response, Park Pride and its partners issued the 2005 Atlanta Park System Agenda.
5. **2002 Parks and Greenspace Task Force Report:** In 2002 the Mayor appointed a Parks and Greenspace Task Force to make recommendations to improve existing parks and increase park acreage within the City. The Task Force's report, issued in November 2002, identified four major themes:
 - a. The City must improve the maintenance and safety of existing parks.
 - b. The City must dramatically increase the amount of its park space.
 - c. The City must provide special recreation parks and special events venues to reduce the stress on existing parks.
 - d. The City must improve management of the Department of Parks, Recreation and Cultural Affairs.

6. **BeltLine Initiative:** The BeltLine initiative proposes to transform a 22-mile loop of abandoned and underused rail corridors around the heart of Atlanta into a continuous system of trails and light-rail transit surrounded by parks and pedestrian-friendly, mixed-use development centers. The BeltLine Partnership, a 501(c)(3) non-profit organization, was established in July 2005 to move the project from vision to reality. Later in 2005, the Atlanta Development Authority completed the BeltLine Redevelopment Plan to provide a framework for implementing the three essential components of the BeltLine – greenspace and trails, transit, and development – and the BeltLine Tax Allocation District. A key goal of the plan is to create a readily accessible and interconnected network of parks and greenspaces. The plan proposes over 1,200 acres of new and expanded greenspace, including the primary BeltLine trail.
7. **Department of Parks, Recreation, and Cultural Affairs Strategic Plan:** In May 2004 the Department of Parks, Recreation and Cultural Affairs (DPRCA) initiated a strategic planning process to develop a departmental mission, vision, and strategies to guide policy and resource decisions over a five-year period.
8. **Maintenance Standards (2006-07):** The DPRCA initiated maintenance standards for parks.

Plans for specific Parks

A number of site and neighborhood specific plans have been accepted as part of the City's comprehensive plan.

- Piedmont Park Master Plan
- Chattahoochee River Park
- Grant Park Master Plan
- Chastain Park Master Plan
- Olmsted Linear Park Master Plan
- Project Greenspace

Existing and Future Level of Service

Park and greenspace goals have been established through based on an evaluation of the expressed needs of the city's population, focus groups, and analysis of peer cities (See Table 3.88 'Parks and Greenspace Level of Service').

Table 3.88 Parks and Greenspace Level of Service

Goal	Definition	2005 Service	2005 (483,108)	2030 (783,000)
10 acres core park land / 1,000 population*	Developed facilities or multi-use trails. There were 2,992 acres in the City's 2006 inventory.	6.9 acres / 1000 population	4,831 acres	7,830 acres
Environmentally Sensitive Lands	Protect 75% of the City's environmentally sensitive lands.		6,450 acres	11,930 acres
* Distribution - Provide core parkland within ½ mile travel distance of every child in the City.				

3 Community Assessment

A goal of 10 acres of core park land per 1000 population has been established. As of the end of 2006 the city's inventory was 1,839 acres short of this goal. Unless the city develops more aggressive tools for obtaining this land there will be larger unmet needs as the city's population grows. The useful life of parks and recreation facilities varies widely. As a rule of thumb parks should have a major renovation every 20 to 30 years.

In response to the 2001 Georgia Community Greenspace Program, the City adopted a general goal to protect 20% of its land area as greenspace. In the beginning of 2007 the City contained 85,384.5 acres, twenty percent amounts to 17,077 acres. The goal of protecting these acres is to be met with greenspace protected as parks, multi-use trails, watershed greenways, and easements. Because it is an urban city streetscapes, public squares, and plazas are also considered to be critical components of Atlanta's green infrastructure.

As part of Project Greenspace, a statistical valid survey was conducted to assist in determining the level of service provided by recreational programs. The City's community recreation center system have overlapping service areas which increases maintenance and programming costs. In addition, significant gaps exist in service softball, football, track and field, and baseball.. Soccer programs are being developed. The Tennis Division operates five tennis centers and offers adult and youth instructional programs.

A study of park access found that only 50% of Atlanta's residents live within the .5 mile travel distance of a park entrance. This over states access because some neighborhoods have inadequate sidewalks and no bikeway facilities to their parks. Children may not have suitable routes in which to bike or walk to the facility. Neighborhood residents may not be able to walk to a park.

City of Atlanta's Growth and Development and Green Infrastructure

- The Ability of Green Infrastructure to Direct Development Patterns

Parks often serve as a focus for community life. Property adjacent to parks is more valuable. When parks are visible and accessible they shape the image and form of the community.

- Improving Infrastructure Efficiency to Accommodate Future Development

Study existing parks for acquisition, street, and trail developments that expand access by adjacent neighborhoods. Encourage the multiple-use of lands examples include: multi-use trails along sewer lines and the use of watershed management lands for outdoor recreation.

- The Influence of Service Areas and Levels of Service on Future Development

Service areas are shaped by the street network and park entry points. Parks have been shown to have a positive impact upon public health, community involvement, and economic vitality. Their distribution and visibility have been shown to influence the location and quality of development.

- The Impact of Service Area and Level of Service on Natural and Cultural Resources

The implementation of a green infrastructure strategy that provides for the access, appreciation, and protection of sensitive land, such as flood plains, creates opportunities for improving the quality of the city's natural environment and providing outdoor recreation.

- Directing Development Patterns through Green Infrastructure

Development patterns that make parks accessible and visible result in more desirable communities. Appropriate distribution of facilities through out the community improves the city's competitive advantage in attracting businesses and provides a high standard of living for its residents.

Issues and Opportunities

Issues

1. Atlanta lacks sufficient acreage of parkland and other greenspaces.
2. Atlanta's park infrastructure requires continuous renovation and redevelopment. A dedicated funding source that allows systematic management is needed.
3. The City's green infrastructure is a system that provides many benefits for Atlanta's citizens. These need to be evaluated as part of development decisions.
4. Greenspace is a major contributor to Atlanta's economy.
5. Population growth is magnifying the need to address park and greenspace issues.
6. Development and redevelopment pressures provide the opportunity to "grow" Atlanta's greenspace.
7. The city's internal operational and management processes related to greenspace need to be strengthened and better coordinated. Environmental resources would benefit from a comprehensive approach to planning and management.
8. Funding for Atlanta's parks and greenspaces needs to be significantly increased.
9. Apply urban design standards related to greenspace visibility and access to projects receiving city incentives.
10. There is a lack of resources for planning, acquisition, development, and management of the City's Park system.
11. The lack of side walks and in many areas their poor condition limit access to greenspace.

Opportunities

1. Expanded access to core park land- With GIS technology the City will be able to map network connectivity to Core Parkland access points. This can be used to determine park access by demographic segment and provide analysis of acquisitions that increase access to existing facilities.
2. Public participation in resolution of parks and public open space issues- The City helps fund Park Pride, an auxiliary non-profit organization that coordinates volunteer and advocacy projects within the park system. These activities need to be publicized and expanded to support other public spaces.

3 Community Assessment

3. Adoption of long range master and management plans for each park site- There should be a Council Adopted Park Master Plan for each park site. These plans will guide the pursuit of funding, project coordination of small projects, and generate project lists for the capital improvement budget. Park master plans developed as a collaborative effort between site stake holders and park staff lead to increased communication and understanding of the issues and opportunities related to that site. Local stake holders have a known contact within Park Pride and Office of Park Design. The master plan can be used to guide incremental development so that one element does not preclude future needed opportunities. It is also serves as a tool to leverage funding requests. Having illustrated plans framed and hung in Recreation Centers help keep the City's long term needs for park improvements in focus and directed.
4. Protection of sensitive lands such as flood plains, wet lands, steep slopes, views, historic and cultural sites- Development of a sensitive areas / connectivity map that can be referenced as part of zoning and development reviews to identify opportunities and encourage the creation of a city wide open space system.
5. There is a need for a Special Events Park site- Major outdoor festivals are popular and the demand for such events continues to grow. These venues have been shown to have tremendous positive economic impacts both in the support of the hospitality industry and as a stimulus for redevelopment. The coordinators often see potential events find other locations when their organizers learn that Atlanta does not have a suitable site for their event. City is looking for such a venue. One promising location is in Fort McPherson.
6. Fort McPherson parade ground could be the location for a some special events.
7. Creation of an Open Space incentives program- Review zoning and development codes for opportunities to encourage the creation of public open space and protection of sensitive lands as part of the development process.
8. Planning resources for management and coordination of opportunities to create parks, open space, and greenways as part of the development process are needed- Staff resources are needed to work with developers during the concept stage of proposed projects. Establish standard policies and procedures that provide for a systematic review of project submittals and result in the capture of open space opportunities.
9. Track land set aside as open space or commonly owned land as part of conditional zoning- Require the submission of a digital boundary survey that is compatible with the City's GIS system for all land designated as open space. Include management contacts. Provide for periodic reports as to the land's condition and staff review of such reports.
10. Development of Multi-use trails- In 1993 the City adopted a multi-use trail master plan. The City needs a dedicated trails coordinator to leverage funding and manage specific trail alignments.

11. Common source of shared data- The City currently is increasing its ability to use available technology such as GIS/CAD to reduce duplication of effort and to enhance services to residents. Capital investment in technology is essential.
12. Tracking of city owned real estate- GIS mapping of city owned real estate with linked data would greatly enhance the ability to manage these properties.
13. Protection of water quality thru the acquisition of wide stream buffers that could be used for multi-use trails and other outdoor recreation activities.

Stormwater Management

The City of Atlanta's stormwater system is owned by the City of Atlanta. It serves the entire population of Atlanta, as well as employees that work within the City and individuals that pass through Atlanta.

1. Service Area

The City of Atlanta's stormwater service area is the City of Atlanta, which includes a geographic area of approximately 132 square miles. Although the City's stormwater service area includes the entire City of Atlanta, the City of Atlanta is not responsible for the entire stormwater system within Atlanta's city limits. Rather, the majority of the stormwater system is owned by private citizens.

2. Stormwater Facilities

From a practical sense, stormwater management can be thought of as managing water which runs off of the land. Using this broad definition, the stormwater system is synonymous with the system that is used to manage surface water. Within the City of Atlanta this system includes portions of ten drainage basin, including the land and all of the structures constructed on the land. It includes all water bodies and waterways. It also includes the structures and piping used to convey and manage this water. Of these components, the City of Atlanta is responsible for only those components of the system that are owned by the City; that are located within City's right-of-way; or, which have been constructed by others, dedicated to the City and accepted by the City. These components are estimated to comprise less than five percent of the total stormwater system.

Portions of the City are served by a combined sewer system (e.g. a system that manages both stormwater and wastewater flow). In general, the City of Atlanta considers its combined sewer system to be a part of its wastewater system. (For further information on the combined sewer area and the associated facilities see Section 3.3.5.2 of this document.)

3. Level of Service and Adequacy of Facilities to Meet Future Needs

Currently there are numerous functions being performed throughout the City that apply to stormwater management. Such functions include:

- Land use planning

3 Community Assessment

- The development and enforcement of site development requirements
- The development and enforcement of erosion and sedimentation control requirements
- River and stream monitoring
- Implementation of the CSO Program
- Street sweeping, and
- Outfall monitoring

At the present time, however, the City does not have a program to address stormwater management in an integrated fashion that facilitates development while promoting the protection of the City's watersheds. It does not have a dedicated funding source for maintaining the City's existing infrastructure, developing new stormwater infrastructure and ensuring that the City stays on top of the ever-increasing stormwater compliance requirements.

To address this need, the City is currently in the process of developing a Stormwater Implementation Plan. The purpose of this project is to define the resources necessary for the City to implement a Stormwater Management Program and to establish a designated funding mechanism for the program. At a minimum, it is anticipated that the Stormwater Management Program will ensure that the City's existing infrastructure is properly maintained, that stormwater compliance requirements are met, and that the City will move forward at a limited pace to develop an integrated program that addresses stormwater management and watershed protection. Development of the Stormwater Implementation Plan, including the adoption of a dedicated funding source, is scheduled to be completed by the end of 2008.

4. The Ability of Stormwater Infrastructure to Direct Development Patterns

There are numerous ways that stormwater infrastructure can be used to facilitate development and resolve problems associated with development. In general, however, stormwater infrastructure is not a good tool for directing development patterns. Rather, the desired pattern of development should be determined and the mechanism(s) for managing the stormwater resulting from such development should be identified and implemented.

5. Improving Infrastructure Efficiency to Accommodate Future Development

Stormwater infrastructure can be used in many ways to facilitate development. It can be used to facilitate flow, impede flow, store flow, or treat flow. Regardless of how the infrastructure is used, it is important that the stormwater management system be looked at as a whole. Components of the stormwater system that are not typically considered to be stormwater infrastructure, (i.e. land surfaces, rooftops, streets, watercourses and water bodies) should be considered, as well as the impact of changing various components of the system. Increasing the size of a culvert to prevent upstream ponding may be a bad solution if it causes the erosion of a streambank below.

It should be noted that stormwater management includes more than managing stormwater flow. It includes land use planning and the definition and enforcement of development requirements. It includes facilitating infiltration and finding ways to prevent the contamination of surface water flow. Such programs are part

and parcel of effective stormwater management, and are most productive when considered as a whole in conjunction with the desired patterns of development and the management of the stormwater which will result from such development.

6. The Influence of Service Areas and Levels of Service on Future Development

Successful stormwater management is key to developing a safe, healthy, comfortable, convenient and aesthetic environment. As such, the level of stormwater services provided has tremendous potential to impact the quality of development. The extent to which land use planning, site development, and stormwater programs are thoughtfully developed, integrated, executed and enforced, will directly impact the degree to which negative stormwater effects are mitigated, reduced, controlled, and eliminated.

Stormwater impacts begin with small localized effects and coalesce into large effects that affect entire river basins. As such, the effects of stormwater runoff from upstream areas that are located outside of a stormwater service area can not be separated from the effect of stormwater impacts that are generated within the service area. Coordination across service area boundaries-- especially jurisdictional boundaries that cross watersheds--is needed to maximize the benefit of stormwater programs. In some cases, without such coordination, significant results can not be achieved regardless of the efforts of the downstream entity.

7. The Impact of Service Area and Level of Service on Natural and Cultural Resources

Stormwater is a natural resource and impacts natural resources. Stormwater feeds Atlanta's rivers and streams. It waters the earth and nourishes plants and animals. It is fundamental to habitats and has the potential to provide tremendous aesthetic beauty and recreational value. Stormwater also erodes soil and transports pollutants. It roars through rivers and streams eroding banks and changing watercourses. It ponds in inconvenient places and causes flooding. For these reasons, stormwater management programs, depending on the level of service provided, have considerable potential to protect natural resources.

The impacts of stormwater on cultural resources are the same as the impacts of stormwater on natural resources with the exception that concerns regarding cultural resources are generally directed toward protecting the specific site at which the cultural resource is located. If the cultural resource is a public facility, removing stormwater to prevent unsafe or inconvenient conditions is also of concern.

8. Directing Development Patterns through Stormwater Management

Successful stormwater management is vital to successful development and the long-term success of development depends on successfully managing stormwater. As such, the vision for development and the stormwater management programs necessary to achieve such development should consider as a whole.

Issues and Opportunities

1. Balancing Needs

Issue: Determining City priorities and policy with respect to stormwater management

3 Community Assessment

Opportunity: The primary issues associated with stormwater management are reducing stormwater runoff, preventing soil erosion and stormwater contamination, and maintaining and developing the stormwater system so as to prevent stormwater damage and flooding. These are extremely difficult and expensive issues to address. The issue is further complicated by the fact that less than 5% of the stormwater system within the City is in the public domain. Policy discussions of the cost, benefit, and timing of developing the City's stormwater management program are required to move forward in a significant manner beyond the level of activity outlined in the City's current ordinances.

2. **Obtaining Stormwater Funding**

Issue: Lack of funding

Opportunity: Develop a dedicated stormwater management program funding source

Developing a Stormwater Management Program

Issue: Develop a stormwater management program from the ground up

Opportunity: Development of the program from the ground up allows the program to build upon the knowledge gained from other programs, and to wrap together the required components of the program. Currently there is no funding for program development.

3. **Achieving Regulatory Compliance**

Issue: There are significant federal, state, and local compliance requirements associated with the City's stormwater system, including MNGWPD requirements associated with maintaining the City's permits.

Opportunity: Support the development of the City staff and systems necessary to cost-effectively comply with regulatory requirements

Issue: MNGWPD Requirement--Ongoing development of floodplain maps (10% of service area per year)

Opportunity: Build upon the development of DWM's current GIS system.

Issue: MNGWPD Requirement-- Develop developer/contractor certification program

Opportunity: Build upon the DWM's current in-house training programs.

Issue: MNGWPD Requirement--Develop Compliance, Violation and Enforcement Action tracking and reporting for stream buffer, floodplain management, post development stormwater management, etc.

Opportunity: A permit management system which is capable of scheduling and tracking permitting, inspection, and ongoing compliance requirements (e.g. erosion & sedimentation control inspections) is needed. Kiva is unable to manage the inspection data in a fashion that allows efficient scheduling, tracking and monitoring. Build upon the development of computer applications that are currently underway (GIS, Customer Information Billing System, Maximo, Hansen, Project Scheduling) to develop a permit tracking system that meets customer and City needs.

4. Inspecting & Constructing Stormwater Facilities

Issue: Maintenance of the City's stormwater system (including pipelines resulting from CSO separation)

Opportunity: At a minimum DWM is required to maintain the City's existing structures including the new stormwater system that results from the sewer separation of the CSO area. Support the development of additional in house construction crews to address this work in a cost-effective manner.

Issue: Implementation of select stormwater facility construction projects

Opportunity: The regulations and the City's approach to stormwater management, including the amount of available funding, will dictate the timing and extent to which the City will be designing and constructing stormwater management projects.

Issue: Streambank restoration & protection

Opportunity: Streambank restoration and protection is required to prevent erosion, protect existing facilities, including stormwater facilities. Support the development of DWM's streambank restoration group that is developing practices and implementing projects to facilitate streambank protection and restoration.

5. Improving Customer Service

Issue: Minimize inconvenience and negative business impacts to City residents and employers

Opportunity: Improve interdepartmental coordination of transportation & utility projects (water, wastewater, stormwater, gas, electric, telephone, roadways, pathways, railroads, linear avenues for animal migration) Improved coordination has the potential to reduce inconvenience and negative business impacts and decrease project costs.

Issue: Quick response to customer complaints

Opportunity: Continue to support DWM's budget to provide the staff necessary to manage customer complaints including the staff necessary to man the call center, investigate complaints and field crews to address field problems.

3 Community Assessment

Issue: Streamline permitting processes

Opportunity: Facilitate the development of a streamlined inter-department permitting process by linking the development of the process with the development of a permit management system that is capable of tracking permitting, inspection, and ongoing compliance requirements.

6. Providing Cost-Effective Services

Issue: Development of document management system

Opportunity: Complete the development of a DWM document management system, taking advantage of the lessons learned and building upon the development of computer applications that are currently used by DWM (GIS, Customer Information Billing System, Maximo, Hansen, Project Scheduling).

7. Educating the Public

Issue: Ongoing public education needed

Opportunity: Increase public awareness of the options and costs associated with the development of a stormwater management program including the fact that less than 5% of the stormwater system in the City is in the public domain. Coordinate the City's public education efforts to maximize the impact of its public education efforts.

Opportunity: Continue to participate in the MNGWPD public education program and take advantage of the resources it has to offer.

8. Coordinating with Neighboring Jurisdictions

Issue: Ongoing coordination and communication with neighboring jurisdictions

Opportunity: Continue to participate in the MNGWPD and take advantage of the resources it has to offer.

Solid Waste Management Facilities

Introduction

This section includes background information about the City of Atlanta's solid waste collection and treatment system including information on the solid waste services, solid waste generation, waste reduction, collection system, solid waste disposal and land use considerations.

The Office of Solid Waste Services (SWS) in the Department of Public Works responsible for the collection and disposal of solid waste within the City of Atlanta. SWS also provides a wide range of other solid waste management services that include yard waste collection, recycling, City building collection, bulky waste collection, street sweeping, street basket collection, removal of illegal signage, vacant lot and right-of-way (ROW) cleaning, dead animal removal, illegal dumping cleanup, and assistance with citywide emergency operations. SWS also oversees post-closure/monitoring operations of the City's four landfills. (Include a map of City of Atlanta solid waste facilities)

The City of Atlanta's Comprehensive Solid Waste Management Plan (SWMP), adopted by the City Council in December 2005, serves as the City's action plan for managing the City's solid waste. The SWMP is a requirement of the State of Georgia's Department of Community Affairs (DCA) and was initiated by the Georgia Comprehensive Solid Waste Management Act of 1990. The SWMP addresses the City of Atlanta's waste stream, waste reduction, collection, disposal, land limitations, and education and public involvement. The SWMP document covers a 10-year planning period from 2005-2014.

Solid Waste Services

The City of Atlanta collects residential single- and multi-family solid waste within the City of Atlanta city limits, an area of 131.6 square miles. The SWS also collects waste from City buildings and facilities, some C&D debris, yard trimmings from residents and City owned properties; and performs various beautification services. The City services approximately 87,000 single-family units and 33,600 multi-family units weekly.

Private hauling companies also collect solid waste from residential multi-family units. They service approximately 63,762 multi-family residences in the City of Atlanta. It is estimated that approximately 36,422 tons of solid waste were collected. The private companies provide some residential recycling to multi-family units.

In the City of Atlanta, commercial solid waste is collected by private hauling companies and includes commercial non-residential solid waste, some institutional solid waste, and industrial-sector solid waste. These private hauling companies are not required to provide the City with tonnage information for waste collected from the commercial sector.

Solid Waste Generation

The amount of solid waste generated in the City of Atlanta is expected to increase by 35% from 764,607 tons in 2005 to 1,033,282 tons in 2015 as the population and the number of employees increase. The City of Atlanta generated approximately 189,508 tons of residential (single family and multi-family) solid waste in 2003. The residential waste generation rate in the City of Atlanta was 2.4 pounds per capita per day. For the planning period of 2004 through 2015, the residential waste-generation rate is expected to remain fairly steady, not fluctuating significantly. The amount of residential solid waste disposed has also decreased steadily since 2001 which indicates an increase in source reduction and/or recycling. The composition of the waste stream is shown in table Table 3.89 'City of Atlanta Solid Waste Composition in 2004'.

Table 3.89 City of Atlanta Solid Waste
Composition in 2004

3 Community Assessment

Type	Residential	Commercial
Paper	37.9	40.2
Plastic	17	15.2
Glass	4.8	3.6
Metal	4.9	5.5
Organic	28.8	26.6
Inorganic	2.9	3.7
C&D	3.8	5.8

In 2003, the City of Atlanta disposed of approximately 359,555 tons of commercial, institutional, and industrial solid waste. Based on employment of 445,559 the commercial, institutional, and industrial solid waste generation rate in the City of Atlanta for 2003 was approximately 4.4 pounds per employee per day. For the planning period, the commercial waste per employee generation rate is expected to remain fairly steady and not fluctuate significantly.

On average between 7 and 8 thousand tons of residential solid waste from single- and multi-family residences serviced by the City were collected for recycling. Residential recycling data from private waste companies were not available. The estimated residential recycling rate in the City of Atlanta for 2003 was approximately 0.09 pound per capita per day. This rate is presumably higher because some residents may utilize drop-off centers or other mechanisms for recycling. In 2003, the City collected approximately 88 tons of tires for recycling. In 1996, the City began collecting yard trimmings separately from residential refuse. The yard trimmings are collected bi-weekly and taken to a chipping, grinding, and staging area at the William B. Hartsfield Solid Waste Reduction Plant. The City collects approximately 40,000 tons of yard waste a year. Yard trimmings are sold for reuse as boiler fuel to various mills.

Construction and Demolition (C&D) debris is collected by both private haulers and the City of Atlanta and is disposed of in private C&D landfills. The City of Atlanta uses private dedicated C&D landfills for C&D disposal. No C&D recycling program currently exists. In 2003, the City of Atlanta collected 45,521 tons of C&D debris. In 2003, private haulers collected approximately 49,820 tons of C&D debris in the City and delivered the debris to four private C&D landfills

In 2003, approximately 118,725 tons of sludge were generated from City-owned wastewater treatment facilities. Of this amount, approximately 46,984 tons were sent to Live Oak Landfill for disposal. The remaining 71,741 tons were incinerated and the ash was sent to a brick facility for recycling as an amendment in the manufacturing of bricks.

Waste Reduction

The Georgia Comprehensive Solid Waste Management Act (O.C.G.A. §12-8-20) set forth the State's waste reduction goal, which requires a 25 percent per capita reduction rate in the amount of solid waste being disposed, from a 1992 baseline year. There has been an 11 percent decrease in the per capita disposal of all waste in the City of Atlanta since 1992. If only the waste disposed from just the City of Atlanta collections

is calculated, the per capita disposal reduction from 1992 is actually 25 percent, which meets the State's reduction goal. If sludge disposal were removed from the analysis, the per capita reduction increases to 36 percent.

Source reduction of solid waste is any action taken to prevent the generation of the waste in the first place. Over the past 5 years, the City has promoted source reduction by promoting backyard composting, disseminating educational material and providing educational programs. Reuse is another way to reduce the waste stream. The concept behind reuse/recovery of items before they become solid waste is to reuse items by repairing them, donating them to charity and community groups, or selling them, all of which reduces waste. Several non-profit and for-profit organizations collect or accept items for reuse.

The City of Atlanta provides curbside recycling service to approximately 87,000 single family residents. In addition, the City of Atlanta currently operates three drop-off centers for recyclable items. Between 7 and 8 thousand tons are collected every year. Recyclables are processed at a Materials Recovery Facility (MRF). The operator, Dreamsan, has established markets for all materials and has extended term agreements with buyers for each of these markets. The City of Atlanta requires owners of any multi-family dwelling to provide containers for the collection of recyclables and to provide for their collection. The amounts of recycling tonnages collected by these companies, however, were not available.

To meet the State of Georgia's 25 percent per-capita reduction rate of the amount of solid waste being received at disposal facilities, the City has proposed the following new programs to help achieve the City's 10-year planning goals as well as the State's solid waste reduction goal. These programs have been categorized as either source reduction, reuse/recovery, recycling, or special items programs.

- Waste Reduction Programs:
 - Pay-As-You-Throw
 - Junk Mail Reduction
 - Financial Incentives
- Reuse/Recovery Programs:
 - Don't Dispose – Donate
 - Metro Atlanta Waste Exchange
- Recycling Programs:
 - Curbside Collection Program (Enhanced Program)
 - Drop-Off Centers (Enhanced Program)
 - City and Commercial Multi-Family Recycling (Enhanced Program)
 - Commercial Business Recycling (Enhanced Program)
 - Sales Tax Incentives (New Program)
 - C&D Recycling (New Program)
 - Tire Recycling (Enhanced Program)
 - Conversion of Hartsfield Solid Waste Reduction Plant to Environmental Education Center and Park (New Program)
 - Backyard Composting (Enhanced Program)
 - Yard Trimmings Pay-As-You-Throw (PAYT) Program (New Program)

3 Community Assessment

- Amnesty Days and
- Household Hazardous Waste Events (New Program).

Collection System

As mentioned above, both the City of Atlanta and private haulers provide garbage collection in the City. SWS currently collects residential garbage, yard trimmings, garbage from City-owned buildings and facilities, some C&D debris, and performs various city beautification services (street sweeping, signage removal, etc.). The City contracts with a private company to provide curbside recycling collection. Private haulers collect commercial and industrial solid waste, C&D debris, and some multi-family residential garbage in the City. The City provides weekly semi-automated cart and dumpster refuse collection to roughly 120,600 residential units. This includes approximately 95,400 single-family and multi-family dwelling units that receive cart collection and 25,200 multi-family dwelling units that receive dumpster service in the City. The City also collects residential bulky waste items. The City operates from four substations located throughout the City (see map).

The City believes that its current waste collection services are adequate for the present and future needs of the community; however, the City also believes that several operational efficiency improvements are needed. The following are proposed garbage collection programs under consideration by the City.

- Garbage Collection Programs:
 - Education and Compliance – Curbside Garbage
 - Set-Out Limits (New Program),
 - Collection Productivity and Operational Efficiency (New Program),
 - Fleet Maintenance (Enhanced Program),
 - Commercial Collection (New Program)
 - Improved Overall Route Balance (New Program)
- Yard Trimmings Collection Programs:
 - Increased Frequency of Yard Trimmings Pickup (New Program),
 - Education and Compliance – Yard Trimmings Set-Out Limits (New Program)
- Non-Traditional Collection Services Program
- Illegal Dumping/Littering Programs:
 - Expand Illegal Dumping/Littering Program (Enhanced Program)

Solid Waste Disposal

The current disposal program being used by the City is adequate for the 10-year planning period and meets the State's required assurance for 10-year disposal capacity. However, the City understands that its current disposal program is a short-term solution, and that future disposal options must be evaluated and considered for the long term management of the City's solid waste. This section also includes a contingency strategy for the interim disposal of the City's solid waste in the event that the primary disposal option becomes interrupted.

The City now has short-term, renewable contracts with privately owned landfills for waste disposal. The contracts consist of 1-year term contracts, with up to five 1-year renewals. Due to the location of these landfills, the City is using local transfer stations to minimize hauling distance and cost. A transfer station is a facility with a designated receiving area where waste collection vehicles deliver the collected waste. The waste is often compacted, then loaded into larger vehicles for shipment to a final disposal site, which is typically a landfill.

Since 2005, the City is using Advanced Disposal Services' Welcome All Transfer Station in College Park, and Republic Services of Georgia's United Waste Service, Inc., Lee Industrial Transfer Station in Austell. Twenty percent of the waste is processed at the Welcome All Transfer Station and then sent to the Eagle Point Landfill, in Ball Ground (Forsyth County). The remaining 80 percent of the City's collected solid waste goes to the Republic Services' United Waste Service, Inc. Lee Industrial Transfer Station, in Austell. Then it is sent to the Pine Ridge landfill in Griffin (Butts County). The City has written commitments from the owners of the disposal facilities certifying sufficient capacity for the City of Atlanta's solid waste over the 10-year planning period. Long term disposal options are:

- Combustion Waste-To-Energy Solutions
- Mass Burn Combustion (New Program)
- Refuse-Derived Fuel (New Program)
- Regional Landfills
- Use of Transfer Stations to Support Regional Disposal Facilities
- Eco-Industrial Park

Land Use Considerations

Solid waste disposal facilities and other solid waste handling facilities should be located where they have minimum adverse effects on the community and the environment. When considering the location of all solid waste handling facilities including landfills, the following will be considered, according to state planning guidelines: floodplains, wetlands, and groundwater recharge areas. The City will also consider other criteria such as water supply watersheds, fault zones, seismic impact zones, and unstable areas (karst areas). The City of Atlanta or a private entity will consider land use and zoning restrictions, historic sites, archaeological sites, location of surface water intakes, airport safety restrictions, parks and nature preserves, scenic views, rare, threatened, and endangered species, and Chattahoochee River protection criteria. In order for EPD to issue or renew a permit for a solid waste handling facility or facility expansion in the City of Atlanta, the facility must be consistent with this Comprehensive SWMP. In addition to the procedures outlined in the City of Atlanta solid waste permitting and zoning regulations, the City and private entity will follow the established siting process described in the SWMP.

Over time, the availability of sites suitable for solid waste handling facilities in the City of Atlanta will decline. Therefore, the City will need to manage the existing facilities wisely and protect large-scale industrial areas from encroachment by residential or community facilities, which are typically not compatible with solid waste handling facilities. As Atlanta continues to grow in population, and therefore, experience an increase in the amount of solid waste generated, the City will need to efficiently utilize the existing solid waste handling facilities, implement new technologies that will enhance environmental controls and capacities, and continue to implement recycling programs which help to achieve waste reduction goals.

Issues and Opportunities

Intergovernmental Coordination

The Intergovernmental Coordination Element provides local governments an opportunity to inventory existing intergovernmental coordination mechanisms and processes with other local governments and governmental entities that can have profound impacts on the success of implementing the local government's comprehensive plan. The purpose of this element is to assess the adequacy and suitability of existing coordination mechanism to serve the current and future needs of the community and articulate goals and formulate a strategy for effective implementation of community policies and objectives that, in many cases involve multiple governmental entities.

Adjacent Local Governments

Atlanta is the most populous city in Georgia and home to a diverse citizenry. Located in north central Georgia, Atlanta is positioned in the central portion of Fulton County with a small, eastern portion of the city located in western Dekalb county. It joins Palmetto, Fairburn, Union City, College Park, Hapeville, East Point, Roswell, Mountain Park, Alpharetta, Sandy Springs, Milton, and Johns Creek. Amongst Dekalb's major cities are Decatur, Stone Mountain, and Lithonia.

Independent Special Authorities and Districts

1. **Advisory Committee On International Relations**
The Advisory Committee on International Relations seeks to establish a more meaningful dialogue between various international groups and the City's elected officials.
2. **Atlanta Conventions and Visitors Bureau (ACVB)**
Established in 1913, ACVB is a private, nonprofit organization created exclusively to market metro Atlanta and Georgia as a premier convention, meeting and leisure destination in the regional, national and international marketplace and to favorably impact the Atlanta economy through conventions and tourism.
3. **Atlanta Coordinating Responsible Authority (ACoRA)**
ACoRA administers the City's remaining Title XX funds for the purpose of assisting community development corporations and other public and private sector organizations in providing economic, social welfare and administrative services to facilitate the revitalization of Renewal Community (RC) neighborhoods.
4. **Atlanta Development Authority (ADA)**
ADA provides the mechanism for consistent policies regarding development within the City of Atlanta.
5. **Atlanta Housing Authority**
The Housing Authority is organized under Georgia law to develop, acquire, lease and operate affordable housing for low-income families. Today, AHA is the largest housing agency in Georgia and one of the largest in the nation, serving approximately 50,000 people.
6. **Atlanta Planning Advisory Board (APAB)**
APAB serves to advise the City on city-wide issues, goals and objectives relative, but not limited to the Comprehensive Development Plan, land use, zoning transportation, environmental quality, license

review, parks and open spaces. APAB also advises the City on matters relating to citizen organizations and participation in the planning process.

7. Eastside TAD Advisory Board
Provides economic incentives necessary to encourage private and public development in order to generate necessary growth in Downtown jobs and residents. The desired result is an attractive, bustling 24-hour downtown.
8. MARTA Board of Directors
The MARTA Board of Directors exists for purposes of planning, designing, leasing, purchasing, acquiring, holding, owning, constructing, improving, administering and operating a rapid transit system within the Atlanta metropolitan area.
9. Urban Design Commission
The Urban Design Commission holds public hearings for Council nominations for designation of buildings, sites and districts. The Commission also regulates the City's historic preservation regulations and decisions regarding applications for certifications of appropriateness.
10. Zoning Review Board (ZRB)
The ZRB conducts public hearings on amendments to the zoning ordinance of the City and on applications.

School Boards

The City and Atlanta Public Schools are developing an information-technology strategy to increase access to computers, appropriate training, and resources to prepare central city youths to work and play in the 21st Century. The City has received an \$8.1 grant to develop a series of community technology centers, where citizens can access the Internet and receive training. The City established the Mayor's Office of Community Technology (MOCT) in 2000 and appointed a blue ribbon committee of top corporate and educational leaders to assist with the planning. MOCT conducted a community needs and resources assessment. The resources assessment afforded the City the opportunity to study best practices and develop a program that strengthens what already exists in the community and fills the void of what is needed. MOCT opened its first technology center in June Of 2000. By the end of the year five centers were in operation. Fifteen centers now exist, where more than 12,000 students have trained.

Independent Development Authorities and Districts

Community Improvement Districts (CID)

A CID is a geographic area whose property owners establish a Board of Directors who vote to assess additional property tax dollars to accelerate transportation and infrastructure improvement projects. CIDs are comprised of private properties usually zoned for non-residential uses. A CID is a private business organization, not a government entity.

A CID is created when a simple majority of the commercial property owners agree to establish the district. This simple majority must also represent at least 75% of the taxable value of the commercial property located within the proposed CID. The Tax Commissioner must certify that these requirements are satisfied and the County must approve legislation authorizing the CID.

3 Community Assessment

The resolution establishing the CID includes a provision for a board of directors and the services to be provided. Specific joint planning or service agreements are entered into on a case by case basis. Atlanta has three Community Improvement Districts: Central Atlanta Progress (Downtown), Midtown Alliance, and the Buckhead Community Improvement District.

1. Central Atlanta Progress/ Atlanta Downtown Improvement District

Central Atlanta Progress, founded in 1941, is a private, not-for-profit corporation that strives to create a robust economic climate for Downtown Atlanta. With a Board of Directors of Downtown's top business leaders, CAP is funded through the investment of businesses and institutions. The Atlanta Downtown Improvement District, founded in 1995 by CAP, is a public-private partnership that strives to create a livable environment for Downtown Atlanta. With a Board of Directors of nine private and public-sector leaders, ADID is funded through a community improvement district within which commercial property owners pay special assessments. Together, Central Atlanta Progress and the Atlanta Downtown Improvement District are committed to a Downtown for the diverse Atlanta community and all of Downtown's property owners, employees, residents, students and visitors.

2. Midtown Alliance

The mission of the Midtown Alliance is to improve and sustain the quality of life for those who live work, and play in Midtown Atlanta. The Alliance accomplishes this goal through a comprehensive approach to planning and development that includes initiatives to enhance public safety, improve the physical environment, and strengthen the urban amenities which give Midtown Atlanta its unique character.

Its vision concerning the future direction of Midtown includes a project known as Blueprint Midtown which envisions a vital, vibrant city center inspired by what people want in an urban community. Its purpose is to make sure that projects adhere to the following components: balanced blend of residential, retail, office & mixed-use properties, plenty of greenspace, multiple transit options, unique, welcoming & thoroughly pedestrian streetscape environment.

3. Buckhead Community Improvement District

The Buckhead CID is a taxation entity of local government created pursuant to the Georgia Constitution, Article 9, Section 7, the Atlanta Community Improvement District Act, 1991 Ga. L. 3653, as amended and Atlanta City Council Resolution 99-R-1154, July 6, 1999. Pursuant to its authority under Georgia law, the Buckhead CID receives three mills of the assessed value of property in property tax revenue from non-residential property located within its district boundaries.

Federal, State, or Regional Programs

1. Atlanta Regional Commission (ARC)

The ARC is the regional planning and intergovernmental coordination agency for the 10 county area including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale counties, as well as the City of Atlanta. For 60 years, ARC and its predecessor agencies have helped to focus the region's leadership, attention and resources on key issues of regional consequence.

ARC is dedicated to unifying the region's collective resources to prepare the metropolitan area for a prosperous future. It does so through professional planning initiatives, the provision of objective information and the involvement of the community in collaborative partnerships.

2. Georgia Regional Transportation Authority (GRTA)

GRTA was created by the General Assembly in 1999. The authority is charged with combating air pollution, traffic congestion and poorly planned development in the metropolitan Atlanta region, which is currently designated nonattainment under the federal Clean Air Act. As other areas of the state fall out of attainment, they would also fall under the purview of GRTA. GRTA was formed to insure that metropolitan Atlanta can sustain its economic growth, while maintaining the excellent quality of life that has made the area so attractive to businesses and workers.

3. Service Delivery Strategy (SDS)

The SDS Act was signed into law in 1997. The Act required each county and its municipalities to adopt a SDS by July 1, 1999. The intent of the legislation was to require local governments to take a closer look at their delivery of services they provide in order to identify overlaps or gaps in service provision and develop a more rational approach to allocating delivery and funding of these services. The legislation also required local governments to look at their land use plans in order to minimize conflicts between county and city plans.

On October 28, 1999, the Georgia Department of Community Affairs verified Fulton County's SDS for Fulton County and its ten cities. The Strategy identified the service arrangements for 54 government services. The SDS Act requires Atlanta to review their service provision to insure the most efficient and coordinated provision of services.

Transportation System

Introduction

The transportation network has shaped Atlanta's growth and development since the first train departed Marthasville for Marietta in 1842. As the home to Hartsfield-Jackson Atlanta International Airport, the heart of the MARTA system, convergence point of three interstate highways, and a major railroad hub, Atlanta is a nexus of global commerce and the urban core of a very automobile dependent metropolitan area that does not attain national clean air standards due in large part to vehicle emissions.

Expressway construction in the region drove the loss of residents to the suburbs through the 1990's. Now access to transit and walkable communities undergirds rapid population growth in the City of Atlanta. It is Atlanta's vision to be a leader in the region for forging efficient, effective, and affordable transportation systems that promote quality of life.

Travel ways traversing Atlanta serve thousands of special events visitors, tourists, conventioners, more than half a million residents, and more than a quarter million suburban commuters – who hold three out of every five jobs located in the City. Road, rail, and trail corridors provide circulation to, from, within, and through the City of Atlanta for the movement of people and goods. Safe and efficient transportation infrastructure is key to the continuing growth of the hospitality and logistics industry clusters targeted in the City's New Century Economic Development Plan for strong employment growth.

Development patterns have created a mismatch between transportation and land use, leaving underutilized facility capacity in some parts of the system and creating traffic congestion where land use intensity has outpaced the transportation system in others. The City of Atlanta embraces two interrelated principles for improving the integration between transportation and land use: focusing transportation investments (especially transit) on links between high density land uses and focusing high density land use in centers and corridors with transit, pedestrian, and bicycle transportation capacity.

The Transportation Element evaluates the adequacy of system components for serving the multimodal needs of the community throughout the planning period. It frames issues and opportunities for more detailed analysis in the City of Atlanta's initial Comprehensive Transportation Plan (CTP). It begins with an Overview section that looks at the transportation system as a holistic continuum of facilities from those that provide the highest levels of access (sidewalks, parking facilities, local streets) to those that provide the highest levels of mobility (expressways, high speed intercity rail, aviation). Then it continues with sections that examine individual transportation modes and planning considerations, as described below.

1. Road Network

Facilities to accommodate the circulation and storage of vehicles include roads, bridges, traffic control devices (signs, signals, pavement markings), parking decks, surface lots, and on-street parking spaces. This section evaluates level of service for vehicles as the volume to capacity ratio along corridors and controlled delay at intersections. It examines access management techniques such as driveway consolidation on commercial strips and ways to articulate a fine-grained/small-block street grid network for efficient traffic

distribution. It also explores Transportation System Management (TSM) approaches including Intelligent Transportation Systems (ITS) such as variable message signs as well as Transportation Demand Management (TDM) strategies to reduce the proportion of Single Occupant Vehicle (SOV) trips taken. This section discusses the roadway functional classification and truck route assignments made by the City of Atlanta and by the Georgia Department of Transportation.

2. Transportation Modes

A. Bicycle and Pedestrian Facilities

Non-motorized transportation facilities in the form of sidewalks, streetscapes, bike routes, and off-road multiuse trails encourage dynamic street life, promote public health, improve access to transit, lower household transportation costs and energy use, and reduce vehicle miles traveled (VMT). This section reviews the 1992 Greenway Trail Corridor Plan, the 1995 On-Street Bike Route Plan, and the 2004 Plan for a Walkable Atlanta. It examines the inventory data needed to fully develop a pedestrian master plan and explores current and proposed regulations of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) as they pertain to the public right-of-way.

B. Transit

The City of Atlanta recognizes that decreasing congestion and cleaning the air require reorienting settlement patterns toward concentrating growth in centers and along corridors in ways that reduce the need for driving -alone for trips by clustering destinations around transit and fostering retail within walking distance of homes and jobs. Despite multiple operators including MARTA, GRTA X-press, CCT, GCT, and C-Tran serving Atlanta and the airport, the route structure and frequency of local bus service makes transit unattractive for many trips within the City. Regionally transit does not serve many activity centers, though MARTA rapid rail captures a significant share of trips in corridors where it is available.

This section pays particular attention to the nodal place-making efforts of small area planning studies such as those supported by the Livable Centers Initiative (LCI) program and to the City's priority projects including the BeltLine transit greenway, the Peachtree Corridor Streetcar, and a passenger rail network centered on the planned Downtown Multimodal Passenger Terminal as the framework for building a seamlessly integrated transit system. It reviews transit plans prepared by state and regional agencies including MARTA, ARC, GRTA, and GDOT.

C. Passenger Rail

While the section above focused on MARTA rapid rail, the BeltLine, and surface transit opportunities for intra-city circulation, this section explores the potential of passenger rail transportation on the rich network of existing freight rail corridors radiating from Atlanta and the economies of scale that could be derived from sharing the public sector costs of track capacity investments among long-distance intercity rail and regional commuter rail services. It also examines design implications for the Downtown MMPT of the Congressionally-designated Southeast High Speed Rail Corridor that would link Atlanta with frequent service to Charlotte and Jacksonville

3 Community Assessment

3. Parking

Although the City is working to create a more pedestrian-oriented environment and encourage alternative modes of transit, parking remains an essential element of an economically vibrant area. The City of Atlanta currently provides for off-street parking permits, temporary parking permits, and review of the consistency of parking facilities with code requirements as part of development review for compliance with the City's Zoning Ordinance. Even as efforts to support alternatives to Single Occupancy Vehicle (SOV) travel move forward, parking will continue to be a major component of most new development. This section discusses the SPI and QOL parking requirements as well as the parking meter program. It also explores a possible parking authority.

4. Railroads, Trucking and Airports

A. Railroads

This section looks at the movement of freight by both trucks and trains within and through the City of Atlanta and considers the ARC Regional Freight Mobility Study underway in 2007 as well as the SRTA proposal for Truck-Only Toll lanes and the GDOT/CSX capacity study. It provides additional detail on air cargo facilities at H-JAIA and future expansion needs.

B. Airport

This section reviews the Hartsfield-Jackson Development Program (H-JDP) which grew from the airport Master Plan completed in 2000 to meet passenger and cargo aviation needs through 2020. It also explores airport ground transportation needs including transit access to the new I-75 side Maynard H. Jackson International Terminal ticketing and baggage claim area at Concourse E. Additional elements of the H-JDP include the fifth runway completed in 2006, the CONRAC Consolidated Rental-car Agency Facility under construction west of I-85 with a new non-sterile Automated People Mover (APM) connection to the main domestic terminal, remodeling of the Central Passenger Terminal Complex, airfield improvements, and a potential new domestic South Passenger Complex.

5. Transportation and Land Use

6. Transportation Planning

A. Planning and Implementation of Transportation Projects

Transportation projects follow discrete steps of concept refinement, agency coordination, environmental clearance, detailed design, ROW plan certification, and ROW acquisition prior to start of construction. The transition from "planning" to "implementation" involves the iterative process of completing sufficient design to make accurate cost estimates in order to request and "program" funds. This section describes the roles and responsibilities of City departments and partner agencies in the transportation project lifecycle.

B. Funding Transportation Projects

This section analyzes existing and potential sources of funding for transportation system investments at the local, regional, state, and federal levels. It explores innovative public-private partnership financing techniques and outlines the appropriateness of each possible funding category for capital costs of constructing various project types and meeting ongoing operating and maintenance needs.

C. Equity, Efficiency, and Environmental Quality

With more than 20% of City of Atlanta residents living below the poverty line, affordable transportation options including the ability for households to reduce their vehicle ownership cost burden while reaching job opportunities are paramount. This section outlines concerns for economic justice and sustainability that inform the City's commitment to development of mobility alternatives that reduce the household dependence on the car and reducing emissions that lead to poor air quality. It also examines the effects of polluted runoff from transportation-related pervious surfaces on the watershed system.

D. City of Atlanta Comprehensive Transportation Plan (CTP)

The Comprehensive Transportation Plan (CTP), also known as the Connect Atlanta Plan, will create a vision and implementation plan to address the City's 21st century transportation needs of a growing population and densification of residential and commercial development as well as increasing employment.

Road Network

Introduction

Cars, trucks, taxis, vans, transit buses and high occupancy vehicles share the network of roads, bridges and traffic control devices. The City of Atlanta's mature street system has a well-established grid network that facilitates access, supports mobility, and mitigates peak-hour congestion by providing multiple route choices. Articulating this grid network in newly developing parts of the City is fundamental to avoiding suburban-style gridlock on overloaded arterial roads. Even as efforts to support alternatives to Single Occupancy Vehicle (SOV) travel move forward, parking will continue to be a major component of most new development. An urban response to the Region's expected 50% growth over the next 25 years to 2030 is shaped by three key strategies with regard to the road network: leverage development to minimize SOV mode share, optimize the existing network, and extend the street grid.

Transportation System Management (TSM) is a set of tools used by the City and its transportation planning partners to optimize safety and efficiency through traffic flow improvements without adding roadway through-lanes. Transportation Demand Management (TDM) is a set of tools used to encourage use of means other than driving alone, especially by commuters to major employment centers. Ironically, large amounts of parking are required for an activity center to reach a level of development density sufficient to support high quality transit.

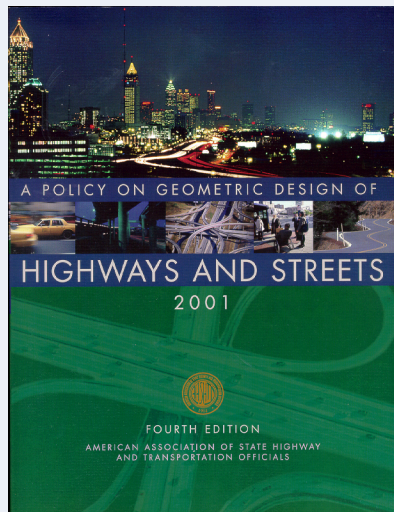
3 Community Assessment

“Intelligent Transportation System” (ITS) technology applications include installing communications fiber along a travel corridor in conjunction with signal upgrade projects to enhance traffic flow. ITS corridor projects present the City an important opportunity for coordination with MARTA to provide signal priority for bus routes on arterials.

1. Roadway System and Jurisdictional Responsibilities

There are approximately 1,500 miles of surface streets and more than 900 signalized intersections. The Manual of Uniform Traffic Control Devices (MUTCD), a key publication of the Federal Highway Administration (FHWA) last updated in 2003, sets national standards for the application of traffic signals, regulatory and warning signs, changeable electronic message signs, and pavement markings.

The FHWA in cooperation with a task force of the American Association of State Highway and Transportation Officials (AASHTO) produces A Policy on Geometric Design of Highways and Streets, also known as the “AASHTO Green Book” addressing features such as sight distance, access management, operating speed, and intersection design that seek to provide positive guidance for drivers through roadway design (The skyline of Atlanta is featured on the cover of the latest (2001) edition of the AASHTO Green Book).



The Department of Public Works (DPW) is responsible for construction and maintenance of roads and rights-of-way, operation of the street system, including the installation and maintenance of roadway lighting, traffic signals, traffic signs, pedestrian crossings and pavement markings. Atlanta’s roadway system is under the control of the City, with the exception of State Routes and all railroad bridges, which are controlled and maintained by GDOT (see Table 3.90 ‘National Highway System and State Routes in the City of Atlanta’)

Table 3.90 National Highway System and State Routes in the City of Atlanta

Street Name	US Highway	State Route	From (N/E)	To (S/W)
Metropolitan Pkwy	US 19, 41	SR 3	Northside Dr	City Limits (South)
Northside Dr	US 19, 41	SR 3	14th St	DL Hollowell Pkwy
Northside Dr	US 19, 41, 78, 278	SR 3, 8	DL Hollowell Pkwy	North Ave
Northside Dr	US 19, 29, 41	SR 3, 8	North Ave	Metropolitan Pkwy
DL Hollowell Pkwy	US 78, 278	SR 8	Northside Dr	City Limits (West)
North Ave	US 29, 78, 278	SR 8	Piedmont Ave	Northside Dr
Piedmont Ave	US 29, 78, 278	SR 8	Ponce de Leon Ave	North Ave
Juniper St	US 29, 78, 278	SR 8	Ponce de Leon Ave	North Ave

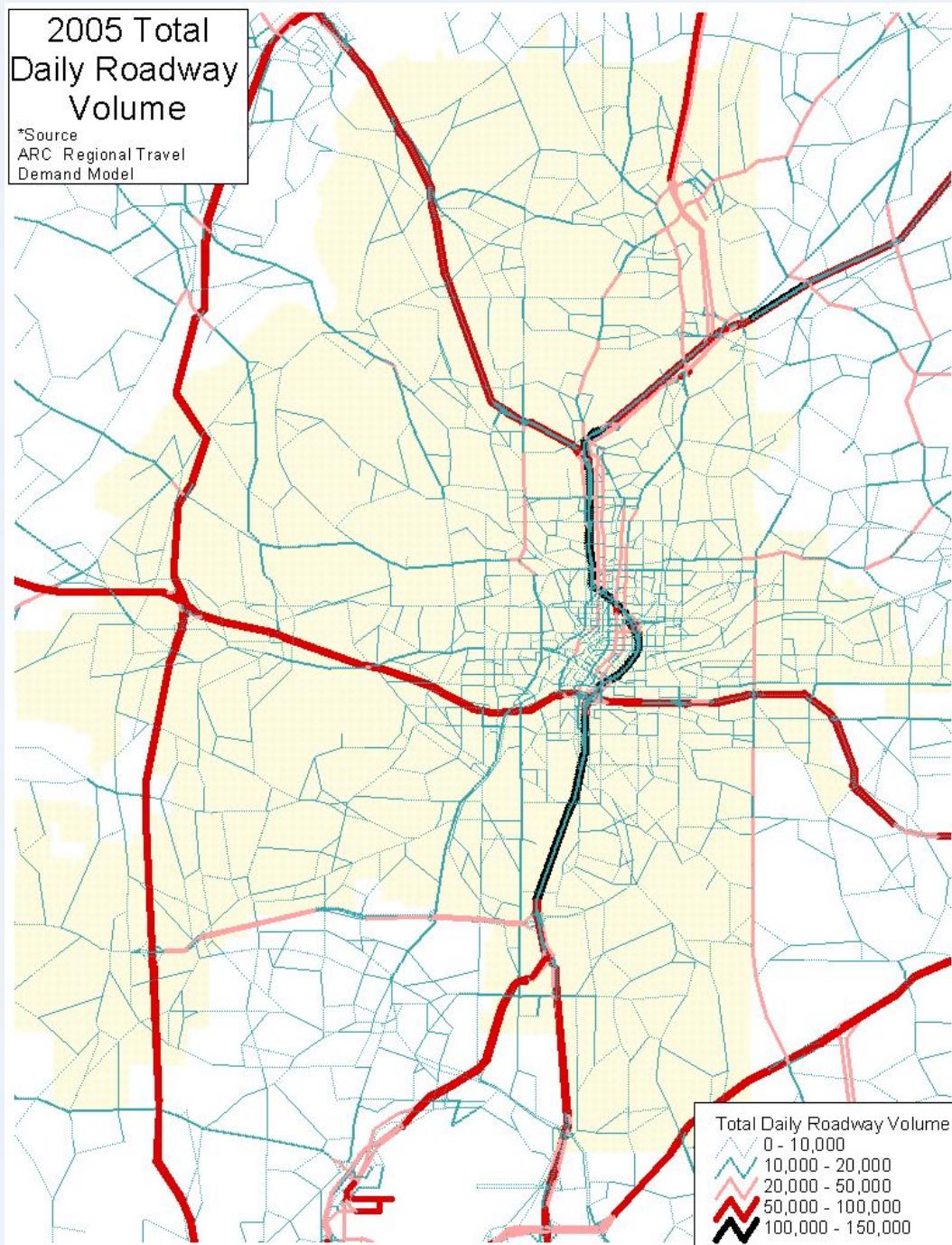
Street Name	US Highway	State Route	From (N/E)	To (S/W)
Ponce de Leon Ave	US 29, 78, 278	SR 8	Freedom Pkwy	Juniper St
Ponce de Leon Ave	US 29, 78, 278	SR 8, 10	Moreland Ave	Freedom Pkwy
Ponce de Leon Ave	US 23, 29, 78, 278	SR 8, 10	East Lake Rd	Moreland Ave
Ponce de Leon Ave	US 23, 29, 78	SR 8	City Limits (East)	East Lake Rd
E Lake Rd	US 278	SR 10	College Ave/City Limits (East)	Ponce de Leon Ave
Freedom Pkwy		SR 10	Ponce de Leon Ave	I-75/85
14th St	US 19	SR 9	W Peachtree St	Northside Dr [END SR 9]
Spring St	US 19	SR 9	Peachtree St (Pershing Point)	14th St
W Peachtree St	US 19	SR 9	Peachtree St (Pershing Point)	14th St
Peachtree St	US 19	SR 9	26th St	W Peachtree St
Peachtree Rd	US 19	SR 9	Roswell Rd	26th St
Peachtree Rd		SR 141	City Limits (North)	Roswell Rd [END SR 141]
Buckhead Loop		SR 141 Conn	Peachtree Rd	Piedmont Rd
Lee St	US 29	SR (14), 139	Langford Pkwy	City Limits (South)
Lee St	US 29	SR (14), 139, 154	White St	Langford Pkwy
W Whitehall St	US 29	SR (14), 139, 154	RDA Blvd	White St
W Whitehall St	US 29	SR (14), 154	I-20/Lee St	RDA Blvd
RDA Blvd		SR 139	W Whitehall St	MLK Jr. Dr
MLK Jr. Dr		SR 139	RDA Blvd	FIB/City Limits (West) [END SR 139]
FIB		SR 70	DL Hollowell Pkwy [END SR 70]	City Limits (West)
Langford Pkwy		SR 154, 166	Lee St	City Limits (West)
Langford Pkwy		SR 166	I-75/85 at Lakewood Ave	Lee St
Peters St		SR (14), 154	Spring St	I-20/W Whitehall St
Trinity Ave		SR (14), 154	Memorial Dr	Spring St

3 Community Assessment

Street Name	US Highway	State Route	From (N/E)	To (S/W)
Memorial Dr		SR (14), 154	City Limits (East)	Trinity Ave
Buford Hwy		SR 13	City Limits (North)	Peachtree/W Peachtree [END SR 13]
Moreland Ave	US 23	SR 42	Ponce de Leon Ave	City Limits (South)
Briarcliff Rd		SR 42	City Limits (North)	Ponce de Leon Ave
E Freedom Pkwy		SR 42 Conn	Moreland Ave	Freedom Pkwy
HE Holmes Dr		SR 280	DL Hollowell Pkwy	MLK Jr. Dr
James Jackson Pkwy		SR 280	City Limits/Chattahoochee	DL Hollowell Pkwy
Jonesboro Rd		SR 54	McDonough Blvd	City Limits (South)
McDonough Blvd		SR 42 Spur	Moreland Ave	Jonesboro Rd
McDonough Blvd		SR 54	Jonesboro Rd	University Ave/Hank Aaron Dr
University Ave		SR 54	McDonough Blvd/Hank Aaron Dr	I-75/85
Sawtell Ave		SR 54 Conn	McDonough Blvd	Jonesboro Rd
Lindbergh Dr		SR 236	Cheshire Bridge Rd	Peachtree Rd
LaVista Rd		SR 236	City Limits (East)	Cheshire Bridge Rd
Piedmont Rd		SR 237	Roswell Rd	Cheshire Bridge Rd/Piedmont Cir
Glenwood Ave		SR 260	City Limits (East)	Boulevard/I-20

Roadway Volumes and Levels of Service

The following map indicates the volume of automobile traffic on each of the City's roadways classified as "collector" and above (see Map 3.20 'Total Daily Roadway Volume'). The data on which the maps are based are output from the Atlanta Regional Commission's regional travel demand model, not actual traffic counts.



Map 3.20 Total Daily Roadway Volume

Map 3.21 City of Atlanta Congestion

The maps depict current (2005) and future (2030) automobile traffic roadway levels of service (LOS) (See Map 3.21 'City of Atlanta Congestion'). LOS indicates the level of traffic volume on a particular roadway as compared to its capacity. Capacity is measured in terms of the number of travel lanes provided on a particular roadway segment.

Roadway Level of Service is defined in another "green book," the Highway Capacity Manual, produced by the Transportation Research Board (TRB) of the National Academy of Sciences, through the National Cooperative Highway Research Program (NCHRP), most recently in 2000 (HCM 2000). Generally LOS-F means a V/C ratio greater than 1.0 i.e. with demand volume in excess of facility capacity.

Functional Classification

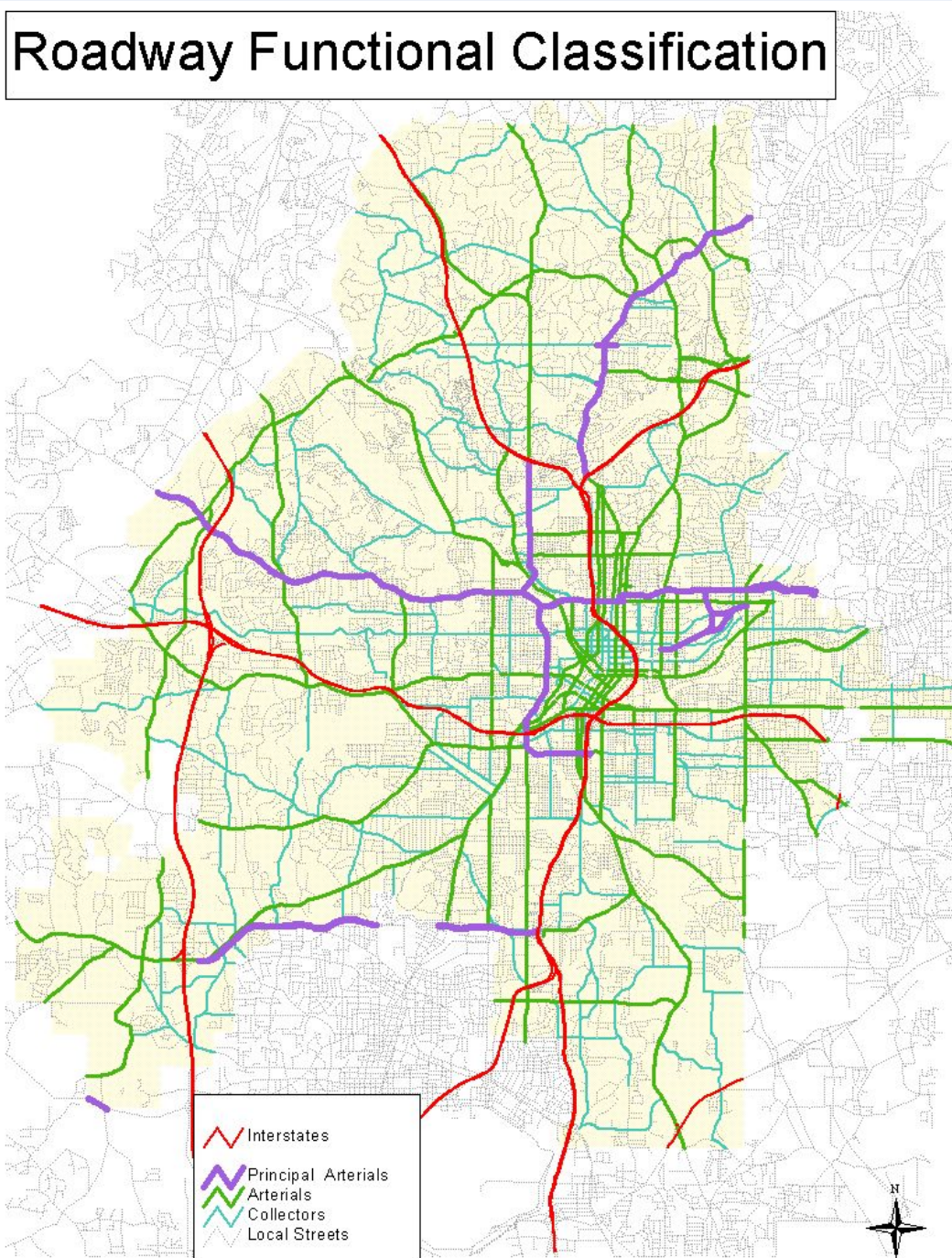
Differences in function between routes classified as arterial, collector, or local street can be used in transportation planning to prioritize capital projects and also in development review, such as to determine building setbacks or driveway requirements. Every public road in the United States has a designation in the National Functional Classification (NFC) hierarchy established by FHWA.

- Principal arterials carry long distance, through-travel movements, and serve major trip generators, such as airports or regional retail. Principal arterials are interstates and other expressways, important surface streets within or state routes between large cities.
- Minor arterials still emphasize mobility, but they carry shorter trips, and serve lesser trip generators. Arterials are surface streets of medium importance in large cities.
- Collectors provide more access to property than do the arterials to which they funnel traffic from residential areas. Collectors are the connecting streets in an urban grid.
- Local roads primarily provide land access. Residential streets are local streets.

In addition to the above subcategories, functional class designation makes a further distinction between rural roads and those that lie along or within an urban/urbanized area boundary as defined in Title 23 of the United States Code based on population density. The federal-aid urbanized area boundary for the Atlanta Region is adjusted subsequent to each decennial census. Up to 35% of statewide road mileage may have an NFC of collector or higher that makes a road eligible for federal-aid, usually under the Surface Transportation Program (STP) as a corridor of regional significance. Urban collectors and arterials can be more densely spaced than rural collectors and arterials.

State DOT's report standardized usage statistics by functional class that figure into national funding allocation formulas. It should be noted that the City of Atlanta intends to reevaluate its current roadway functional class assignments and system in mid-2006.

See Map 3.22 'City of Atlanta Roadway Functional Classification' depicting the functional classification of each roadway within the City of Atlanta .



Map 3.22 City of Atlanta Roadway Functional Classification

2. Bridges

Atlanta has 450 bridges and viaducts. The City maintains one-third of them and GDOT the rest. GDOT regularly inspects all bridges, including those on local streets and MARTA bridges. The biannual bridge inspection report identifies necessary weight restrictions and notes compliance with required posting of height limitation information. Responsibility for posting signs and maintaining structures lies with the owning jurisdiction. Minimum load bearing capacity for bridges on MARTA and school bus routes is 10 tons. The State takes the lead role in management of all bridge projects located on state routes and railroad crossings.

Downtown Railroad Viaducts have been prioritized to ensure clearance for double-stack freight trains as a capacity enhancement in support of the commuter rail program. The Courtland Street viaduct replacement presents an opportunity to add a western concourse to the Georgia State MARTA station that was identified in the 2004 CDP.I

Table 3.91 Downtown Atlanta Railroad Viaducts

Location ID	Location	Replacement Schedule	Limit
09158M-000.20N	P'tree St over CSX RR & MARTA East Line	Reconstruction in 2006	N/A
09161M-000.34E	Mitchell St over Southern RR	Reconstruction in 2007	3 tons
09007M-002.60N	Courtland St over Decatur St, CSX RR & MARTA East Line	Reconstruction in 2008	15 tons
09073M-000.95N	Spring St over Southern RR & Parking Lot	Reconstruction in 2008	13 tons

Table 3.92 Weight Restricted Bridges

Location ID	Location	Substructure	Superstructure	Deck	Limit
09161M-000.34E	Mitchell St over Southern RR	A: Immediate	A: Immediate	A: Immediate	3 tons
09054M-002.85N	Fairburn Rd over CSX RR	A: Immediate	A: Immediate	A: Immediate	4 tons
09134M-003.25E	MLK Jr Dr over Parking Lot	A: Immediate	A: Immediate	A: Immediate	13 tons
02509X-000.06E	Lakemoore Dr over Nancy Creek Tributary	D: No Action	D: No Action	D: No Action	15 tons
02499X-000.16E	Mtn Way Rd over Nancy Creek Tributary	D: No Action	B: Schedule	D: No Action	17 tons

Table 3.93 Maintenance Priorities for Locally Owned Bridges

Location ID	Location	Substructure	Superstructure	Deck
09003M-003.73N	Marietta Blvd over Southern & CSX RR	C: Monitor	B: Schedule	A: Immediate
09003M-004.38N	Marietta Blvd over Spur RR Track	B: Schedule	B: Schedule	A: Immediate
09035M-000.01E	Paces Ferry Rd over Chattahoochee River	A: Immediate	A: Immediate	A: Immediate

3 Community Assessment

Location ID	Location	Substructure	Superstructure	Deck
09073M-000.60N	Techwood Dr over Southern RR & M-9161	B: Schedule	A: Immediate	A: Immediate
09085M-003.11N	Browns Mill Rd over South River	D: No Action	A: Immediate	C: Monitor
09095M-001.34E	Virginia Ave over Flint River	A: Immediate	D: No Action	D: No Action
09124M-004.60N	Whitehall St over Spring St	B: Schedule	A: Immediate	A: Immediate
09134M-002.92E	MLK Jr Dr over Southern RR & Mangum St	A: Immediate	A: Immediate	A: Immediate
09161M-000.25E	Mitchell St over Abandoned RR	A: Immediate	A: Immediate	A: Immediate
09184M-001.42E	Edgewood Ave over NE Belt Line	A: Immediate	A: Immediate	A: Immediate
09205M-000.10E	Collier Rd over Peachtree Creek Tributary	B: Schedule	A: Immediate	D: No Action
09243M-001.04N	Powers Ferry Rd over Nancy Creek	D: No Action	A: Immediate	C: Monitor
09244M-001.80N	Wieuca Rd over Nancy Creek	D: No Action	C: Monitor	A: Immediate
00647X-000.02E	Park Dr over NE Belt Line	A: Immediate	D: No Action	B: Schedule
00716X-000.92S	Marietta Blvd over CSX RR Spur	B: Schedule	D: No Action	A: Immediate
00747X-000-10S	Kerry Cir over Proctor Creek	A: Immediate	D: No Action	D: No Action
02044X-000.40S	Pryor St over CSX RR	D: No Action	A: Immediate	C: Monitor
02992X-000.66S	Adams Dr over South Utoy Creek	A: Immediate	B: Schedule	D: No Action

The following bridges are closed to vehicular traffic:

- Bankhead Ave. over CSX and Southern RR (closed since 1993)
- Nelson St. over Southern RR and Parking Lot (closed since 1993)

Both of the above bridges have been identified in adopted plans as connections in a network of bicycle and pedestrian facilities. The Bankhead Avenue bridge would link Georgia Tech and Midtown west to the BeltLine. The Castleberry Hill Neighborhood Master Plan seeks to preserve the Nelson Street bridge that passes between wings of the historic Norfolk-Southern building downtown (a potential condo conversion) as a non-motorized facility and it could also serve as a possible streetcar link between the western side of the MMPT and the Trinity Street government district.

Transportation Modes

1. Bicycle Transportation

An inviting environment for non-motorized travel along transportation corridors and on fine-grained blocks in mixed-use nodes is essential to providing land access at the origin and destination ends of every trip. It is the hallmark of a connected urban fabric and it is fundamental to reducing growth in vehicle miles traveled (VMT). A robust non-motorized transportation network in tandem with additional open space can enhance community life, improve public health, address the current obesity epidemic, improve air quality, lower household transportation costs, stimulate economic development, and reduce vehicle miles traveled.

Trails

The City of Atlanta Greenway Trail Corridor Plan was developed through a Citywide, volunteer-sponsored, public participation process in 1991-92. The purpose of the Plan was to evaluate and identify future locations for parks and multi-use trails. The City and the PATH Foundation published the final plan in October 1992 (see Map 3.23 'Parks Open Space and Greenway Plan') .

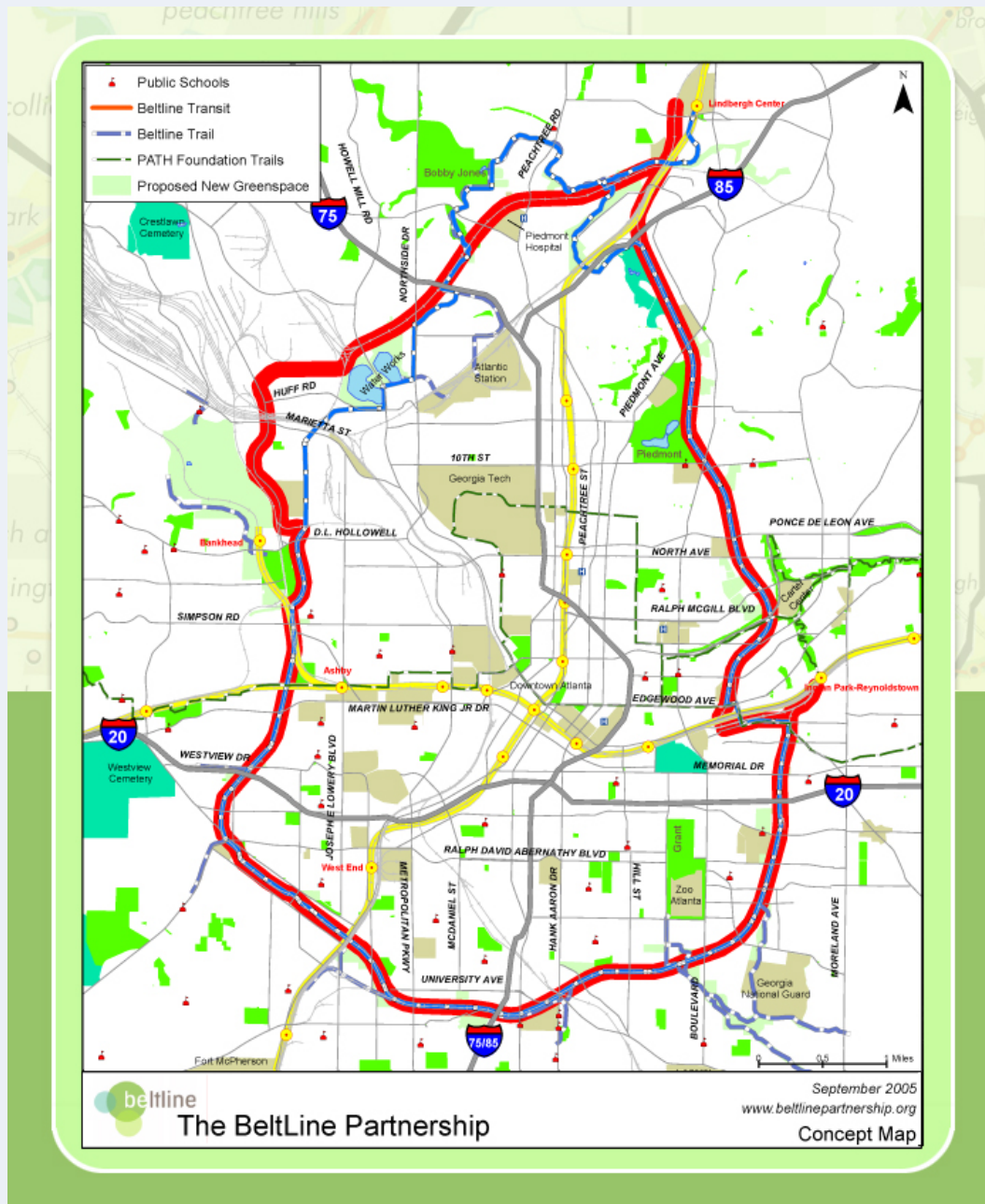
The Greenway Trail Corridor Plan became part of the larger Atlanta Parks, Open Space, and Greenways Plan in 1993 and implementation has continued jointly with the PATH Foundation. The Path Foundation has been building Greenways Trails throughout the City of Atlanta and the rest of the Atlanta Region since the early 1990s. The three mile trail around Chastain park, the Freedom Park trail that connects to its Stone Mountain Trail, the Northwest Atlanta and Peachtree Battle Trail, the West Side and the Lionel Hampton trail total 15 miles of trails. Path Foundation has an additional 18 miles under development.

Map 3.23 Parks Open Space and Greenway Plan

The 1993 Greenway Plan anticipated the trails and transit elements of the Atlanta BeltLine with a two-phased “Cultural Ring” described in its narrative and project lists. The first phase imagined tourist-oriented transit along a tighter loop of two rail-trails: the Piedmont Trail on the NE BeltLine and the Arts District Trail, which combined the NW BeltLine with the Marietta Street rail corridor, where several active freight rail lines run together. A second phase added transit to the SE and SW BeltLine corridors alongside the envisioned Grant Park and West End Trails for a transit greenway loop all around the historic railroad Circle Line.

This concept of a Cultural Ring loop concept with transit supportive land use and pedestrian-oriented urban design trails has been further refined in the BeltLine Transit Greenway concept. The approval of the BeltLine Tax Allocation District Number, in 2005, provides funding with property taxes collected 2006 through 2030 for the construction of multi-use trails, transit, parks, and other amenities (see Map 3.24 ‘Beltline Concept Map’)

3 Community Assessment



Map 3.24 Beltline Concept Map

Map 3.25 On Street Bike Plan

On-Street Bike Plan

The Atlanta Commuter On-Street Bike Plan seeks to develop a safe transportation network geared toward moving commuter cyclists through the City. It was developed in 1995 by the Bureau of Planning and the Mayor's Bicycle Planning Committee, which included representatives from local bicycle organizations, NPU's, the Department of Public Works, the Georgia DOT, the PATH Foundation, and the Atlanta Regional Commission (See Map 3.25 'On Street Bike Plan').

The Commuter On-Street Bike Plan calls for designated bicycle routes including bike lanes, bike shoulders, wide curb lanes, and shared travel lanes to be installed on existing streets, some of which may require widening the road right-of-way. Currently, there are approximately 11 miles of on street bike lanes.

Table 3.94 On Street Bicycle Lanes

Street Name	Street limit	Miles	Project Name	Comments
Peachtree Circle	fr Peachtree St to Fifteenth St	0.7	Ansley Park	Existing bike lane in place
Collier Drive	fr Bolton Rd to Hightower Rd	2.5	Collier Drive	Existing bike lane (varies from 2 to 4 ft)
Fifth Street	fr Argonne Ave to Fowler St	0.9	Downtown Loop	Sections already designated as Bike lanes
Edgewood Avenue	fr Krog St to Euclid Ave	0.2	Edgewood/McClendon	Existing 5 ft bike lane
Habersham Road	fr W. Paces Ferry to Peachtree Battle Ave	1.6	Habersham Road	Existing 4 ft bike lane
Paces Ferry Road	fr Chattahoochee River to West Paces Ferry	1.6	Paces Ferry Road	Existing 2 to 5 ft bike lane
Peachtree Battle Drive	fr Peachtree St to Moores Mill Rd	3.2	Peachtree Battle Avenue	Existing bike lane from Peachtree Rd. to Dellwood Dr.

The 1995 Plan also identifies policies, implementation strategies, design standards, and other related bicycle information. Preliminary design work including recommendations for alternative routings to maintain continuity where proposed links may be found unfeasible was completed in 2005.

The City supports bicycle advocacy organizations such as the Atlanta Bicycle Campaign, Sopo Bicycle Cooperative, and Georgia Bikes! that promote coordinated planning and safety awareness.

Bikes on Transit

Bicycles are welcome on all MARTA trains at all times. MARTA is the nation's largest transit agency that has a universal bicycle access policy. Bicycle racks are provided on all MARTA, Clayton County C-Tran, Cobb Community Transit, and Gwinnett County Transit buses. Bike racks are not provided on GRTA's over-the-road X-press coaches, which makes it difficult for City residents to use the reverse commute routes that take passengers to remote park-and-ride lots beyond walking distance of employment opportunities.

2. Pedestrian Transportation

The City of Atlanta has an extensive sidewalk network. Connected, continuous, and accessible sidewalks with fully functional crosswalks can enhance both walking and transit use as viable transportation options. Pedestrian friendly amenities include wide sidewalks, street trees, wayfinding signage, paving material, benches, waste receptacles, pedestrian lighting as well as shelter at transit stops and retail opportunities. Standards in many districts of the zoning code address building and entryway orientation to the street and require pedestrian improvements with all new residential and commercial construction projects. The City of Atlanta staff works closely with pedestrian advocacy organizations including PEDS.

Following the approval of the 1994 capital improvements bond, in 1996 the City developed a program for the construction of 140 miles of new sidewalks to address pedestrian safety hazards and to provide connectivity to activities and transportation facilities. In November of 2000, the voters of the City of Atlanta approved a referendum for a five-year \$150 million “Quality of Life Improvements” General Obligation Bond program providing funds to implement almost 1,000 sidewalk, streetscape, crosswalk, activity center, and traffic calming projects, intersection improvements, and public plazas and greenspace.

Plan for a Walkable Atlanta

In January 2004, Mayor Shirley Franklin appointed 12 community stakeholders to the Walkable Atlanta Task Force, charging members with developing:

1. A clearly articulated vision of what Atlanta will look and feel like when it is a “walkable city” – and the benefits that residents, commuters, visitors and businesses will receive from a more walkable city.
2. A comprehensive set of policy recommendations dealing with street design, street safety, sidewalk design and sidewalk maintenance.
3. Implementation strategies including funding, and a suggested timetable.
4. A set of measurements that can be used to gauge progress toward making Atlanta a walkable city.

The *Plan for a Walkable Atlanta* released on September 14, 2004 presented more than 50 strategies framed around the following vision:

In Atlanta, walking is a natural part of a vibrant community life that encourages active living and enhances the City’s appeal to residents, businesses and visitors. The pedestrian infrastructure is seamlessly integrated into the transportation system, and the walking experience is inviting, enriching and safe.

Highlighted from the list of strategies were “Long-Term Priority” strategies as well as short-term “Big Wins” for reaching the following five key goals:

1. Adopt transportation principles, street design guidelines and measurement tools that encourage walking, cycling and use of public transit, to reduce traffic.
2. Eliminate procedural barriers to a walkable environment by providing adequate staffing, facilitating collaboration among City departments and implementing objective and equitable systems for prioritizing projects.

3 Community Assessment

3. Eliminate physical barriers to a walkable environment by building and maintaining a functional and aesthetically pleasing pedestrian infrastructure.
4. Strengthen and enforce traffic laws that protect pedestrians.
5. Improve the relationship between the pedestrian and the built environment by implementing new zoning, enforcing existing guidelines and encouraging development that provides walkable destinations.

The Plan for a Walkable Atlanta echoes many of the same recommendations provided in 1997 by the Atlanta-Fulton Pedestrian Safety Task Force:

- (2004) Discontinue use of automobile-only level of service measures in centers
- (1997) Expand the Level of Service system beyond motor vehicles
- (2004) Develop a city-wide pedestrian master plan
- (1997) Develop a Pedestrian Master Plan
- (2004) Establish a proactive system for monitoring and repairing sidewalks
- (1997) Establish a sidewalk maintenance tracking system
- (2004) Ensure that police officers enforce crosswalk laws and speed limits
- (1997) Prioritize traffic safety in community policing
- (2004) Rezone C1, C2, C3 and RG along corridors to NC, MRC and MR districts
- (1997) Change codes to require sidewalks and streetscapes and encourage walking with pedestrian scale land use

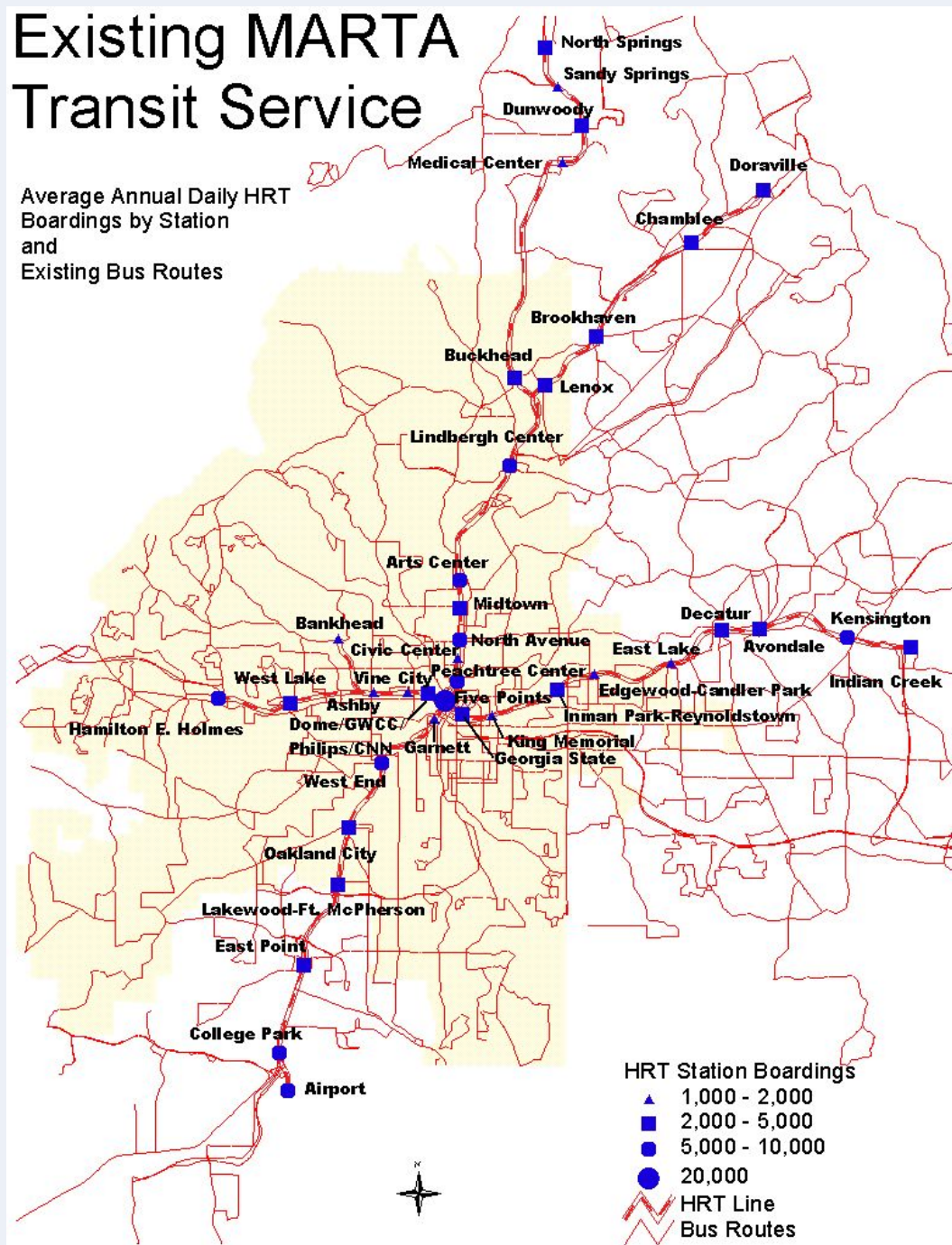
3. Public Transportation

The Metropolitan Atlanta Rapid Transit Authority (MARTA), the 9th largest transit system in the country, operates 556 buses on 118 local routes totaling 986 route miles, 110 Lift Vans for paratransit and small bus routes, and 338 rail cars between the 38 stations of a 48-mile heavy rail transit (HRT) a.k.a. rapid rail network (See Map 3.26 'MARTA Rail Stations') Created by an act of the General Assembly in 1965 and funded with a 1% sales tax following a 1971 referendum successful in the City of Atlanta, Fulton and DeKalb Counties, MARTA celebrated 25 years of rapid rail service on June 30, 2004.

The MARTA rail rapid transit system has stations that directly serve many of the region's largest trip attractors, such as events at the Georgia World Congress Center complex with Philips Arena and the Georgia Dome, jobs and flights at Hartsfield-Jackson Airport, and the major employment/activity centers Buckhead, Midtown, and Downtown. MARTA achieved its daily record of 1.3 million passengers on August 2 during the 1996 Centennial Olympic Games. In 2006, MARTA had an average of 451,064 weekday riders and over 138 million riders for the year. MARTA bus and rail provides approximately 450,000 unlinked (i.e. one-way) trips and takes as many as 200,000 cars off the roads each day. Fortunately, its trunk line design capacity has the capability to multiply that patronage number many times. Transit-oriented development around stations and system expansion are effective means to boost ridership figures.

Existing MARTA Transit Service

Average Annual Daily HRT
Boardings by Station
and
Existing Bus Routes



Map 3.26 MARTA Rail Stations

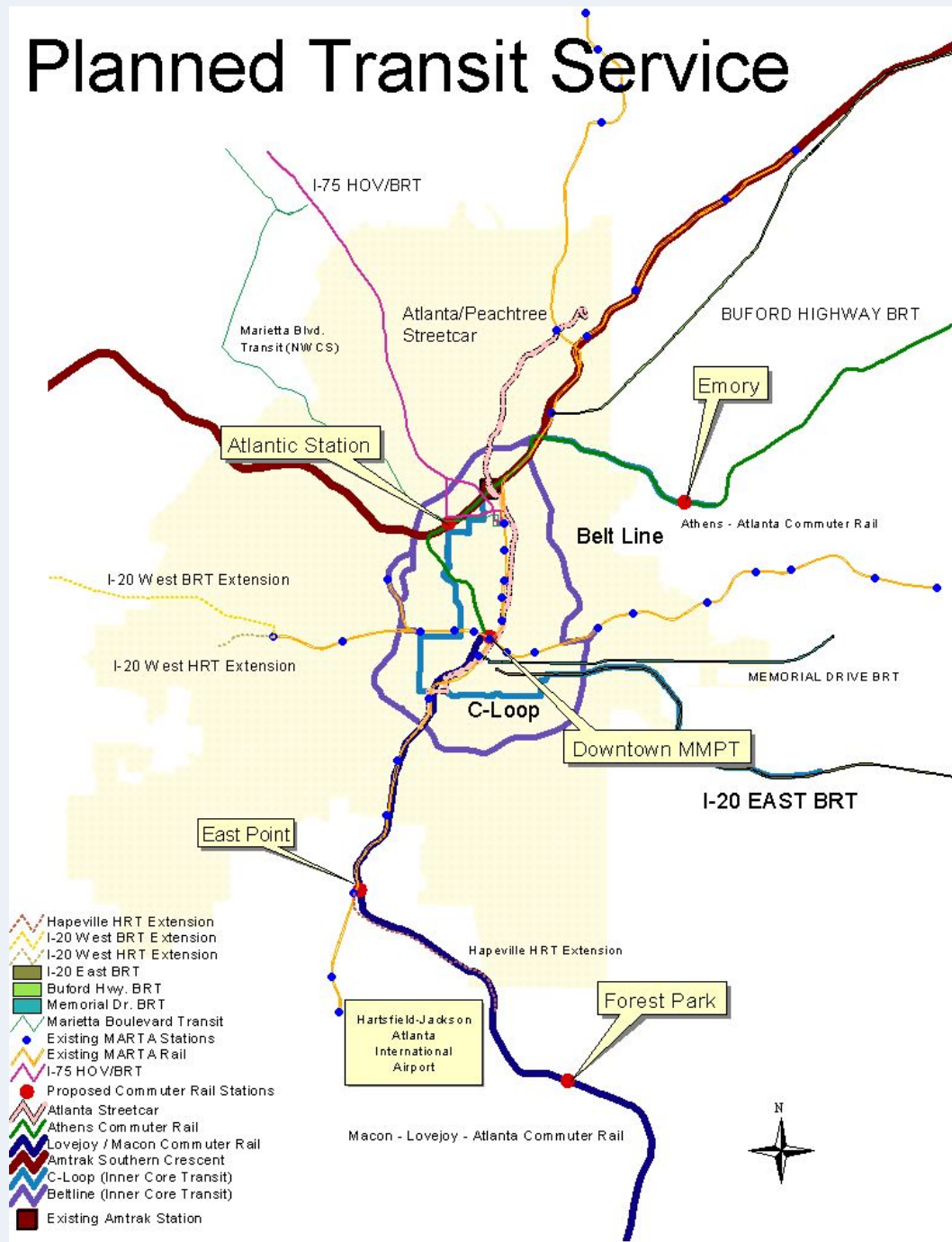
3 Community Assessment

MARTA, the backbone of the regional transit system, represents a \$4 billion public investment net present value (\$8 billion replacement cost). MARTA is the only transit agency in the US that does not receive funding from state government. MARTA's two largest revenue sources are sales tax and fare Revenue. The two combined make up 86% or \$434 million of total revenue. Sales tax provides 67% of MARTA's total revenue and fare revenue provides 20% of the total. The reliance on sales tax results in a revenue stream that fluctuates with the economy. Sales tax revenue declined in 2002-2004. As a result, MARTA cut back services. Since the end of 2004, sale tax revenue has been increasing. In the Spring of 2006, Dekalb County and the City of Atlanta approved extending the 1% sales tax. As authorized by the MARTA Law, a full one percent sales tax has been extended to 2047 with all three jurisdictions (Atlanta and Dekalb and Fulton Counties) having ratified the 12th amendment to the Rapid Transit Contract and Assistance Agreement (RTCAA) in Spring 2007. This agreement extends the full 1% sales tax until 2047 and ½% until 2056. Just as importantly this piece of legislation adds 4 key future planning components - the Beltline, Lindbergh to Emory (Central DeKalb Branch/C-Loop), I-20 East/South DeKalb BRT (Downtown to Mall at StoneCrest) and the West Line (BRT from HE Holmes to FIB and HRT from HE Holmes to I-285 and MLK) to the Referendum System/Engineering Report.

To meet future travel demand, several planning studies have been undertaken by MARTA to identify future expansion in key corridors (See Map 3.27 'Planned Transit Service') . Studies in the City of Atlanta include:

- West Line Corridor
- I-20 East Corridor Study
- BeltLine Corridor Study
- C-Loop Corridor Study

Planned Transit Service



Map 3.27 Planned Transit Service

Infill MARTA Stations

3 Community Assessment

The modern “rail rapid transit” generation of heavy rail transit systems in Atlanta, Toronto, Miami, Washington, and the San Francisco Bay Area combine the direct access to dense employment centers traditionally provided by urban “metro” subways with the higher speeds, longer distances between stations, and park-and-ride features of suburban commuter rail. This compromise system design supports intense nodal development in rail-served activity centers, but the length of gaps between stations causes discontinuities in the urban fabric. Expansion of transit system access through line extensions to suburban destinations have reinforced the commuter orientation of rapid transit systems constructed in the late 20th century.

As they mature and as their central cities revitalize, two of the rail rapid transit systems comparable to MARTA have already turned to also adding “infill” stations between existing stations on operating lines to expand access. After initial system construction in the 1960’s Bay Area Rapid Transit (BART) built its first infill station in the 1980’s at Montgomery, in an emerging quarter of downtown San Francisco. BART has studies underway for infill stations on several of its rapid transit lines. In September 2004, the Washington Metropolitan Area Transit Authority (WMATA) opened its first infill station at New York Ave. on the Metro Red Line at its intersection with the Metropolitan Branch Trail bicycle and pedestrian greenway, between DC’s Union Station and the Rhode Island Ave. Station.

While their ridership is far lower than that of MARTA’s, other transit services also serve the City of Atlanta. Cobb Community Transit (CCT), Gwinnett County Transit (GCT), and GRTA Xpress provide commuter bus service. Clayton County Transit (C-Tran) serves the airport. As a result of the Region’s population growth, increased traffic congestion, and added service frequency, patronage has risen over the past couple of years. Continued increases in ridership are expected. Atlanta is also served by numerous shuttle services. Typically, they are privately funded and serve specialty service areas and riders. Examples include the Tech Trolley, The Buc, and the “Free Ride” linking MARTA Arts Center and Atlantic Station.

Transit Planning

Combined monetary and travel time costs often make driving more attractive to those travelers with a choice between driving and taking transit. For some, transit is the only option available, but for many people and places in the region, and for many trip purposes even within the City of Atlanta, transit is no choice at all. Considering this, the City seeks to enhance and expand its network of fixed guide-way and dedicated right-of-way based systems. Transit vehicles – buses – operating in mixed traffic with stops close together are slow and unattractive to users. Inadequate bus service frequency requires a user to rely on a schedule for most MARTA bus routes.

The City of Atlanta’s top transportation priorities – a transit greenway along the BeltLine and a regional network of commuter rail followed by intercity passenger service along existing freight rail corridors, centered on a Multimodal Station located Downtown between Five Points and Philips Arena – do not address all transit needs, but rather they lay the framework for organizing a network of seamless connections across modes and between activity centers of various scales from neighborhood retail node to the Central Business District. Introducing modern streetcar and/or light rail service along a few of City’s major corridors – primarily Peachtree – is also being considered. Introducing bus rapid transit (BRT) service is a means by which to incrementally evolve the City’s transit network towards the use of modern streetcar and light rail technologies - more attractive and effective transit choices.

4. Regional Commuter Rail

The Georgia Department of Transportation released the Metropolitan North Georgia Commuter Rail Plan in 1995, which identified three corridors as Phase One priorities (Senoia, Bremen, and Athens), and three Phase Two priorities (Canton, Gainesville, Madison). Upgrading the rail corridor to Macon via Lovejoy and Griffin emerged as a priority in order to create a trunk line for service to South Georgia and Florida in the 1997 Intercity Rail Plan. The Georgia Rail Passenger Program (GRPP) divided responsibilities for commuter rail among the Georgia Rail Passenger Authority (GRPA-Operations), GDOT (Construction), GRTA (Station Area Planning) coordinated by a Program Management Team (PMT) in a 1999 Interagency Memorandum. The GRPP established rail service linking Atlanta to Athens and Macon (via Griffin) as implementation priorities. Construction of the Lovejoy Commuter rail has been stalled over the past few years by the State Legislature, the GDOT board and funding.

Implementing commuter rail also relies on the construction of the Multi-modal Passenger Terminal (MMPT) in downtown Atlanta. The MMPT is to be situated in an area known as “The Gulch” located immediately to the west of the Five Points MARTA station. The initial phases of the MMPT include a small terminal building, platforms to accommodate initial rail service, underground connections to the Five Points MARTA station, and a small number of bus bays located at street level.

Implementing passenger commuter and intercity rail on corridors shared with freight trains will require not only upgrades to the capacity of those tracks, but also a passenger train technology that meets strict Federal Railroad Administration (FRA) requirements for withstanding a collision. As the commuter rail program was developed through the 1990’s, only locomotives with trailing passenger coaches could meet this requirement. However, FRA-compliant designs of the alternative Diesel Multiple Unit (DMU) transit technology became available in 2003.

The more rapid acceleration characteristics and the more flexible fleet deployment capability offered by DMUs open the opportunity to improve upon the limited peak flow service currently proposed for the commuter rail corridors. One possible application of DMU technology would be a continuous rapid transit alignment providing 3-4 or more trains per hour linking Jackson International Terminal’s Automated People Mover at the Jackson Terminal transportation service center to Atlantic Station and Emory/CDC with connections to MARTA at East Point and Philips Arena, as well as to the BeltLine at Armour and Adair Park/Murphy Crossing.

5. Passenger Rail

Currently there remains only a single intercity passenger rail route with a stop in Atlanta – at the Brookwood Station on Peachtree Street north of Pershing Point – from the rich heritage of train connections that converged on the elegant downtown train stations, the east-west oriented Union Station and the north-south oriented Terminal Station, and which established Atlanta as the transportation hub for the Southeast in the 19th and early 20th centuries. Amtrak trains 19 and 20 provide daily service once each way through Atlanta between New Orleans and New York along the route of the “Southern Crescent.”

3 Community Assessment

Fast passenger trains linking airports and major cities with relatively few stops in between will be a growing component of an interconnected transportation network carrying business and leisure travelers between urban centers. As demonstrated in the Northeast Corridor of the US, rail travel is particularly competitive for medium-haul trips of a few hundred miles that are increasingly uneconomic for airlines to provide. Atlanta is well positioned to resume a central role in a network of high speed and other intercity passenger rail sharing existing corridors with commuter and freight trains.

Investment in the capacity of common carrier railroad lines that now carry freight trains can create economies of scale because different classes of passenger trains – local, regional, express, intercity, and high-speed rail – can share the same corridors through scheduling, unlike roads where separate facilities are needed for each functional class. Investments in existing freight railroad rights-of-way can support passenger trains of up to 79 mph without affecting the equipment used on freight trains sharing the tracks. Upgrading freight rail operations to world-class, real-time signaling and dispatching systems would enable passenger trains to travel safely on a shared network at the much higher speeds that can be achieved by the high-speed Accelerail family of train technologies. Superelevation – raising the track a few inches on the outside of a curve – increases passenger comfort at high-speeds, but can be dangerous for slow-moving freight trains, so one recent engineering approach gets the needed tilt movement from the body of the trains instead of the tracks.

Although, there are no funding programs to support rail infrastructure for intercity passenger service comparable to the federal support available for air traffic and interstates, states have petitioned Congress to designate multi-state High Speed Rail corridors in anticipation of a future dedicated funding program for train routes that promise to relieve growing congestion on highways and airways. High-speed rail corridor designation can help advance projects such as separations of at-grade road crossings and serves to focus public and private rail planning efforts. HSR corridor study efforts have been financed by economic development organizations along each route.

West of Atlantic Station, the Amtrak Crescent train passes through Bremen, Anniston and Birmingham along the Norfolk-Southern (NS) line that has been designated a segment of the Gulf Coast High Speed Rail (GCHSR) Corridor. East through Armour Yard, Amtrak follows part of the South East High Speed Rail (SEHSR) Corridor along the NS line to Gainesville, Greenville, Charlotte and Greensboro. Another part of the SEHSR Corridor follows the NS line to Lovejoy, Griffin, and Macon proposed in the Georgia Rail Passenger Program (GRPP) for both commuter rail and intercity rail to Savannah and Florida. In October 2004, Georgia Rail Consultants released promising passenger projections and cost estimates for scenarios of 2 to 6 daily trains on the SEHSR between Charlotte, NC and Macon, GA.

Notably absent from the trellis of designated High Speed Rail corridors is the spoke northwest from the Atlanta hub toward Chattanooga and Nashville. CSX leases the state-owned Western & Atlantic rail line through Marietta and Cartersville that was the favored alignment for train service through Atlanta between Chicago and Miami considered in the early 1990's. However, the NS line through Austell and Rome offers an alternative route with fewer curves for a high speed rail corridor to the northwest of Atlanta that could serve existing communities instead of bypassing them with construction of a new rail line along a highway.

In the late 1990's the Federal Railroad Administration (FRA) sponsored a multi-city competition to select a project to demonstrate the commercial viability of magnetic levitation, a train technology that travels over 200 mph on an exclusive purpose-built guideway. ARC proposed a maglev project alignment following the I-75 North interstate. The capital cost estimated for the H-JAIA to Chattanooga Airport proposal that was a runner-up in the FRA contest would build all seven trunk lines of the commuter rail program and the first phases of the GRPP's intercity lines.

6. Intercity Bus Service

Greyhound buses connect the City of Atlanta with other cities in Georgia and with surrounding states. Seven bus lines that radiate in all directions. The main Greyhound bus terminal is located in a temporary facility in Downtown Atlanta that was built in 1996. Greyhound is interested in relocating to a permanent facility at or near the proposed multi-modal station.

Parking

1. Parking

Although the City is working to create a more pedestrian-oriented environment and encourage alternative modes of transit, parking remains an essential element of an economically vibrant area. The City of Atlanta currently provides for off-street parking permits, temporary parking permits, and review of the consistency of parking facilities with code requirements as part of development review for compliance with the City's Zoning Ordinance. Even as efforts to support alternatives to Single Occupancy Vehicle (SOV) travel move forward, parking will continue to be a major component of most new development.

Conventional zoning which covers most of the City's land area prioritizes vehicle storage and circulation to the detriment of the pedestrian environment with parking lots separating buildings from the street and minimum parking standards that require each development to provide the capacity for peak demand internally.

The progressive Special Public Interest (SPI) and Quality of Life Zoning (QOL) districts restore pedestrians to prominence in the public realm along street frontages and mitigate the negative impacts of parking . This is accomplished by moving parking behind street-front buildings or into structures shared among complementary uses to reduce the number of spaces left unused for large parts of the day. The SPI and QOL zoning districts also have the benefit of placing maximum limitations on the number of parking spaces that may be provided for a particular development; a practice preferable to the traditional approach of mandating minimum parking space requirements for an urban setting. Road access and parking availability are tools that can be used to shape quality urban development. Shared parking arrangements between private land owners and parking structures accessible to the public can limit the amount of space devoted to parking that sits empty most of the day.

MARTA Stations in the City of Atlanta that provide park-and-ride lots include West End, Oakland City, and Lakewood on the South Line; Vine City, Ashby, West Lake, and H. E. Holmes on the West Line; Lindbergh and Lenox on the North Line; and Inman Park, Candler Park, and East Lake on the East Line. The Greenbriar

3 Community Assessment

park-and-ride lot also serves as a transfer point between several local and express MARTA bus routes in Southwest Atlanta. MARTA Stations do not provide patron parking in the Buckhead, Midtown, and Downtown business districts, or at the Airport.

In Special Public Interest (SPI) zoning districts 1, 2, and 13 Downtown, there are currently no parking minimum or maximum requirements for commercial development around the Five Points, Arena, Garnett, Georgia State, Peachtree Center, Civic Center, and North Avenue stations. In SPI-20 around Greenbriar Mall (a potential MARTA extension), SPI-11 around the Vine City and Ashby Stations, SPI-16 around the Midtown and Arts Center stations, and SPI-15 at Lindbergh, a parking maximum of 2.5 spaces may be included in a development for every 1,000 square feet of office space.

SPI-12 around the Buckhead and Lenox stations overlays the underlying zoning of each parcel that dictates minimum parking requirements with a parking maximum of 2.75 spaces per 1,000 square feet of office. SPI-7 addresses the Candler Park neighborhood rather than the MARTA station. SPI districts affecting the West End (SPI-21) and King Memorial (SPI-22) station areas were adopted in 2005.

Even in SPI districts, the rules typically require developers in Atlanta to provide one parking space per bedroom in residential developments. By comparison, Portland allows only 6 parking spaces for every 10 residential units. As an incentive to reduce car ownership and to underscore the full cost of parking, San Francisco prohibits multifamily housing from bundling parking spaces with residential units, requiring a separate monthly fee to be charged for each space.

As the core areas of the City develop, parking will become more expensive while the number of surface lots declines and the demand for parking increases. In 2000, the Downtown TMA found approximately 300 parking facilities with 78,000 spaces, of which half are open to the general public, within the area bounded by North Avenue, Boulevard, I-20, and Northside Drive.

The future of parking Downtown is being studied by Central Atlanta Progress (CAP). A Downtown Parking Management Study (TIP project AT-223) is programmed for \$175,000 in FY 2006 with 80% federal funds from the Congestion Mitigation and Air Quality (CMAQ) program matched by 20% from CAP and the TMA. The Downtown Parking Management Study is expected to explore the feasibility of a municipal parking authority that might own and operate shared, public-use parking structures. Municipal parking structures may also be appropriate in neighborhood commercial districts in addition to the core business areas.

The Midtown Alliance addressed policies, location, design, and ratios of parking in structures with the Blueprint Midtown plan completed in 1997. The Midtown Parking and Transit Plan of December 2000 identified 42,000 spaces in structures, another 1,800 on-street parking spaces, and up to 2,000 spaces in accessory parking lots. The plan recommended implementation of on-street parking with meters to stimulate turnover during the day and discourage on-street commuter parking. Demand was forecast to surpass parking supply in Midtown after 2010.

2. Parking Meter Program

On-street parking provides convenient access to business appointments and to street-level retail that enhances the urban environment, but it is generally inappropriate for all-day commuter parking in activity centers. Metered, on street parking is provided in certain retail and commercial areas of the City in order to incentivize turnover of the spaces. This frequent turnover acts to support ground level retail establishments fronting the City commercial corridors and areas.

The Quality of Life Bond program funded the recent installation of several hundred parking meters on streets in commercial and mixed-use areas. Parking meter rates were set at \$2 per hour by the Atlanta City Council, and are payable in coin, citywide. It may be appropriate to consider a differentiated fee schedule that establishes lower parking meter rates on neighborhood commercial streets to support street level retail districts.

While the City recently made a significant investment in its parking meters, continued upgrading of this infrastructure is imperative. The technology selected for Atlanta's current parking meter program does not allow payment by credit card or any medium other than silver money. Regional smart card initiatives present an opportunity to expand on-street parking customer options in the future. MARTA is installing the Breeze Card integrated transit pass system through 2006 and the SRTA is exploring ways that its Cruise Card program can evolve into a consolidated transportation service payment instrument for transit, tolls, and parking.

3. Potential Municipal Parking Authority

A downtown focused Public Parking Authority Function Feasibility Study, completed in 1995, considered municipal parking decks as a marketing tool for stimulating economic development, as a policy tool for the City to assert control over parking issues, and as a potential revenue source. The feasibility study made the following recommendations.

- The Downtown Development Authority (now a part of ADA) should assume the functions and responsibilities of a special-purpose parking authority, including.
 - Own parking facilities through acquisition or construction
 - Contract with private firms for services
 - Issue bonds and obtain other financing
 - Promote Minority & Female Business Enterprises (MBE & FBE)
- A City Parking Advisory Committee composed entirely of City personnel should be appointed to establish parking policies and make recommendations to the DDA regarding their implementation.
- An advisory Downtown Parking Commission including City staff and business/civic representatives should be appointed to make recommendations regarding parking policies and issues.

Georgia Law governing the authority to develop, acquire and operate municipal parking facilities is addressed in Title 36 Chapters 42, 43, 44, and 61.

If restricted from the general fund, revenue generated from municipal parking operations in excess of construction debt service and operations costs could also be targeted toward accelerating streetscape improvements and creating a local circulator transit system.

Railroads, Trucking, Port Facilities and Airports

Introduction

Trucks, trains, and aircraft keep goods and people moving through Atlanta's economy. Cargo transport includes truck and tractor-trailers belonging to national, long haul freight carriers, freight forwarders, independent haulers, and courier/ mail services. Freight warehousing, transshipment between markets, and delivery for local consumption all support thousands of regional jobs. The net effect on manufacturers, freight forwarders, trucking companies, customs agents, etc. of each additional ton of international cargo going through Hartsfield-Jackson is another job in the local economy. Although, trains still offer the better deal for commodity long hauls, growth in heavy truck traffic continues to outpace rail volumes.

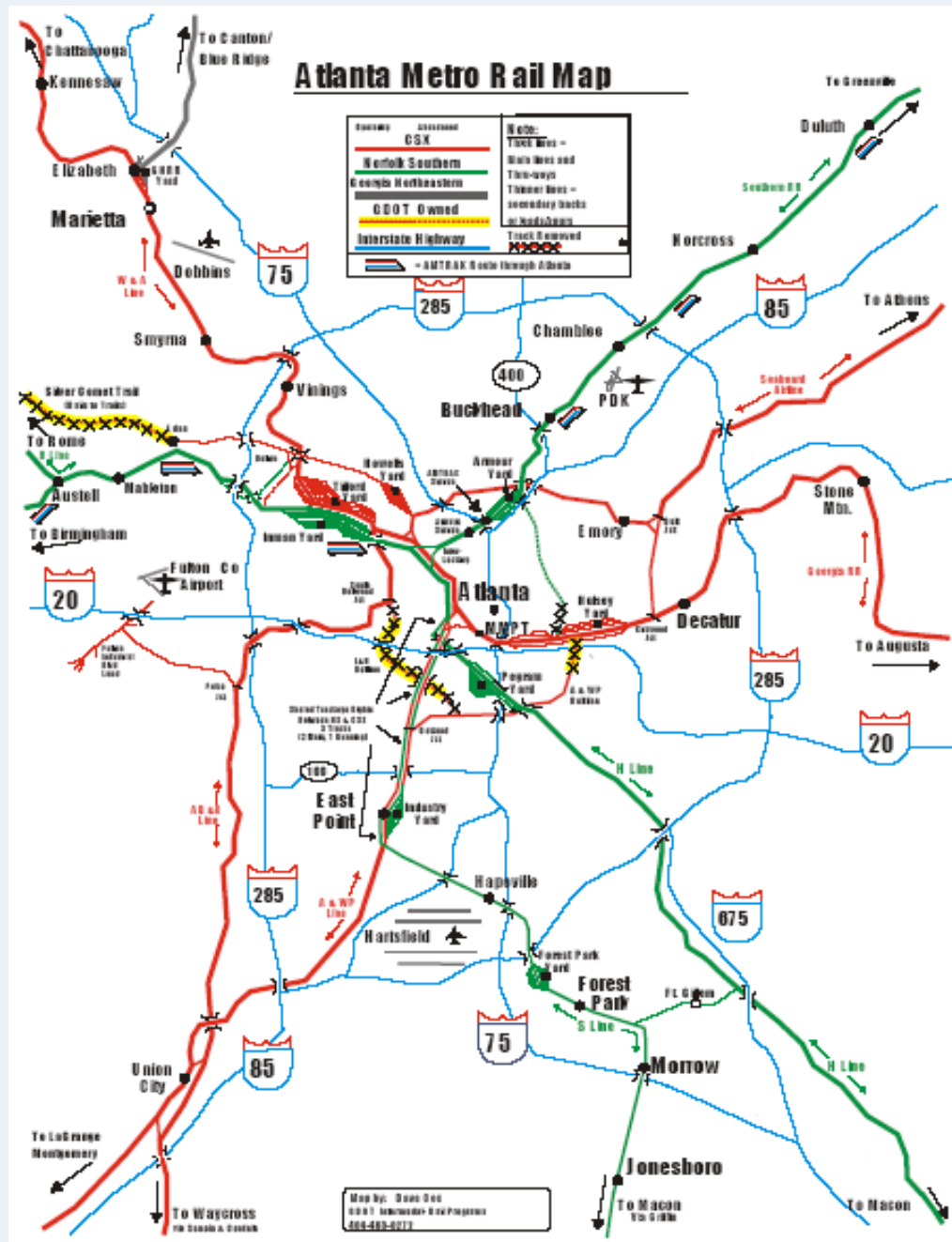
The New Century Economic Development Plan adopted by the Atlanta Development Authority in December 2004, identifies transportation, logistics, and distribution as one of four target industries with the greatest potential for job creation. Freight logistics and air passenger transportation employed more than 60,000 in 2001. The Atlanta Logistics Innovation Council organized by the Metro Atlanta Chamber of Commerce seeks to increase regional logistics industry jobs from 84,000 to 100,000 by 2010, to increase domestic and international air cargo, and to establish a global center of excellence for innovation in logistics with the planned Transportation Research Center at Georgia Tech.

1. Railroads

The City of Atlanta started and grew around the railroads. It has an extensive rail network that plays a major role in the movement of freight through out the City, Region and State (see Map 3.28 'Rail Road Lines and Yards'). General merchandise trains, unit trains carrying freight and intermodal trains with containers and trailers move thru the system. The City of Atlanta is served by two private railroads: CSX and Norfolk Southern. Both companies operate large intermodal facilities inside the City which were integral to the streamlining of operations through the 1990's that led to abandoning some of the Belt Lines around Downtown and Midtown. CSX Transportation (CSXT) and Norfolk Southern (NS) operate rail yards in the City of Atlanta. The yards are used to disconnect and connect trains for local delivery and pick up and to hold loaded and empty trains and cars, among other uses.

CSXT operates Tilford Yard and Howells Yard. Tilford Yard handles more than 40 trains per day. Howells Yard, a bulk terminal in the Chattahoochee Industrial district, transfers bulk goods to trucks for local distribution. It also receives coal trains for Georgia Power. CSX Intermodal operates Hulsey Yard a "piggyback" rail to truck transfer facility in Cabbagetown. Hulsey Yard, which ranks 7th in terms of freight volume for CSX, handles more than 500 trucks and 16 trains per day. It is operated in conjunction with the CSX terminal in Fairburn.

Norfolk Southern operates Inman Yard, an intermodal facility in the Chattahoochee Industrial district and Armour yard. Inman Yard is the largest of the company's 33 intermodal yards. Norfolk Southern trains exchange containers and trailers with trucks at the intermodal Inman Yard in Northwest Atlanta. A major NS train classification facility is located in Austell. Between 80-110 trains a day move through Norfolk Southern's Atlanta yards. Norfolk Southern also operates the Pegram Yard between Mechanicsville and Pittsburg neighborhoods in the Intown South study area.



Map 3.28 Rail Road Lines and Yards

2. Aviation

3 Community Assessment

The Hartsfield-Jackson Atlanta International Airport (H-JAIA), "the world's busiest passenger airport", is one of the main economic engines of the Atlanta Region. H-JAIA, with two outer runways that typically handle arrivals, two inner runways for departures, and a midfield terminal complex now with 176 gates, contained within a 3,750 acre footprint is the result of a 1966 airport master plan. The central passenger terminal complex includes about 31,000 public parking spaces, the 1.2 million sq ft landside terminal, and 3.7 million sq ft of concourses T, A, B, C, D, and E-International.

The Atlanta airport marked 75 years since its 1925 beginnings as a dirt racetrack with a new Master Plan in 2000, to be the largest public works project in Georgia history at an estimated cost over \$6 billion. In the 1970's, the City of Atlanta pursued a multi-pronged strategy to secure future airport expansion options including both planning for on-site expansion contingent on adding a fifth runway and exurban land acquisitions for a potential second airport. Pursuing the former has increased the size of the airport to just 4,700 acres (1,518 hectares), still tiny in comparison with other airports such as Dallas-Ft. Worth that has 18,000 acres.

The Hartsfield-Jackson Development Plan (H-JDP) provides sufficient aviation capacity to meet forecast demand through 2020. Should air travel demand someday require a second airport, the City-owned property in Paulding County could be integrated with an intercity rail line, whereas the land bought in Dawson County and found environmentally unsuitable for airport use is a potential inter-jurisdictional Transfer of Development Rights (TDR) sending area.

H-JAIA has been the world's busiest airport every year since 1998 and since 2005 the busiest for both the number of flights and passenger, surpassing 80 million passengers enplaned in 2000 – ten million more than Chicago O'Hare. It had 976,446 take-offs and landings and 85 million passengers in 2006, and more than 120 million anticipated in 2017. Daily aircraft operations are expected to rise from a 1995 baseline of 2,066 to more than 3,400 by 2015. With 976,447 take-offs and landings in 2006. Atlanta is directly linked by air to more than 30 countries and to over 200 cities, by the 32 airlines serving domestic and international passengers and 16 airlines transporting cargo.

The passenger terminal complex measures 130 acres (52.6 hectares), or 5.7 million square feet. The Complex includes the Terminal Building, Concourses T, A, B, C, D, and E. Within these Concourses are 148 domestic and 28 international gates. International Concourse E opened in 1994 with Federal Inspection Service capacity to process 6,000 arriving international passengers per hour.

The 900,000 sq ft transportation mall that connects all concourses with the terminal houses a very efficient underground, automated people mover (APM) consisting of eight 4-car rubber-tired trains operating on a 3.5-mile loop guideway. This \$163 million "sterile" APM that stays within the secure parts of the airport has a capacity of 128,000 passengers per hour.

Ground Transportation

The Airport is well served by ground transportation infrastructure. It is located immediately adjacent to three Interstate Highways (75, 85, and 285) and heavy rail transit service connects directly to the main terminal. The Metropolitan Atlanta Rapid Transit Authority (MARTA) Airport rail station is located on the west-end of the terminal building between the north and south baggage claim areas. The Clayton County transit system (C-Tran) provides frequent bus service.

Thirty Airport shuttle services offer door-to-door reservations for transportation covering the Atlanta Metropolitan Area and bordering states. Vans carrying 7 to 10 passengers depart every 15 minutes. Hartsfield-Jackson taxi stand is located within the Ground Transportation Center. Hartsfield-Jackson Airport has 11 rental car companies with free shuttle service to and from the Airport.

Hartsfield-Jackson AIA Development Program

In the coming years, H-JAIA will give its current facilities a face-lift as well as construct additional facilities to accommodate growing traffic demands and provide its passengers with a world class traveling experience. This program will assure that Hartsfield-Jackson maintains its global leadership role. The future plans are identified in its 2000 Master Plan.

To define a new vision for Hartsfield-Jackson through 2015 and beyond, a new Master Plan was developed as a "working document" to meet future air travel growth and remain compliant with the aviation industry, taking into consideration the Airport's impact on the environment and the economy of the surrounding communities and the southeastern region. Created to respond to changing market conditions and global opportunities, the Master Plan's flexibility allows H-JAIA to identify critical needs and respond quickly to the demands of the growing aviation industry.

The Master Plan, now in implementation as the Hartsfield-Jackson Development Plan (H-JDP), identifies several key projects, which are:

- Fifth Runway over I-285
- Maynard Holbrook Jackson International Terminal
- Consolidated Rent-a-Car (CONRAC) facility west of I-85
- Automated People Mover system
- Central Passenger Terminal Complex renovations at existing terminal
- South Passenger Complex – new gates south of existing terminal
- Airfield Improvements
- Support Facilities

Runway 10/28 (Fifth Runway): In order to meet the increased demand for air travel and reduce current delays, the need to build the new 9,000 foot Fifth Runway (Runway 10/28) was identified and it became paramount that construction be completed as soon as practical. The \$1.28 billion runway started operations in May 2006.

3 Community Assessment

Maynard Holbrook Jackson, Jr. International Terminal (MHJIT) – "Atlanta's global gateway to the world: The expansion of Concourse E and the construction of the Maynard Holbrook Jackson (East International) Terminal will add international gates, check-in counters, parking, expand the transportation system to access the terminal. Enhanced international passenger customer service

Consolidated Rental Agency Complex (CONRAC): The new \$480 million Consolidated Rental Car Facility (CONRAC) will be located south of Camp Creek Parkway and west of Interstate 85. The facility will accommodate the ten rental car companies (with room for expansion in the future) and will provide for approximately 8,700 ready and return spaces. Additionally, this project will include accommodations for customer service centers, storage and minor maintenance areas, wash lane facilities and vehicle fueling positions to support the quick turn around operation used by the rental car agencies.

Automated People Mover (APM) System: To accommodate passengers to and from the Central Passenger Terminal Complex (CPTC) and the new CONRAC Facility, a new Automated People Mover System (APM) will be built. This APM will be similar to the one already in operation at the Airport. The APM track will be elevated over I-85 and U.S. Hwy 29 and will have three stops including one near the Georgia International Convention Center. A new four-lane airport access road will connect the airport roadway system to the CONRAC Facility. This roadway provides the vehicular access and egress to the facility. The roadway will include a vehicular bridge that will cross Interstate 85, U.S. Hwy 29, CSX Railroad and the MARTA tracks.

Central Passenger Terminal Complex (CPTC): The Central Passenger Terminal Complex will undergo \$500 million of enhancements. This will include: upgrades to curbside services, security checkpoints, ticket counters, interior finishes, concessions, baggage, make-up facilities, baggage claim areas, vertical transportation, moving sidewalks and expansion of existing concourses.

South Passenger Complex: A new complex with 29 domestic gates will be built south of the existing airfield to accommodate expected demand by 2012.

Other Airfield Improvements: The plan features approximately \$400 million in other airfield improvements. Include: a runway extension to accommodate international flights, and construction of taxiways .

Support Facilities: Expansion of support facilities such as flight kitchens, ground service equipment maintenance facilities, airport support facilities, aircraft maintenance, and cargo facilities will be needed as airport operations increase. Support facilities will be constructed based on demand throughout the 2000-2015 timeframe at an approximate cost of \$637 million.

Future and Potential Airport Transit Access

On the east side of the airport, right-of-way for an Automated People Mover (APM) has been preserved along the former Aviation Boulevard that will link Jackson Terminal across I-75 to the Norfolk-Southern "S" Line that diverges from CSX and the MARTA South Line at East Point. That rail corridor forms the route of GDOT's Lovejoy-Macon commuter rail line and has been suggested as the route of a MARTA heavy rail branch or "regional rail" service.

On the west side of the airport, an extension of the existing MARTA South Line from its current Airport Station terminus at the Central Passenger Terminal Complex to the planned South Gate Complex was originally considered in fiscally unconstrained drafts of the latest Regional Transportation Plan (RTP), but was ultimately eliminated from the Mobility 2030 RTP adopted by the Atlanta Regional Commission in December 2004.

An Automated People Mover (APM) is being designed to connect the existing terminal to a new Consolidated Rent-A-Car (CONRAC) facility in College Park. This APM crosses I-85 and a CSX rail corridor that has been considered by GDOT for commuter rail service to Senoia via Peachtree City and intercity rail service to Montgomery via Newnan. The Georgia Rail Passenger Program identifies commuter rail station opportunities adjacent to both the College Park and East Point MARTA stations on this line. Adding a transfer station on the APM could provide a relocation opportunity for the College Park commuter rail station site that would improve access to CONRAC.

3. Air Cargo

H-JAIA has three main air cargo complexes: North, Midfield, South, and a Perishables Complex with a total on-airport air cargo warehouse space measures two million square feet. Cargo processed at Hartsfield-Jackson Atlanta International Airport (H-JAIA) grew from 317,000 metric tons in 1995 to 738,180 metric tons in 2006, making Atlanta 10th in the nation for airfreight shipments. The international cargo component captured most of the growth, increasing from 86,000 metric tons in 1995 to 390,000 metric tons in 2006. At 46 cents per 1,000 pounds of landed weight, Hartsfield-Jackson has the country's lowest landing fees out of 479 commercial airports. The \$30 million South Cargo facility built in 1999 has room for nine 747's at once and 1.5 million square feet of cargo warehouse space gives Atlanta an edge over traditional international gateway airports Chicago-O'Hare, New York-JFK, and Miami.

Delta Air Lines and FedEx account for more than half of Atlanta's air cargo and Korean Air and UPS each account for about 5%. H-JAIA is served by 16 cargo only carriers. China's Cathay Pacific introduced three direct cargo flights weekly between Atlanta and Hong Kong in 2005. In February 2005 Mayor Shirley Franklin and Aviation General Manager Ben DeCosta kicked off the 10-year Cargo Master Plan for Hartsfield-Jackson Atlanta International Airport to attract more carriers and allow H-JAIA to become a top-five national cargo airport and an international center in the logistics industry.

The City is determined to maximize Hartsfield-Jackson as a major air cargo facility while maintaining compatibility with surrounding communities. Trucks and tractor-trailers of national long-haul freight carriers, freight forwarders, independent haulers, and couriers need dependable surface access to the airport including dedicated truck routes. Truck terminals should be sited in environmentally acceptable locations such as near highway interchanges or in the Hartsfield-Jackson noise zone.

4. Trucking

Numerous trucking firms serve the City of Atlanta, including some with terminals inside the City limits. The Department of Public Works exercises regulatory control over truck loading and routing. The challenges of accommodating trucks include providing wide-radius intersections at appropriate locations and maintaining

3 Community Assessment

durable pavements under heavy loads. In 2004, intersections with large volumes of heavy trucks were identified and have been prioritized for the replacement of broken traffic signal loop detectors with video or infrared vehicle detection for traffic signal control.

Industrial development has been targeted in the purpose-built Atlanta Industrial Park on D. L. Hollowell Parkway (formerly Bankhead Highway) at I-285 and Southside Industrial Park east of the airport. Northwest Atlanta's transportation and warehousing driven Marietta Boulevard and Chattahoochee/Ellsworth industrial districts provide a large employment base in the area around the rail yards.

The Atlanta Regional Commission (ARC) convenes a monthly Freight Advisory Task Force of freight planning stakeholders in government and industry that has been meeting since 2003. At the end of 2005 ARC launched a comprehensive regional freight study that will inventory and assess regional goods movement needs.

The Georgia State Road and Tollway Authority (SRTA) operates State Route 400, the only existing toll road in Georgia. In June 2004 SRTA launched a High Occupancy Toll (HOT) Lanes and Truck Only Toll (TOT) Facilities Study (the "HOT and TOT Study") to assess the ability of these concepts to relieve congestion, enhance safety, and improve efficiency on metro Atlanta's road. Facilities restricted to commercial vehicles are currently operational in Boston and New Orleans.

The 2004 Bolton Moores Mill LCI Supplemental Traffic and Circulation Study recommends truck access improvement from the northwest Atlanta rail yards (Inman and Tilford) to I-285 to relieve truck congestion on community streets. Activity center and corridor studies present opportunities to consider the impacts of truck routes on neighborhoods and to re-evaluate truck route designations.

Transportation and Land Use Connection

The sprawling development pattern of the Atlanta region has resulted in a mismatch between transportation and land use; this has impacted the City of Atlanta itself by creating traffic congestion where the intensity of land use has outgrown the transportation system in some areas while leaving underutilized transportation facilities in other areas.

The City of Atlanta experiences significant traffic congestion at a number of locations. Most of the significant congestion occurs north of downtown in this includes areas such as Midtown and Buckhead. Congestion impacts highways such as I-75, I-85 and Georgia 400 as well as a number of arterial roadways including Peachtree Street/Road, West Peachtree Street, Northside Drive, Piedmont Road, Lindbergh Drive and LaVista and Briarcliff Roads. Much of the congestion occurs in areas of high employment; the majority of workers in these areas drive alone to work from other parts of the region, commuters from outside of Atlanta hold three out of five jobs in the city. At the same time, some areas served by transit do not have high enough density to sustain high ridership. The largely industrial area of the city to the northwest of downtown around Huff Road, Howell Mill Road and Marietta Boulevard also experiences significant congestion as the area has seen significant redevelopment from industrial to high density residential and mixed use projects without any comparable increase in road capacity. Parts of southwest Atlanta don't have an extensive street network to support recent increase in development.

The existing land use pattern favors the automobile over mass transit and pedestrian and bicycle facilities. Land use and zoning ordinances that encouraged the separation of different land uses have contributed by prioritizing the circulation and parking of vehicles with negative impacts for pedestrians and bicyclists. The lack of connectivity in the street network in some parts of the city has also contributed to congestion. The ongoing sprawl in the region favors the reliance on single occupancy vehicles, increases commuting distances and results in large amounts of land being used for roadways and parking. In the core business areas there are many surface parking lots and a lack of shared use parking structures. These problems are reinforced by zoning requirements for minimum parking standards for each development project.

The city has embraced two principles for improving transportation and land use integration: Focusing transportation investment (especially transit) on links between high density land uses and focusing high density land use in centers and corridors with transit, pedestrian, and bicycle transportation capacity.

The use of Special Public Interest (SPI) and Quality of Life (QOL) districts in zoning is an attempt to reduce parking and make neighborhoods more pedestrian oriented. In these districts, there are maximum parking requirements as opposed to the minimum parking standards outlined above. Land uses that encourage a more compact urban form will help to reduce vehicle miles traveled and could also contribute to reducing congestion. In the Mixed Residential Commercial (MRC) district; regulations encourage new developments to provide a grid of connected streets to improve the street network and reduce congestion.

Transportation Planning

1. Planning and Implementation of Transportation Projects

The Department of Public Works (DPW) has primary responsibility for implementation of City-sponsored and City funded transportation projects through the Office of Transportation, while the Georgia Department of Transportation (GDOT) in coordination with the City, manages projects on state routes, including Interstates and the National Highway System (NHS), and those utilizing federal funding sources.

For City of Atlanta transportation projects Public Works and the Department of Planning & Community Development (DPCD) share responsibility for programming, which is the process of evaluating and prioritizing projects, estimating costs, identifying funding, and scheduling the implementation (design and construction) phases. Many transportation projects originate from nominations by City Council, NPU's, and neighborhoods or as concepts identified through Livable Centers Initiative studies and corridor studies.

The Atlanta Regional Commission (ARC) as the official Metropolitan Planning Organization (MPO) produces a Regional Transportation Plan (RTP) listing 25 years of projects that can be afforded with anticipated funding within the Region's motor vehicle emissions budget. Project implementation phases by fiscal year are listed for the current and next five years in the Transportation Improvement Program (TIP) according to the various project eligibility and local matching requirements of multiple federal funding programs. The ARC Board adopted the Mobility 2030 RTP including the FY 2005-2010 TIP in December 2004 and updated that TIP in June 2005. ARC expects to adopt the FY 2006 – 2011 TIP in February 2005.

3 Community Assessment

Projects that include funding through Federal-Aid or State-Aid must follow the Georgia DOT's Plan Development Process (PDP), which outlines the reviews and document approvals needed at each step from concept report and alternatives evaluation through construction contract award. Project Management includes development of a series of increasingly detailed designs, right-of-way plans, construction plans, and bid documents. Whether the local government sponsor will assume lead responsibility for design, construction, or the entire project is established in each Project Management Agreement (PMA) with the DOT.

The National Environmental Policy Act of 1969 (NEPA) requires a public involvement process and approval of a final environmental document for projects involving federal funds. The PDP requires that the Categorical Exclusion (CE), Finding of No Significant Impact (FONSI), or Record of Decision (ROD) on a Final Environmental Impact Statement (FEIS) or equivalent GEPA documentation be approved before completing final plans.

Capital projects in study areas designated under the ARC's Livable Centers Initiative are eligible for LCI implementation funding. The City of Atlanta also applies for federal funding for large projects where the added value of leveraged matching funds is expected to outweigh the administrative burden added by the PDP.

GDOT maintains a six-year Construction Work Program (CWP) of projects scheduled in the current and next five fiscal years for at least one of the three major elements: Preliminary Engineering, Right-of-Way Acquisition, or Construction. The three-year State Transportation Improvement Program (STIP) is a list of projects in the current and next two fiscal years that is constrained to anticipated program revenues.

The project tables in the CDP are intended to represent a master list of all identified transportation projects eligible for further consideration as being consistent with City goals. The first track-able identification number is currently assigned when a project is entered into an implementation database, and an unrelated project ID is assigned with each new database entered at DPW, GDOT, and ARC.

The Bureau of Planning (BOP) within DPCD annually submits to the state Department of Community Affairs (DCA) a Short-Term Work Program (STWP), which is required to list projects and programs to be undertaken during the current and next four years. The annual STWP submission allows the City to remain qualified to collect development impact fees. Each year the BOP also submits to DCA a separately produced five-year Capital Improvement Program (CIP) that is required to list projects for which funding sources have been identified.

2. Funding Transportation Projects

Funding for transportation projects is provided through local, state, and federal programs. The only semi-regional transportation funding source currently available for new projects is the half of the MARTA sales tax collected in Atlanta, Fulton and DeKalb that is available for transit capital expenses.

Federal Funding Sources

The United States Department of Transportation (USDOT) includes agencies that set standards and often provide project funding for every transportation mode: Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Maritime Administration (MARAD), National Highway Traffic Safety Administration (NHTSA), and others.

Grants offered through the Federal Highway Administration and the Federal Transit Administration have varying program-specific requirements for local matching funds that may be met by private contributions or state dollars as well as municipal funds. Most FHWA and FTA programs require a 20% local match, but in practice localities that can provide a 50% match are more successful in obtaining major transit capital investment dollars from FTA's New Starts program.

Formal application for federal funding from the MPO Allocation of the FHWA Surface Transportation Program (STP-Q23) is made through the ARC's Transportation Improvement Program (TIP). Another federal program, Transportation Enhancements (TE) is awarded at the discretion of GDOT Board Members following an application cycle every two years. The FHWA Congestion Mitigation/Air Quality (CMAQ-Q40) program provides funds that can be used for the first 3 years of operating a new transit service such as GRTA's X-press commuter over the road coaches. STP and CMAQ along with National Highway System (NHS-Q05) funds can be flexed to transit.

State Funding Sources

Georgia's transportation funding flows primarily from the state motor fuel tax, which is restricted to spending on roads and bridges and is lower than in any state but Alaska. GDOT's internal process of allocating available state funds to projects is neither open nor transparent, but the 2005 Congestion Mitigation Task Force recommends a set of project evaluation criteria shared by ARC, GRTA, SRTA and GDOT.

In addition to the state per gallon motor fuel tax, there is also a 4% "second" motor fuel tax assessed on the retail price of the purchase. Only 3% is dedicated to GDOT and the other 1% sales tax on motor fuel is deposited into the state general fund. Dedicating that 1% revenue instead to statewide paratransit operations could provide for improved service to the elderly and mobility impaired in communities across Georgia.

Regional Funding Sources

Two promising and complementary ideas for regional transportation funding sources are 1) a regional motor fuel tax that could be used to leverage federal funds for transit capital investments, and 2) a sales tax extended beyond Fulton and DeKalb Counties made available for the operating subsidy of regional transit operations that would incorporate rather than duplicate the half of the 1% MARTA tax available for operations.

Local Funding

The City of Atlanta's largest source of local funds is the Quality of Life Bond Program, followed by Transportation Impact Fees, and other allocations. Parking revenue represents a growth opportunity as development densities increase in commercial areas and it should be dedicated to funding transportation

3 Community Assessment

alternatives such as circulator transit. Tax increment financing and special benefit assessments provide ways to capture some of the increased land value created by improved access to fund transportation improvements.

3. Equity, Efficiency and Environmental Quality

Equity

In regional and state forums (ARC, MACOC, GRTA, GDOT, GRPA, SRTA, and DCA) the City stands for equity in rebalancing transportation and land use policies and funding to expand transportation choices and to enhance the travel experience for the full income range of the City residents. The City seeks to aggressively develop viable and equitable mobility alternatives that reduce the stresses of singular dependency on the car.

Efficiency

The City of Atlanta aims to establish integrated, multi-modal transportation systems that move people and goods in an efficient and environmentally sensitive manner. Emphasis is on creating alternatives to the single occupancy vehicle (SOV) mode of travel by increasing bicycle and pedestrian linkages that support pedestrian-oriented retail and mass transit patronage. Effective transportation planning helps families raise their standard of living by expanding employment options accessible without a car and by allowing households to save money in owning and maintaining fewer vehicles. Completing and enhancing the City's grid network of streets, in conjunction with traffic signal optimization and neighborhood traffic management, provides multiple route choices to mitigate congestion of private vehicles making the majority of trips.

Environmental Quality

Impervious concrete and asphalt surfaces prevent the covered land area from filtering oil and gas runoff from storm water, which exacerbates water quality and flooding issues. The abundance of land devoted to parking drives its cost down, which undermines transit's competitiveness. Combined monetary and travel time costs often make driving more attractive to travelers with a choice of transit, but for many people and places in the region, and for many trip purposes within the City of Atlanta, transit is no choice at all.

The Georgia Regional Transportation Authority was endowed at its creation with the prerogative to restrict regional transportation funds only to those areas and projects that would break the sprawl cycle's relentless growth in per capita rates of Vehicle Miles Traveled (VMT). However, to date there has been neither a test of local government permission (e.g. rezoning, building permit issuance, etc.) for a Development of Regional Impact (DRI) over an unfavorable recommendation by GRTA, nor a challenge mounted by GRTA to any iteration of ARC's Transportation Improvement Program (TIP).

4. City of Atlanta Comprehensive Transportation Plan (CTP)

The Comprehensive Transportation Plan (CTP), also known as the Connect Atlanta Plan, will create a vision and implementation plan to address the City's 21st century transportation needs of a growing population and densification of residential and commercial development as well as increasing employment.

The Connect Atlanta Plan will meet regional planning requirements for coordination with other jurisdictions and will address the need for cost-effective street, traffic, transit, freight, bicycle, and pedestrian improvements. The plan will promote a balanced multi-modal transportation system that enhances transportation choices for residents, employees, visitors, and firms doing business in Atlanta, making it more convenient to walk, bicycle, take transit, and to reduce reliance on the automobile. The Plan will be coordinated with the City's comprehensive development plan, also known as The Atlanta Strategic Action Plan, to ensure the integration of land use and transportation initiatives.

The Connect Atlanta Plan will allow the City to announce to the Region, State, and beyond, its intent and strategy for becoming a leader in developing a world class transportation system – with special emphasis on the transit component. The plan will support neighborhood livability and economic development.

A challenge for the Connect Atlanta Plan lies in effectively integrating the accommodation of commuter traffic moving into and out of the City, with the provision of transportation modes necessary to circulate within the City. Currently there are a number of transit initiatives under consideration within the City and Region, including; the Beltline, Commuter Rail, Peachtree Corridor Streetcar, various Bus Rapid Transit (BRT) alignments, MARTA's system optimization study, etc. The Plan seeks to integrate these initiatives into an effective transit system.

Issues and Opportunities

Road Network

- There is insufficient connectivity between pedestrian, bicycle, transit, and road facilities in the City of Atlanta.
- Atlanta's major roadway corridors suffer from unattractive utility clutter, excessive signage, and poor urban design.
- Roadway capacity additions cause an increase in driving and congestion.
- Resiliency and connectivity within road networks are lacking in parts of Atlanta.
- Right-of-way constraints limit flexibility to adjust the design or operation of roadways in the City of Atlanta.
- We have a high traffic incident rate, increasing congestion and gridlock.
- Parts of the transportation infrastructure have exceeded their expected lifetimes reducing system efficiency and creating potentially unsafe travel conditions.
- Car-sharing programs increase the utility of transit and permit valuable urban land to be converted from parking to dense development. The City of Atlanta should consider a car-sharing partnership to reduce fleet maintenance costs and to build critical mass for a citywide car-sharing program.
- The Atlanta Region's reliance on personal automobiles consumes valuable urban land for roadways and parking facilities.
- Atlanta's current transportation systems contribute to air and water pollution.
- Current transportation systems do not use gas and energy efficiently.
- Taxpayers are frustrated as more and more money is spent to expand roadways while traffic congestion remains unchanged.

Transportation Modes

Bicycle Facilities

- Bicycle and pedestrian facility planning, construction, and maintenance are cost effective investments for expanding transportation choices.
- The City of Atlanta does not have an adequate network of sidewalks, bicycle lanes, and trails – those that exist are not well linked.
- On-street bicycle lanes or shared-use signage and off-road multiuse trail facilities can serve both commuter cyclists and recreational users.
- Greater education and enforcement are needed to improve safety for cyclists, pedestrians, and motorists alike.
- Bicycle parking provisions are inadequate in Atlanta.

Pedestrian Facilities

- Pedestrian crosswalks are insufficient; investments in pedestrian amenities and safety features are not adequate.
- Sidewalks are not currently provided with all new development.

Public Transportation

- There are few attractive alternatives to using a car to get around within the City and the Region.
- Atlanta needs a seamlessly integrated public transportation network with various modes, technologies and classes of transit service along railroad corridors and multimodal streets connecting livable activity centers.
- Existing railroad corridors present opportunities for both regional commuter rail and local circulator transit service.
- A Multimodal Passenger Terminal (MMPT) will link the City, state, region, and beyond and set the stage for intense mixed-use development in the railroad “gulch” area of downtown.
- Transit Level of Service (LOS) is inadequate and the coverage is insufficient.
- There is a lack of activities located within easy walking distance of some transit stops. Many MARTA rail stations are underutilized and underdeveloped.
- Streetcars, arterial bus rapid transit, and enhanced bus service will attract more riders and boost urban development.
- The Proctor Creek Rail Line should serve more of the MARTA East Line.
- Making seamless transit network connections by adding “infill” MARTA stations at strategic locations can promote economic development and foster a continuous urban fabric across Atlanta’s core to accommodate density.
- The Regional Transportation Plan and Transportation Improvement Program could provide further financial support to transit by transferring more highway funds from federal programs designated as flexible.
- Preserving and fully-funding MARTA should be a top priority. The current funding structure starves the core transit system of operating support.

- Major transit expansion projects must compete nationally for scarce New Starts funding from the Federal Transit Administration (FTA).
- The value added to real-estate surrounding rail stations should be captured to support transit system enhancements.

Commuter Rail

- The existing New Orleans – New York Amtrak Crescent route could function better with a new Atlanta station along its current alignment. Rerouting it to serve the MMPT in downtown Atlanta would require using the NE BeltLine.
- Adding north-south passenger platforms at the Philips Arena MARTA Station to the design of the MMPT would allow it to accommodate the proposed Southeast High-Speed Rail (SEHSR) corridor extension from Charlotte.
- GDOT's Atlanta-Chattanooga Corridor Study presents an opportunity to consider high-speed rail along an existing Norfolk-Southern line through northwest Georgia.

Parking

- Electronic parking meters connected to a central computer would allow rates to be adjusted periodically and to accept non-cash payments.
- There is too much off-street surface lot parking in the core business districts and busy activity centers. There is a lack of shared-use parking structures and initiatives to create such.
- Parking revenue is a potential source of innovative financing for both the capital investment and operations of new transit initiatives as well as streetscapes.

Railroad, Trucking and Airport

Railroads and Trucking

- Development around truck-rail freight intermodal yards in the City of Atlanta hampers truck access and restricts facility expansion opportunities.
- Designated truck routes in Atlanta should be reconsidered in light of recent study recommendations.
- A study by the State Road and Tollway Authority (SRTA) indicates that truck only toll (TOT) lanes would provide greater congestion mitigation than HOV lanes or high-occupancy toll (HOT) lanes alone.

Airport

- Aviation access is essential to the top two target growth industries identified in the New Century Economic Development Plan (EDP).
- Build out of the Hartsfield-Jackson Atlanta International Airport Development Plan (H-JDP) creates opportunities for additional landside connections to an expanded regional transit network.
- Growth in air cargo volume at H-JAIA will help establish Atlanta as a center for logistics industry jobs and research.

Transportation and Land Use

3 Community Assessment

- The regional land use planning structure is not integrated within a larger transportation network built around transit, but instead one built around expressways.

Transportation Planning

- The City of Atlanta does not have a comprehensive transportation study that includes non-motorized transportation, transit, vehicle traffic and parking, both local and regional.
- Our community does not offer equitable and affordable access to mobility.
- Allocation of state and federal transportation money on the basis of where people live without consideration for where they work creates an undue burden on City of Atlanta local resources to meet Regional needs.
- Georgia's state gas tax rate is lower than all states except Alaska and the limited revenue is constitutionally restricted to spending on roads and bridges, but a new Regional gas tax could provide more revenue and be more flexible.
- The City of Atlanta 2000 Quality of Life Bond Program provides local funding only for projects that were specifically listed in the successful 1999 referendum.
- Transportation Impact Fees, the other primary local funding source, produce less than \$2 million annually.
- Expanding the area of the City covered by a Community Improvement District (CID) would provide more resources to facilitate implementation of transit service and transportation capital projects in Atlanta's business centers.
- Transportation projects do not move from concept to implementation in the most expeditious manner. There should be better coordination between Planning and Public Works.
- The City of Atlanta does not have a consolidated database of all the transportation projects that are or should be listed in the CDP.
- Projects receiving state or federal funding must follow GDOT's Plan Development Process (PDP), which adds many steps of documentation and review beyond what is required for an entirely locally funded project.

Urban Design

Introduction

The term "urban design" refers to the physical form and organization of elements in the urban environment. The arrangement of physical elements in our communities has wide implications beyond aesthetics. Urban design is about weaving together all of our neighborhoods into places that connect us with each other and our life activities. Physical relationships between elements such as residences, streets, parks, historic and cultural resources, businesses, and mass transportation facilities affect the social structure of a community and communicate a value and role for each of these elements within the community.

Urban design can enhance the function and beauty of communities with careful consideration of site location, building form, visual characteristics, and relationships between each community element. The design of public spaces and the hierarchy between public, semi-public, and private space are also critical aspects of urban design which determine how people interact with and experience the urban environment. Atlanta's policies embrace concepts of new urbanism and smart growth, which focus on neighborhood cohesiveness, defined mixed-used centers, historic preservation and environmental conservation. The goal for urban design in Atlanta is to improve the quality and productivity of the lives of all Atlantans by creating a humane and enjoyable place to live, work, shop, recreate, grow and raise children.

Urban Design Elements

Seven physical elements, more than any others, characterize the urban form of Atlanta.

1. **Tree Canopy:** Atlanta is covered with a heavy canopy of mature forests. These trees soften harsh building and pavement surfaces and make in-town living pleasant during the hot summer months by providing shade, reducing radiant heating, and improving the visual qualities of the urban landscape. Atlanta is often called "the City of trees."
2. **Neighborhoods:** There are a total of 230 distinct neighborhoods in Atlanta. These neighborhoods have a wide variety of architectural styles and serve every economic level. Many of the most attractive and popular neighborhoods exist within blocks of towering commercial high-rises, yet are protected from invasive development by strict zoning codes, land use policies and, in some cases, existing buffers.
3. **Peachtree Street Spine:** Peachtree Street, Atlanta's best-known and most-coveted business address, extends along Atlanta's dominant north-south ridgeline. Peachtree Street is the spine of a linear commercial district that begins Downtown, just north of I-20 and runs north, through Midtown, to Buckhead at the northern City limits.
4. **Major Travel Corridors:** The City has several major transportation corridors (i.e. Peachtree Street, Piedmont Avenue, Moreland Avenue, Cheshire Bridge Road, Pryor Road, Northside Drive, Howell Mill Road, Ponce De Leon Avenue, North Avenue, Dekalb Avenue, Memorial Drive, Metropolitan Parkway, etc.), which have developed into fragmented, suburban-style commercial strips with no relation to nearby residential neighborhoods. The creation of new smart growth zoning districts coupled with today's development pressures offers the opportunity to create pedestrian-friendly, sustainable mixed-use environments that combine commercial and residential uses in a balanced manner which also serves to link the surrounding neighborhoods to one another.

3 Community Assessment

5. **Nodal Development :** High-density nodal development is encouraged around the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail stations. This nodal development is particularly evidenced by the skyscrapers that are clustered around MARTA rail stations located Downtown, along Peachtree Street and along the Lindbergh and Lenox stations. On a smaller scale, nodes created around commercial intersections are opportunities to focus and enhance retail and mixed-use development serving nearby neighborhoods.
6. **Transit and Railroads:** Historically, transportation has been a vital component in the development of Atlanta. Railroads became the framework for the City's early development, with Downtown serving as the original railroad hub with a railroad network that to this day circles the central area and extends out from Downtown to surrounding counties and neighboring states. The City's development was also impacted during the 1970's and 1980's with the construction of the MARTA transit system. Today, the continued expansion of the MARTA transit system and the focus on alternative transit modes, as well as the construction of the proposed multi-modal station, combined with the concentration of higher density development within the City, offer the opportunity to link Atlanta's neighborhoods with major activity centers (i.e. the Cultural Ring: Downtown, King Center, Studio Plex, Carter Center, Freedom Park, Botanical Garden, Lindbergh, Woodruff Arts Center, Atlantic Station, King Plow, Georgia Tech, Historic West Side Village, Atlanta Clark University Center, West End, Pryor Road, Grant Park, East Atlanta Village, etc.).
7. **BeltLine:** The BeltLine project is a major planning initiative for the City of Atlanta. With the City experiencing population growth, the Beltline will be a catalyst for economic and community development throughout the City. It is comprised of 22 miles of historic rail segments that encircle the urban core. The concept provides a unique opportunity to bring together neighborhood revitalization and new development organized around a corridor of transit, trails, open space and public art. The Beltline also represents an opportunity to enhance the City's quality of life by preserving and revitalizing existing neighborhoods, fostering mixed-use developments at select locations, promoting improved air quality and reducing dependency on the automobile.
The city recognizes that new development will be attracted to the BeltLine area and that the orientation and character of that growth should encourage pedestrian and transit-oriented uses and activities so that the BeltLine has the most positive impact on communities. To this end, the Atlanta Development Authority completed the Atlanta BeltLine Redevelopment Plan in 2005 and with the support of the Atlanta City Council, Fulton County Commission and Atlanta Public School Board, created Tax Allocation District #6 – BeltLine. In anticipation of the BeltLine TAD funds that will be used to invest in land acquisition, multi-use trails, greenspace, transit, workforce housing and Atlanta Public Schools projects, developer infrastructure, primarily for environmental brownfield cleanup, or to jump-start development in historically underdeveloped areas, implementation of the BeltLine is one of the urban design goals.
8. **Creeks, Watersheds, Forests and Landforms:** Deriving from a range of citizen and traditional planning initiatives, the City is responding to an ever-heightening emphasis on its natural setting, both the assets it represents and the threats it faces. Any set of urban design strategies must include, and even begin with, the natural pre-urbanized environment and seek to conserve and reestablish complementary and mutually supportive development futures for the environment's sustainability and peoples quality of life. These can mean:
 - a. Reintroducing healthy creek, greenway and riparian tendrils into the urban fabric in a manner complementary to single-family, low-density or mixed-use and high-density environs;
 - b. Protecting or extending upland forest ecosystems;

- c. Continued strengthening and maturing of the tree conservation program;
- d. Rearranging zoning, subdivision, transportation and utility corridor standards and designs in support of the urban naturalization strategies;
- e. Overall, enhancing the environmental and green space response to the growing citizen emphasis on quality of life issues.

Urban Design Considerations

Several factors will influence urban design in Atlanta as we move through the 21st century. Those factors are as follows:

1. Expanding central role of Atlanta in the region: Atlanta gives the region a sense of place and history. It also provides a central place with which all may identify and which unifies the region. As the Atlanta Region continues to grow, people will be looking for more convenient and central locations for their businesses and residences. Urban design issues that will need to be addressed for Atlanta to attract positive growth include: reestablishing downtown as a regional center, maintaining and strengthening existing neighborhoods, advancing urban design that engenders a safe environment, and preserving Atlanta's historic and cultural resources. In addition, the design of major cultural and other buildings and infrastructure, where appropriate, should be of the highest quality.
2. Expanding global role of Atlanta: If Atlanta's urban design is to be world class, Downtown, Midtown and Buckhead should be designed with spaces for public art and parks for cultural events. Streetscapes will also need to be improved, the visual clutter of signage and utilities in our public spaces will need to be controlled, and these elements of the public realm will need to be knit together by a cohesive network of usable public space and sidewalk oriented buildings.
3. Increased dependence on multi-modal transportation: Atlanta must look for alternatives to automobile transportation as roadways are widened past their optimum capacity, air quality problems from emissions are escalating, and highways are expanding to the point of fracturing our communities. Urban design issues that will need to be addressed include the emphasis of pedestrian and bicycle transportation throughout the City, encouraging development around transit facilities, and limiting parking lot expansion in areas where alternate transportation facilities are planned or provided.
4. Increased demand for pedestrian and bicycle facilities: Street improvements need to include pedestrian and bicycle facilities. Sidewalks need to be wider to accommodate pedestrian traffic, lighting needs to promote pedestrian safety and comfort, lighting fixtures and street furniture need to be coordinated, on-street parking needs to be encouraged to buffer pedestrians from traffic and support sidewalk-oriented retail, street trees need to cool and define a pedestrian zone, buildings need to be oriented towards the sidewalk, and signage needs to be coordinated to minimize visual blight. Bicycle lanes need to be provided on designated bicycle routes.
5. Increased demand for parks, open space and greenways: Parks and open space contribute to the quality of life by protecting and enhancing neighborhoods and historic places, linking neighborhoods and commercial districts, providing opportunities for social interaction, and promoting the physical and the mental well-being of all citizens. There is a need to increase the abundance, quality, usability and

3 Community Assessment

accessibility of parks, plazas and public open spaces; create more opportunities for pedestrian movement; highlight the visual quality and beauty of Atlanta; secure irreplaceable historic heritage and cultural life; and protect the man-made environment.

6. Greater emphasis on security in urban design: Crime prevention may be increased through careful design of the built environment. Strategies as advocated through “CPTED,” Crime Prevention Through Environmental Design, are creative design solutions that may be implemented to increase public safety along streets. These design techniques include creating high visibility spaces that clearly define the public and private realm, and are based upon the following design strategies: natural access control (keeping potential intruders under observation), natural surveillance (decreasing the crime opportunity), and territorial reinforcement (developing a sense of ownership).

Issues and Opportunities

Issues

Atlanta's urban form is missing several elements that could improve the quality of life for Atlantans and help to attract visitors.

1. Public Space: Many of Atlanta's public spaces have given priority to automobiles and lack appropriate pedestrian or bicycle-oriented spaces.
2. Surface Parking Lots: Acres of uninterrupted surface parking Downtown and in other areas create an inhumane, environmentally unsound and visually disruptive condition. These desolate areas of pavement break the continuity of development, disrupting the urban fabric and discouraging pedestrian activity.
3. Visual Clutter: Visual clutter from billboards, signage, and overhead utilities creates unsafe conditions on our roads and deteriorates the quality of life in Atlanta's neighborhoods.
4. Parks, boulevards, fountains and public art are often missing elements in Atlanta's urban form.
5. Public Safety: Many of Atlanta's real and perceived public safety problems are adversely affected by poor urban design. Public spaces that are not visible and accessible for informal policing by residents, workers, and visitors; and a lack of legitimate street life are undesirable.
6. Suburban Sprawl: The sprawling urban form of the Atlanta region could be remedied for the region with a vibrant Downtown-Midtown city center as well as many other towns and activity centers in the region to refocus development energy.

Opportunities

The following represent opportunities for Atlanta:

1. Tree Canopy: A mature tree canopy enhances the image of Atlanta, ameliorates the climate, and mitigates environmental problems in Atlanta.
2. Neighborhood Identity: A strong sense of neighborhood identity exists in Atlanta and should be capitalized on in any urban design plans. Many of the most successful neighborhoods are focused around parks.

3. Surface Parking Lots: The inordinate amount of surface parking in Downtown, Midtown and along major corridors is currently a negative attribute for these areas, but it could be seen as an opportunity for new mixed-use and residential developments in the near future. Many of the recent mixed use developments around Centennial Olympic Park and Georgia Tech were surface parking lots.
4. Transportation: The expanding MARTA system, and pedestrian and bicycle facilities provide transportation alternatives to the automobile. As these systems expand so do the transportation possibilities.
5. Historic Districts: Existing historic districts provide a continuity with Atlanta's past that contributes to the image, unique character and architectural heritage of Atlanta.
6. Beltline: comprised of 22 miles of historic rail segments that encircle the urban core. The Beltline represents the opportunity for new transit, trails and parks linking together 45 city neighborhoods.
7. Population growth: as Atlanta's population continues to grow there are opportunities for infill and new development as well as redevelopment and revitalization of existing neighborhoods.

Land Use

Introduction

The Land Use Policies and Land Use Map are a guide to the physical growth and development of the City for the next twenty years. The goals of the City's Land Use Policies and the Land Use Map are to ensure that the land resources of the City accommodate economic development, natural and historic resources, community facilities, and housing; and to protect and promote the quality of life of the residents of Atlanta's communities.

The Land Use Map is a way of implementing the City's development goals and implement the Land Use Policies These goals were first expressed in the City's first zoning ordinance of 1922. Development goals for the City of Atlanta were later clarified by the Population, Growth, and Distribution Report of 1953; by Planning Atlanta, which was published in 1970; by the 1973 Urban Framework Plan. Land Use Policies have been part of previous Comprehensive Development Plans since 1975 and now with the Atlanta Strategic Action Plan.

Land Use Inventory

The City of Atlanta contains a land area of approximately 133.7 square miles, which represents 85,592 acres. A prominent feature of Atlanta's development pattern is the star-shaped form of commercial and industrial land use radiating outward from the central core. This growth pattern follows natural ridge formations and is further reinforced by the transportation network of major streets, freeways, railroads, and the MARTA transit system. The transportation network reflects the topography, particularly Atlanta's natural ridge formations, which bound ten streamway watershed basins. Notable physical characteristics within the City of Atlanta are the rolling, hilly topography, numerous streams, and an extensive tree canopy.

The Existing Land Use inventory groups land uses into eight major categories: These include the following: 1) Residential (Low, Medium, High and Very High densities; 2) Commercial Low and High Density 3) Office/Institutional; 4) Industrial; 5) Mixed Use; 6) Transportation, Communications, and Utilities (TCU); 7) Public/Institutional Use; 8) Parks, Recreation and Open Space Water 9) Vacant 10) Bodies and Wetlands. Agricultural and mining uses were not included. The land use inventory for the City of Atlanta separates land uses into categories for the purpose of data collection only; the City of Atlanta encourages mixtures of land uses. The acreage and percentage in each of the categories in shown in the table below (see Table 3.95 'Existing Land Use in the City of Atlanta')

Table 3.95 Existing Land Use in the City of Atlanta

Existing Land Use Category		Acres	% of City Total
Standard Category Sub			
Residential		45191	53.36%
Low Density	2599		3.07%
Medium Density	29351		34.66%
High Density	8319		9.82%

Existing Land Use Category		Acres	% of City Total
Multi-Family	4862		5.74%
Mobile Home	60		0.07%
Agricultural/Forestry		126	0.15%
Transportation/Communications/Utilities		1395	1.65%
Reservoirs		180	0.21%
Limited Access Roads		2362	2.79%
Parks		639	0.75%
Park Land		1532	1.81%
Forest		9697	11.45%
Golf		607	0.72%
Cemetery		998	1.18%
Intensive Institutional		3161	3.73%
Extensive Institutional		1848	2.18%
Industrial		1013	1.20%
Industrial/Commercial		5077	5.99%
Commercial		8264	9.76%
Quarries		188	0.22%
Rivers		125	0.15%
Transitional		792	0.94%
Urban Other		1260	1.49%
Wetlands		237	0.28%
Total		84692	

1. Residential Land Use

Residential land use in large, identified neighborhoods comprised over half of the City's land area (53 percent) in 2001. This remains particularly evident in the northern and southwestern quadrants, where large lots and single-family, detached houses predominate. The residential land use category is, by far, the most common land use category in the City.

The City's overall residential density is just over 2 units per acre. A few areas, primarily in or around Midtown, exceed 12 units per acre. Several neighborhoods and groups of neighborhoods exceed an average of 4 units per acre, including parts of West End, Atlanta University Center, Highland Avenue & the Peachtree Road corridor. The portions of the city with the lowest residential density are the historically industrial corridors and the large-lot residential areas in northern and southwestern Atlanta.

2. Commercial Land Use

The City's commercial areas comprised approximately 10 percent of the City's total land area in 2001. This category includes office land uses as well as a full range of retail and service businesses.

Commercial areas are located in the historic central core ("Downtown"), in Midtown and the commercial

3 Community Assessment

area of northeast Atlanta (“Buckhead”) and along major arterials, primarily Peachtree Road, Piedmont Road, Cheshire Bridge Road, Martin Luther King, Jr. Drive, Bankhead Highway, Ponce de Leon Avenue, Campbellton Road, and Jonesboro Road.

3. Industrial Land Use

About 7 percent of the City’s land area in 2001 was committed to light and heavy industrial uses. The industrial areas of the City were mainly concentrated in the northwestern part of the City, between the Chattahoochee River and Fulton Industrial Boulevard, and along the Southern Railway and Seaboard Coast Line Railroad, which extend through the northeastern corridor. On the south side, industries are located along the Central of Georgia railway, the Atlanta and West Point railway, the Southern railway, Zip Industrial Boulevard, and South River Industrial Boulevard.

4. Transportation, Communications & Utilities (TCU) Land Use

This land use includes roads and utility easements (open land that are devoted to electrical and telecommunications equipment), as well as transportation-related facilities, including the Hartsfield-Jackson Atlanta International Airport, the proposed BeltLine, MARTA stations and related facilities. About 4.5 percent of the City’s total area in 2001 was committed to transportation, communications, and utilities. The City’s historic role as a regional hub, together with the development of Hartsfield-Jackson Airport after 1970, account for the proportion of land use that is devoted for these purposes.

5. Public/ Institutional Land Use

Approximately 6 percent of the City’s land area in 2001 was used for institutional uses. Examples of these uses are churches, government facilities, colleges, hospitals, medical offices, and cemeteries.

6. Parks, Recreation & Conservation Land Use

Approximately 4 percent of the City’s land area in 2001 was committed to open space uses such as recreation facilities, parks, golf courses, cemeteries, and floodplains.

7. Vacant and Transitional Land

This category is comprised of undeveloped, wooded land, vacant, platted residential lots and properties that have been cleared of buildings and structures. In 2001, this category comprised 2.9% of the total land area in the City.

8. Water Bodies, Wetlands & Quarries

This category, which includes rivers, lakes, and streams, comprised 14.2% of the total land area in the City in 2001.

Future Land Use Map

The Future Land Use Map is a guide for growth and development. Each parcel of land in the City of Atlanta has land use designation. The land use designations have occurred over a period of time through official City policy in consideration of several factors; including existing land use conditions, projected land use and real estate trends, citizen input, petitions by NPU and CIDs, studies such as LCIs and redevelopment plans

and professional recommendations. The land use designation for a particular parcel of land represents the City's official policy for the recommended future development of that parcel. It may or may not coincide with the actual zoning or use of that parcel as it has been developed. The City considers these land use designations when reviewing rezoning requests. The land use designations are portrayed on the land use maps for each of the twenty-four neighborhood planning units (NPU's).

Fifteen land use designations are recognized and portrayed on the City's land use maps. They are:

1. Single Family Residential: This residential designation consists entirely of detached single family homes with one house per lot, with a maximum height of 35 feet.
2. Low Density Residential: This residential designation consists primarily of detached single family homes. Building height primarily is up to 3 stories.
3. Medium Density Residential: This residential category consists of the residential uses allowed in single family and low density residential as well as duplex, triplex, quadruplex and townhomes and multi-family units such as apartments, condos and lofts. Building heights are primarily up to 4 stories.
4. High Density Residential: This residential category includes residential uses included in single family, low density and medium density residential as well as attached residential developments such as apartments, condos. Building height are up to 12 stories.
5. Very High Density Residential: This residential category includes residential uses included in single family, low density, medium density and high density residential as well as attached residential developments up to 13+ stories and greater than 72 units/ acre.
6. Low Density Commercial: This land use category includes commercial uses such as retail, restaurants, services, etc. Building height up to 3 stories is typical.
7. High Density Commercial: This land use category includes commercial uses such as retail, restaurants, office, services etc at a higher intensity and height than the Low Density Commercial land use. Building height over 3 stories is typical.
8. Industrial: This land use category allows for industrial uses such as warehousing, distribution, transportation, manufacturing, refining, production, construction, truck and rail terminals, industrial parks and related support services and rehabilitation of industrial buildings to residential uses.
9. Office/ Institutional/ Residential: This land use category allows office, institutional uses and residential uses. Examples are multi-family housing, clinics, and colleges.
10. Mixed Use: This land use category allows for a mix of uses such as commercial, office, hotels and residential, except for industrial uses.

3 Community Assessment

11. **Open Space:** This land use category includes land for active and/or passive recreational uses and open space. This includes public open space owned by the City of Atlanta or other government. It includes parks, nature preserves, golf courses, recreation centers, playgrounds, etc.
12. **Private Open Space:** This land use category includes land for active or passive open space that is privately owned. This includes land with a conservation easement, private golf courses or open space owned by a private entity such as a residential subdivision.
13. **Transportation, Communications and Utilities:** This land use includes transportation uses such as airports, transportation corridors such as the BeltLine, MARTA stations, communication facilities, and utilities.
14. **Community Facilities:** This land use categories includes public facilities such as public schools, fire stations, health centers, senior centers, libraries etc.
15. **Business Park:** This land use category allows for office and light industrial type uses such as warehousing and distribution.

The acres in each of the Land Use designations of the Future Land Use Map are shown in Table 3.96 'Future Land Use Map Designations by Acre'. Residential land uses account for 68% of the uses. Non-residential uses (commercial, office, industrial and mixed use) equal to 25% of the land uses. Open space includes 5.6% of the uses and TCU is 0.55.

Table 3.96 Future Land Use Map Designations by Acre

Land Use	Acres	Percent
Single Family Residential	45,146	52.9%
Low Density Residential	7,172	8.4%
Medium Density Residential	4,560	5.3%
High Density Residential	1,400	1.6%
Very High Density Residential	252	0.3%
Low Density Commercial	3,638	4.3%
High Density Commercial	2,455	2.9%
Industrial	7,282	8.5%
Office/ Institutional/ Residential	3,217	3.8%
Mixed Use	4,972	5.8%
Open Space	4,766	5.6%
Transportation, Communications and Utilities	416	0.5%
Total	85,276	

As part of developing the Atlanta Strategic Action Plan, the Neighborhood Planning Units were asked to recommend changes to the Future Land Use Map. In addition, two Land Use Charettes were held to work with NPUs and neighborhoods to identify potential changes to the Future Land Use Map. These changes will be evaluated by the Bureau of Planning staff for approval or denial. These changes will be included in the September 10th CDP Public Hearing. Approved Land Use changes will be incorporated when the ASAP and the Future Land Use Plan are approved by City Council in October/ November 2007.

Land Use Development Patterns

The residential land use pattern is expected to remain similar to what has existed in recent years. Single-family areas are expected to remain as the City's predominant land use. Construction of multi-family housing (5 or more units) has dramatically increased. Since 2000, 80% of the permitted housing units have been multi-family homes. Construction of higher-density housing developments should continue to occur in parts of Downtown, Midtown and Buckhead, in older industrial areas, and on infill housing sites in existing neighborhoods and corridors. It is anticipated that residential uses that are located in airport noise zones will continue to be replaced by industrial and commercial uses. Specialty housing for senior citizens are expected to continue to be developed in response to the aging of the City's population.

The high-density commercial corridor that stretches alongside Interstates 75/85, from one end of Downtown to the other, from Interstate 20 to the Brookwood Interchange, should continue to be the largest and most dense commercial area. The Peachtree Corridor, the Buckhead Village and the Buckhead/Lenox MARTA Station Special Public Interest District (SPI-12) commercial core is expected to continue to develop and intensify. New office and residential development have taken place particularly in Downtown, near Centennial Olympic Park, Midtown and in Buckhead.

The Neighborhood Commercial Zoning District is intended to preserve existing neighborhood commercial areas, as well as to enhance the appearance and pedestrian amenity of neighborhood-scale commercial establishments and activities. This designation has been applied to the new Historic Westside Village, Virginia Highlands, West End, East Atlanta Village and Little Five Points, among others.

Changes in Industrial Land Use reflect changes in industrial businesses, employment and industry needs. Older buildings with low ceiling heights, the high cost of land, development, rental rates and the cost of business have led to the loss of industrial uses. Over the past several years, industrial uses have been redeveloped to other uses. Recent examples are the redevelopment of the former Atlantic Steel industrial site, to the mixed use Atlanta Station. The Northyards Business Park at North Avenue and Northside Drive incorporated industrial railroad buildings. Along the rail corridors in the Chattahoochee Industrial district and Marietta Boulevard, industrial land uses have been converted to residential and mixed use developments.

Since 2002, approximately 1,040 acres (14% of industrially designated land) has been re-designated from industrial to another land use. Some of the re-designations were recommended in the Westside LCI and the Bolton/Moores Mill LCI. Since 2000, 10% (950 acres) of all industrial zoning have been re-zoned to another zoning category. The redevelopment of industrial land to other uses is creating land use conflicts between the new use and the existing industrial uses.

3 Community Assessment

Industrial uses are an essential part of the City's economy. In 2005, 64,000 jobs were in the industrial sector. This sector pays higher wages than average. Construction, manufacturing, wholesale transportation and warehousing jobs and services are all need for the growth and prosperity of the City. In addition, a healthy mix of industrial uses are needed to stay competitive. Therefore, the policy that promoted the redevelopment of industrial uses to other uses is being changes to promote the redevelopment of industrial uses to new industrial uses. A more comprehensive Industrial Policy will be developed over the next year. To address the loss of industrial uses and to retain industrial sector, cities through out the US have created Industrial Policies (Minneapolis – 2006, New York – 2005, Portland OR – 2003, and Los Angeles – 2007)

Industrial land uses are expected to grow in the areas that are adjacent to Hartsfield-Atlanta International Airport where residential uses are being phased out due to the presence of excess airport noise. Proximity to I-75, I-285 and Airport Road and the airport's three cargo complexes make this a good location for warehousing of air drayage. Empire Industrial Sites, the Southeast Industrial Park and Southside Industrial Park are located in this study area. Almost half of the businesses are transportation and warehousing. Industrial facilities are newer in this area than in other study areas.

The City of Atlanta Zoning Resolution

The City of Atlanta Zoning Ordinance of 1982, as amended, identifies specific allowable zoning districts within the City (see Table 3.97 'City of Atlanta Zoning Districts'). Each parcel of land in the City currently lies within a specific zoning district, as is shown on the Zoning Maps that are maintained by the Bureau of Planning. When a parcel of land lies within a particular zoning district, it is said to be "zoned" according to that zoning district. The City's zoning districts include seventeen types of residential zoning districts, eleven quality of life zoning districts (eight mixed residential districts and three mixed commercial districts), a live work zoning district, an office and institutional zoning district, six commercial zoning districts, six neighborhood commercial zoning districts, two industrial zoning districts, eighteen special public interest districts (SPIs), three types of planned development zoning districts, nine landmark districts, and eight historic districts.

"Historic district zones" may be established as "overlay zones" for the purpose of recognizing official historic zones and requiring that special standards be applied to any development-related activity which is proposed for an existing historic structure or for vacant land which lies within an official historic area. Such properties thus receive special protection due to their historic statuses. The Urban Design Commission engages in a formal review of any development-related proposals for properties that are located within these historic district zones.

Similarly, some SPI districts are overlay zones that add to, rather than supplant, the underlying zoning of the property. SPI districts are established for areas of the City that have unique, significant characteristics and thus merit regulation on an individual basis.

Table 3.97 City of Atlanta Zoning Districts

District	Description
C-1	Community business
C-2	Commercial service
C-3	Commercial-residential

District	Description
C-4	Central area commercial-residential
C-5	Central business district support
HBS	Historic building or site
HD-20G	West End historic district
HD-20I	Adair Park historic district
HD-20J	Whittier Mill historic district
HD-20K	Grant Park historic district
HD-20L	Inman Park historic district
HD-20M	Oakland City historic district
HD-20O	Atkins Park historic district
I-1	Light industrial
I-2	Heavy industrial
LBS	Landmark building or site
LD-20A	Cabbagetown landmark district
LD-20B	Druid Hills landmark district
LD-20C	Martin Luther King, Jr. landmark district
LD-20D	Washington Park landmark district
LD-20E	Oakland Cemetery landmark district
LD-20F	Baltimore Block landmark district
LD-20H	Hotel Row landmark district
LD-20N	Castleberry Hill landmark district
LW	Live-Work
MR-1	Multi-family residential, maximum floor area ratio of 0.162
MR-2	Multi-family residential, maximum floor area ratio of 0.348
MR-3	Multi-family residential, maximum floor area ratio of 0.696
MR-4A	Multi-family residential, maximum floor area ratio of 1.49
MR-4B	Multi-family residential (townhouses), maximum floor area ratio of 1.49
MR-5A	Multi-family residential, maximum floor area ratio of 3.2
MR-5B	Multi-family residential next to single-family districts, maximum FAR of 3.2
MR-6	Multi-family residential, maximum floor area ratio of 6.4
MRC-1	Mixed residential and commercial, maximum floor area ratio of 1.696
MRC-2	Mixed residential and commercial, maximum floor area ratio of 3.196
MRC-3	Mixed residential and commercial, maximum floor area ratio of 7.2
NC	Neighborhood commercial
NC-1	Little Five Points Neighborhood Commercial

3 Community Assessment

District	Description
NC-2	East Atlanta Neighborhood Commercial
NC-3	Kirkwood Neighborhood Commercial
NC-4	Cheshire Bridge North Neighborhood Commercial
NC-5	Cheshire Bridge South Neighborhood Commercial
O-I	Office-Institutional
PD-H	Planned housing development (single-family or multi-family)
PD-MU	Mixed-use planned development
PD-OC	Office-commercial planned development
R-1	Single-family residential, minimum lot size 2 acres
R-2	Single-family residential, minimum lot size 1 acre
R-2A	Single-family residential, minimum lot size 0.69 acres
R-2B	Single-family residential, minimum lot size 0.64 acres
R-3	Single-family residential, minimum lot size 0.41 acres
R-3A	Single-family residential, minimum lot size 0.31 acres
R-4	Single-family residential, minimum lot size 0.21 acres
R-4A	Single-family residential, minimum lot size 0.17 acres
R-4B	Single-family residential, minimum lot size 0.06 acres
R-5	Two-family residential, minimum lot size 0.17 acres
RG-1	General (multi-family) residential, maximum floor area ratio of 0.162
RG-2	General (multi-family) residential, maximum floor area ratio of 0.348
RG-3	General (multi-family) residential, maximum floor area ratio of 0.696
RG-4	General (multi-family) residential, maximum floor area ratio of 1.49
RG-5	General (multi-family) residential, maximum floor area ratio of 3.2
RG-6	General (multi-family) residential, maximum floor area ratio of 6.4
R-LC	Residential with limited commercial, maximum floor area ratio of 0.348
SPI-1	Special Public Interest District: Central Core
SPI-2	Special Public Interest District: North Avenue
SPI-5	Special Public Interest District: Inman Park
SPI-6	Special Public Interest District: Poncey-Highland
SPI-7	Special Public Interest District: Candler Park
SPI-8	Special Public Interest District: Home Park
SPI-9	Special Public Interest District: Buckhead Commercial Core
SPI-11	Special Public Interest District: Vine City and Ashby Station
SPI-12	Special Public Interest District: Buckhead/Lenox Station
SPI-13	Special Public Interest District: Centennial Olympic Park

District	Description
SPI-14	Special Public Interest District: Berkeley Park
SPI-15	Special Public Interest District: Lindbergh Transit Station Area
SPI-16	Special Public Interest District: Midtown
SPI-17	Special Public Interest District: Piedmont Avenue
SPI-18	Special Public Interest District: Mechanicsville
SPI-19	Special Public Interest District: Buckhead Peachtree Corridor
SPI-20	Special Public Interest District: Greenbriar
SPI-21	Special Public Interest District: Historic West End/Adair Park
SPI-22	Special Public Interest District: Memorial Drive/Oakland Cemetery

The Land Use Map Designations and Zoning Districts

Each land use designation is more generalized than any individual zoning district and is considered to be compatible with several zoning districts. As a result, many more zoning classifications exist than do land use designations. This is because zoning is a more specific means of regulating property than a land use designation. The land use maps and policies guide the land use pattern of the city in a general fashion, while the zoning districts impose specific controls and permissions on property.

Residential development in Atlanta is regulated through a Land Use Intensity System (LUI System), which was incorporated into the zoning ordinance in 1989. The LUI System incorporates floor area ratios (FARs) to control the bulk of multi-family residential development in relation to gross lot size.

The “unit density” of some low- and medium density residential development is regulated by minimum and maximum of dwelling units per acre. These controls are imposed on property, if considered appropriate, when the CDP land use map designation of the property is changed.

Each land use designation has several corresponding zoning designations (see Table 3.98 ‘Land Use Designation and Compatible Zoning Districts’ and Figure 3.4 ‘Relationship Between Land Use Designations and Zoning Classification’). The mixed-use land use designation is unusual in that it imposes a specific control on property: it requires that 20 percent (20%) of the total square footage of a proposed development for a property with a mixed use designation be residential. The table shows the correspondence between land use designations, zoning categories, floor area ratios, and residential units per acre. Table 20-4 further illustrates the correspondence. Some zoning districts, notably the SPI and historic districts, are not included in these tables because the correspondence between these districts and the land use designations is determined on a case-by-case basis, by Bureau of Planning staff.

Table 3.98 Land Use Designation and Compatible Zoning Districts

Land Use Designation	Compatible Zoning Districts	Allowed Units per Acre	F.A.R. Limits
OPEN SPACE	Varies		
SINGLE-FAMILY RESIDENTIAL	R-1 to R-4, PD-H	N/A	N/A
LOW-DENSITY RESIDENTIAL	R-1 to R-4,	0-8	

3 Community Assessment

Land Use Designation	Compatible Zoning Districts	Allowed Units per Acre	F.A.R. Limits
	RG-1 & RG-2, MR-1 & MR-2	0-16	0.0 - 0.348
	PD-H	0-32	
MEDIUM-DENSITY RESIDENTIAL	R-1 to R-5	0-16	
	RG-1 to RG-2, MR-1 & MR-2	0-29	0.0 - 0.696
	RG-3, MR-3, PD-H	0-64	
HIGH-DENSITY RESIDENTIAL	R-1 to R-5	N/A	0.0 to 1.49
	RG-1 to RG-4, MR-1 to MR-4,		
	PD-H		
VERY-HIGH DENSITY RESIDENTIAL	R-1 to R-5	N/A	0.0 – 6.40
	RG-1 to RG-6, MR-1 to MR-6		
	PD-H		
LOW-DENSITY COMMERCIAL	R-1 to R-5, RG-1 to RG-3, R-LC, MR-1 to MR-4, O-I, LW, NC, C-1 & C-2, MRC-1 & MRC-2, PD-H, PD-OC		Established by Zoning District Regulations
HIGH-DENSITY COMMERCIAL	R-1 to R-5, RG-1 to RG-6, R-LC, MR-1 to MR-6, O-I, LW, NC, C-1 to C-5, MRC-1 to MRC-3, PD-H, PD-MU, PD-OC		Established by Zoning District Regulations
INDUSTRIAL	LW, I-1, I-2, PD- BP	N/A	Established by Zoning District Regulations
OFFICE/ INSTITUTIONAL/ RESIDENTIAL	R-1 to R-5		Established by Zoning District Regulations
	RG-1 to RG-6, MR-1 to MR-6	N/A	
	O-I		
MIXED-USE	All districts except for Industrial uses	N/A	Established by Zoning District Regulations

Land Use Designation	Zoning Classification																																							
	R-1	R-2	R-3	R-3A	R-4	R-4A	R-4B	R-5	RG-1	RG-2	RG-3	RG-4	RG-5	RG-6	RL-C	MR-1	MR-2	MR-3	MR-4 A & B	MR-5 A & B	MR-6	O-1	LW	NC	C-1	C-2	C-3	C-4	C-5	MRC-1	MRC-2	MRC-3	I-1	I-2	PD-H	PD-OC	PD-MU	PD-BP		
Open Space																																								
Single-Family																																								
Low-Density Residential																																								
Medium - Density Residential																																								
High-Density Residential																																								
Very High - Density Residential																																								
Low-Density Commercial																																								
High-Density Commercial																																								
Industrial																																								
Office/Institutional																																								
Office/Institutional/Residential																																								
Mixed-Use																																								
Business Park																																								

NOTES: Shaded areas represent compatible zoning classifications. Non-shaded areas represent zoning classifications that are not compatible with land use designations.
Source: City of Atlanta Bureau of Planning.

NOTES: Shaded areas represent compatible zoning classifications. Non-shaded areas represent zoning classifications that are not compatible with land use designations.
Source: City of Atlanta Bureau of Planning.

Figure 3.4 Relationship Between Land Use Designations and Zoning Classification

3 Community Assessment

Changing the Land Use Designation of a Property

A close correlation exists between the Land Use Plan and the City's zoning maps. Four times a year, amendments are made to the Land Use Plan so that zoning changes correspond with the Land Use Plan. These amendments are made in order to comply with the landmark case of *Moore vs. Maloney*, in which a federal court ruled in 1985 that zoning changes must be consistent with the Land Use Map. Prior to the court ruling, the land use plan was amended annually to correspond to zoning changes.

The amendments are commonly referred to as "CDP Amendments", and require the submission of a formal CDP Amendment application and hearing, in a similar fashion to an application for a zoning change to a property. The quarterly CDP hearings are conducted in the Atlanta City Hall Council Chambers by the Community Development/Human Resources Committee (CD/HR Committee).

A property owner may petition the City of Atlanta to officially change the land use designation on that property. This is called a "CDP amendment" or "CDP land use map amendment". This usually occurs when a property owner seeks to rezone a property to a zoning classification that is not currently allowed under the existing land use designation of the property. In that situation, the property owner must also request that the land use designation of the property be changed in addition to changing the zoning classification of the property.

For example, the "Single-Family Residential" land use designation allows only the zoning districts of R-1, R-2, R-3, R-4, R-5, and PD-H. If a property owner were to seek a zoning classification of C-1, then a request for a "CDP land use map amendment" must also be filed along with the rezoning application, in order to initiate the process of changing the land use map designation of the property to Low-Density Commercial.

While it is most common for a CDP land use amendment to be requested in conjunction with a rezoning application, occasionally a neighborhood group might request it, or it might be sponsored by the City Council itself. Such an application would typically be filed with the Bureau of Planning for the purpose of seeking a change in the land use designations of several adjacent or nearby properties in order to encourage the development of certain types of land use patterns. Changes in land use designations are also made as a result of redevelopment plan and studies. As part of the Atlanta Strategic Action Plan, NPUs submitted recommended changes to the land use map.

CDP land use map amendments are reviewed in a similar fashion to that of zoning cases, and then are heard in public hearings that are conducted by the Community Development/Human Resources Committee of the City Council. These public hearings are held on a quarterly basis. The full City Council makes the final decisions on the CDP land use map amendments.

Community Plans

The City of Atlanta has conducted Redevelopment Plans, Livable Centers Initiative Plans, Corridor Plans, Small Area Plans, Citywide plans and studies, and Empowerment Zone Plans. Plans in collaboration with other agencies have also been created and adopted. Moreover, Economic Development Priority Areas have been identified in the New Century Economic Development Plan. Moreover, Atlanta Renewal Communities,

have been identified under HUD's Renewal Community program. These plans, studies, corridors, priority areas and communities that have been approved by the Atlanta City Council are incorporated into the Atlanta Strategic Action Plan, as well as the recommendations and policies

1. **Redevelopment Plans - Adopted Redevelopment plans and Studies**

The city has completed and adopted 24 redevelopment plans, ten of which are in support of Tax Allocation districts. Approved Plans, with date of approval, include:

a. **BeltLine Redevelopment Plan 2005**

The Atlanta BeltLine Redevelopment Plan was completed and adopted by the city in 2005, and subsequently led to the formation of Atlanta BeltLine Tax Allocation District and Zoning Overlay district. The plan identifies long-term development/re-development strategies and short-term recommendations for public and private investment, with concentrations on improving and creating parks and trails, building transit and workforce housing, remediating brownfields, and preserving historical resources. It also provides a framework for development over the next 25 years along the Beltline, establishes preliminary standards for land use and zoning policies, and recommends transportation improvement projects to facilitate future development and redevelopment. Most properties in the BeltLine Redevelopment area have a high potential for redevelopment and aesthetic improvement.

b. **Butler/ Auburn Redevelopment Plan 1994, Updated 2005**

The study area is roughly bound by Boulevard to the east, Dekalb Avenue to the south, Peachtree Street/J.W. Dobbs/I-75/85 to the west and Freedom Parkway to the north. The Redevelopment Plan Update addresses the issues and strategies contained in the 1994 CRP, particularly updating and re-conceiving catalytic projects, drafting zoning adjustments, and creating an overarching marketing or branding strategy. The plan includes very detailed financial redevelopment studies as well as general planning recommendations. The Butler/Auburn area is an Empowerment Zone and contains historic and Landmark buildings.

c. **Campbellton/ Cascade Corridors Redevelopment Plan 2006**

The Cascade Avenue corridor runs from Willis Mill Road to Langhorn Street, including the Cascade Heights commercial node on one end, and the Kroger Citi-Center shopping center on the other. The Campbellton West corridor includes the portion of Campbellton Road west of I-285 from the city limits to Barge Road. The Campbellton East corridor includes the portion of Campbellton Road between Greenbriar Mall and Fort McPherson, from Maxwell Drive to Oakland Drive. The plan has been adopted. The Campbellton Road Corridor was designated as an Economic Development Priority Area in 2005. The Corridor is located in the Campbellton TAD. The land use changes have been adopted and the projects have been incorporated into the CDP.

d. **Castleberry Hill Redevelopment Plan 2000**

The study area is located on the southwestern edge of downtown Atlanta and south of the Philips Arena, Georgia Dome, and Georgia World Congress Center in NPU M. The plan consists of well-defined programs and projects intended to fulfill the neighborhoods objectives, including the formation of a community development corporation (CDC), the preservation of the Historic District through design guidelines and zoning, the establishment of pedestrian-friendly streetscapes,

3 Community Assessment

promoting neighborhood oriented retail and employment opportunities addressing a variety of transportation and parking concerns, reinstating a regular neighborhood clean-up program, reducing crime and improving safety through neighborhood watch and resident-business partnerships, and the construction of a park, greenway and community center.

- e. DL Hollowell Parkway (aka Bankhead Hwy) Redevelopment Plan 2004
The study area includes 5.3 miles from Bankhead MARTA Station to the City limits. The area is close to the major employment centers such as the Atlanta Industrial Park and the Chattahoochee Industrial Park. The major activity nodes include the Bankhead MARTA Station, Grove Park, Hollywood Road, Center Hill Neighborhood, James Jackson Parkway and Woodmere. The land use and zoning have been adopted and incorporated into the CDP. The area is in the Beltline TAD and the Hollowell TAD. The D.L. Hollowell Parkway Corridor was designated as an Economic Development Priority Area in 2005.
- f. English Avenue Redevelopment Plan 1998, Updated 2006
The English Avenue neighborhood (397 acres) is bound by the Norfolk Southern rail corridor to the east and north, Joseph E. Lowery Boulevard to the west and Simpson Street to the south. The extended study area also includes a portion to the north of the study area, extending to Marietta Street. It is in close proximity to the downtown business district and the Georgia Aquarium. It is located in NPU L, Council District 3 and the City of Atlanta Westside TAD and Renewal Community. This plan builds upon the previously adopted Community Redevelopment Plan (1998). Since the development and adoption of the 1998 plan, increased speculation in English Avenue has been generated due to a resurgence of development and growth in the area. The plan has been adopted and the projects have been incorporated into the CDP.
- g. Jonesboro Road Redevelopment Plan 1998, Updated 2006
The study area includes approximately six miles from McDonough Boulevard to the Fulton/Clayton County Line. The corridor has a mix of newer, well-kept retail business juxtaposed against older strip centers. The Southside Industrial Park is a major employment center in the area. Hartsfield-Jackson is close by. The activity nodes are the BeltLine, Lakewood Heights, Harper Road, Cleveland Avenue, Hutchens Road and I-285. The plan has been adopted. The land use changes have been adopted and the projects have been incorporated into the CDP. The Corridor is located in the North End and BeltLine TAD. The Jonesboro Road Corridor was designated as an Economic Development Priority Area in 2005.
- h. Mechanicsville Redevelopment Plan 2004
This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area. The plan and projects projects have been adopted and incorporated into the CDP. This plan was the basis for a special Public Interest District: SPI-18 zoning was created in 2003 and amended in 2006.
- i. Memorial Drive-MLK Drive Area Revitalization Study 2001

This study analyzed the underutilized properties along both corridors, encompassing 2.2 miles from I-75/85 to Boulevard corridor. The corridor is close to the Downtown Employment Center and has a mix of land uses. The plan lead to recommendations which include proposed mixed-use development areas that satisfy the need for more retail, cultural and neighborhood services, while still preserving the scale and character of adjacent neighborhoods.

The study was conducted concurrently with the Empowerment Zone neighborhood master plans. The plan has been adopted. The land use and zoning have been adopted. SPI-22 zoning has been approved for the study area and the projects have been incorporated into the CDP. This study area was designated by the Atlanta Regional Commission as a “grandfathered” Livable Communities Initiative area in 2002. A portion of the Memorial Drive Corridor was designated as an economic Development Priority Area in 2005. The area is partially in the Beltline TAD.

- j. Metropolitan Parkway Redevelopment Plan
See Stewart Avenue Redevelopment Plan below.
- k. Old Fourth Ward Neighborhood Development Plan 1989 & Old Fourth Ward Community Redevelopment Plan 1994
The 1989 Neighborhood redevelopment plan concentrates primarily on housing and historic preservation issues in the neighborhood. The 1994 Community Redevelopment Plan was created to support the designation of the Old Fourth Ward Urban Redevelopment Area. The primary purpose of the Plan is to present the vision of the Old Fourth Ward community as a rejuvenated, economically and socially diverse community, endowed with opportunities to live, work and play in a safe and livable intown environment. Both of these plans were created prior to the implementation of the Freedom Parkway Road project and prior to the conception of the BeltLine initiative, both of which completely alter the transportation, land-use and economic context of the neighborhood.
- l. Peoplestown Redevelopment Plan 1996, Updated 2006
This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area. The plan and projects have been adopted and incorporated into the CDP. This neighborhood is located in the Beltline TAD.
- m. Pittsburgh Redevelopment Plan 2001, Updated 2006
This plan helped to develop a long-term community-wide vision and policy for the Pittsburgh Neighborhood. The plan generated 27 redevelopment projects, a land use plan, civic and transportation improvements as well as a rezoning plan. This effort will help protect existing neighborhood residents and will bring investment back into this once-thriving community. The plan has been adopted and the projects have been incorporated into the CDP. This neighborhood is located in the Beltline TAD. This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area.
- n. Reynoldstown Redevelopment Plan 2000

3 Community Assessment

Reynoldstown is situated south of Memorial Drive to I-20 with Moreland Avenue to the east, Pearl Street to the west and the Southern Railroad to the north all contained within NPU N. The Neighborhood Master Plan goals include occupying/ utilizing all vacant lots with land uses that address the needs of the community, restoring a pedestrian friendly environment, improving street conditions, renovate and expanding existing housing stock, community and commercial facilities, creating a safe and drug free community, and improving parks and open space. Adopted January 2001.

- o. **Simpson Road Redevelopment Plan 1995, Updated 2006**
The study area includes 4.2 miles of Simpson Road/Avenue from H.E. Holmes Boulevard to Northside Drive. The major employers in and surrounding the study area include Coca-Cola, Turner Entertainment, Cartoon Network, Custom Services, HJR Russell and the GWCC. Major activity nodes include: Joseph E. Lowery Boulevard, Beltline, Chappell Road and Westlake Avenue. The plan has been adopted, and its recommended land use changes have been adopted and the projects have been incorporated into the CDP. The corridor is partially located in the Beltline TAD. The Simpson Road Corridor was designated as an Economic Development Priority Area in 2005.
- p. **Southside Redevelopment Plan**
The Southside Redevelopment Plan includes all of the neighborhoods in NPU Y. The Plan identifies residential and commercial implementation projects along Pryor Rd, Jonesboro Rd, and McDonough Blvd corridors and streetscape improvements such as Pryor Rd, and the Lakewood Town Center area and Lakewood Avenue. Adopted July 2000.
- q. **Stewart Avenue (renamed Metropolitan Parkway) Redevelopment Plan**
- r. **Summer Hill Redevelopment Plan 1993, Updated 2006**
This neighborhood plan is one of the four redevelopment plans incorporated into the Stadium Neighborhoods TAD Redevelopment Plan (2006) and Economic Priority Area. The plan and projects have been adopted and incorporated into the CDP.
- s. **Vine City Redevelopment Plan 2004**
The Vine City Neighborhood study includes Simpson Street to the north, Northside Drive to the east, Martin Luther King Jr. Drive to the south, and Lowery Boulevard to the west. The Vine City neighborhood is surrounded by the following neighborhoods: English Avenue to the north, Washington Park to the west, Ashview Heights to the south-west, Atlanta University to the south, Castleberry Hills to the southeast, and Downtown to the east. The redevelopment plan highlights key development projects for new/ rehabilitated and preserved housing, mixed-use and institutional development and infrastructure improvements building on the strengths and opportunities of the community. Through the planning process, 29 projects were further defined and an illustrative plan was generated to illustrate the potential 20-year build-out. The major activity nodes are Simpson Road and J.E. Lowry, Carter Street Park, Northside Drive, Vine City Park and Elm Street. The plan has been adopted. The land use and zoning changes have been implemented, and the plan's recommended projects have been incorporated into the CDP.

2. Tax Allocation District Redevelopment Plans

The city has completed and adopted ten redevelopment plans in support of the formation of Tax Allocation Districts. These plans include:

- a. Atlantic Steel Redevelopment (TAD) 1999
- b. BeltLine Redevelopment Plan (TAD) 2005
- c. Campbellton Road Redevelopment Plan (TAD) 2007
- d. DL Hollowell Parkway (AKA Bankhead Hwy) Redevelopment Plan (TAD) 2004
- e. Eastside Atlanta Redevelopment Plan (TAD) 2003
- f. Metropolitan Parkway Redevelopment Plan (TAD) 2006
- g. Perry Bolton Redevelopment Plan (TAD) 2002
- h. Princeton Lakes Redevelopment Plan (TAD) 2002
- i. Stadium Neighborhoods Redevelopment Plan (TAD) 2006
This TAD redevelopment plan encompasses four neighborhoods located around the Turner Field south of Downtown Atlanta.
 - i. Summerhill (2006)
 - ii. Peoplestown (2006)
 - iii. Mechanicsville (2004)
 - iv. Pittsburgh (2006)
- j. Westside Redevelopment Plan (TAD) 1998

3. Plans and Studies in Progress

Plans that are currently underway or pending adoption include:

- a. Old Fourth Ward Master Plan, 2007-
The Bureau of Planning is currently in the initial stages undertaking a Master Plan process for the Old Fourth Ward Neighborhood, which has recently been expanded to include what was previously known as the Bedford Pines Neighborhoods. Rapid redevelopment in the area, combined with the completion of Freedom Parkway and BeltLine planning and development activities have necessitated a new master plan for the neighborhood. The plan is expected to be completed in Spring of 2008.
- b. Cleveland Avenue Corridor Redevelopment Plan , 2007-
The Bureau of Planning is currently in the initial stages of conducting a corridor study of the Cleveland Avenue Corridor from Jonesboro road to the Atlanta City Limits. It is intended that this study can be combined with a similar study of the East Point portion of the corridor, to create a joint corridor study to be submitted to the Atlanta Regional Commission for consideration for designation as an LCI area. The plan is expected to be completed in Spring of 2008

Livable Centers Initiative Plans

The City is also involved with the Livable Centers Initiative (LCI) Program, sponsored by the Atlanta Regional Commission. The primary focus of the program is to encourage mass transit-oriented, pedestrian-friendly mixed-income residential development, as well as mixed-use developments and improve the connectivity at the activity and town center level as an alternative to standard suburban or strip type developments. This

3 Community Assessment

program awards \$5 million over five years with \$3 million already awarded for planning studies. 500 million dollars has been made available for project and plan implementation (transportation). The City, partnered with other organizations, is developing the following Livable Centers plans and proposed implementation strategies:

1. Adopted plans and Studies

a. Bankhead MARTA LCI 2005

The study area is located 2 miles west of Midtown, centered at the terminus of MARTA's Proctor Creek Rail line at Donald Lee Hollowell Parkway and Gray Street, just north of Maddox Park. It includes a one half mile radius around the rail station and contains 738 acres. The activity nodes are located along D. L. Hollowell Parkway. Emphases should be given to the preservation of historic neighborhoods: Grove Park and English Avenue. The plan was adopted. The land use was adopted and the projects have been incorporated into the CDP.

b. Bolton Road/Moore's Mill' LCI 2002

This study area is located at the intersection of Marietta Boulevard and Bolton Road. It also includes a larger area to ensure that the connectivity between major users and activities within the area is considered. This activity center includes a variety of industrial, commercial and residential developments. The focus of the study is to encourage the expansion and redevelopment of this area into a mixed-use development node. The major components of this proposed activity center include the Moore's Mill shopping center and immediate areas as focal point. A supplemental Study, the Bolton/Moore's Mill Transportation Plan (2002) followed the Bolton-Moore's Mill LCI. This study examined the area's transportation issues in greater detail. Both plans have been adopted. A five year update for this plan is underway. Project Implementation: Bolton Road Intersection Improvement (Marietta Boulevard)-\$1,000,000.

c. Buckhead Village LCI 2001

The Buckhead Transportation Management Association (TMA) worked to bring consensus among various community groups and business organizations in the Buckhead area by assembling previous study information and utilizing a visual preference survey. In addition to focusing on LCI goals, issues of connectivity and housing availability in the study area received emphasis. The plan has been adopted and the projects have been incorporated into the CDP. Project Implementation: SR-141 (Peachtree Road) Multimodal Corridor Enhancements Project -\$3,717,463.

d. City Center LCI 2001

This study area includes the corridors along Decatur and Marietta Streets, Auburn Avenue and Edgewood Avenue, as well as three MARTA stations (King Memorial, Georgia State and Five Points). This activity center study will focus on increasing connectivity among lower income neighborhoods, the Downtown employment center and transit stations. In addition, the study will concentrate on infill development and redevelopment opportunities within the study area. The plan has been adopted and the projects have been incorporated into the CDP.

e. Greenbriar Mall LCI 2000

This existing older suburban mall area offers opportunities to transform auto-oriented centers to more transit and pedestrian friendly environment. The plan will be a model for older suburban strip centers or malls throughout the region to determine needs and incentives for redevelopment. The plan has been adopted. The land use and zoning has been adopted and the projects have been incorporated into the CDP. Project Implementation: Greenbrier Parkway Pedestrian Improvements (Langford Parkway to I-285)-\$1,908,000, Barge Road/Campbellton Road Intersection Improvements-\$280,000, Langford Parkway (At Campbellton Road)-\$0, Headland Street Pedestrian Improvements (Greenbrier Parkway to City limits)-\$0.

- f. Hamilton E. Holmes MARTA Station Area LCI 2002
Hamilton E. Holmes MARTA Station is located in southwest Atlanta. The area is 495.5 acres. The activity center proper is located along Martin Luther King, Jr. Drive, between Linwood Street and HE Holmes Drive. The plan will be to create a mixed-use nodal development around the station. The station is to become a gateway to the neighborhood and business district. The plan has been adopted. The land use has been partially adopted through the MLK Jr. Dr. Study. A five year update for this project is currently underway.
- g. JSA-McGill LCI 2003
Central Atlanta Progress and the Atlanta Downtown Improvement District will conduct this study to focus on the east-west corridor in north Downtown Atlanta that includes the planned improvements to the Jones Avenue, Simpson Street and Alexander Street corridor and the Ralph McGill Boulevard corridor. This vital corridor will experience great change with the planned construction of the Georgia Aquarium and adjacent World of Coca-Cola project. The LCI study will recommend best-practice solutions for integrating existing, proposed and future development into the corridor's physical and social infrastructure. The study will propose creative solutions for linking this growth with the rest of Downtown Atlanta and the area's roadway and transit facilities. This study will maximize the potential of the Civic Center MARTA station and transform the surrounding community into a true Transit-Oriented Development. East-west circulation, connectivity and compatibility will also be considered from the I-75/85 Downtown Connector west to the proposed Georgia Aquarium and World of Coca-Cola sites. The plan has been adopted and the projects have been incorporated into the CDP.
- h. Midtown LCI 2001
Midtown is a two square mile, high-density corridor with Peachtree Street as its core. Within a 1-mile radius of Midtown's core, there are over 58,000 employees and 27,000 residents making it among the most dense activity centers in the region. The Midtown study, referred to as Blueprint Midtown, focused on the area from Piedmont Avenue on the east to I-75 on the west and then on the north and south where I-75/85 crosses Peachtree Street. This plan was adopted in 1997 and met all the criteria set forth in the Livable Centers Initiatives. Rather than fund a repetitive planning study, ARC reviewed the planning process and the results and granted Blueprint Midtown grandfathered status. The plan was adopted and the projects have been incorporated into the CDP. The plan has been adopted.
- i. Moreland Avenue Corridor LCI 2007 (Grandfathered)

3 Community Assessment

This study was originally carried out as a joint City of Atlanta/Georgia Department of Transportation project, subsequently submitted to the Atlanta Regional Commission for consideration as a “grandfathered” LCI area. The study examined three contiguous and overlapping study areas on Atlanta’s east side: Ponce de Leon Ave, Moreland Ave. and Moreland LCI. The activity nodes include: Moreland Ave at Euclid/McLendon Ave., Edgewood Retail, Wylie Street, Memorial Drive at I-20 and Edgewood at Hurt Street. The plan was adopted and the projects have been incorporated into the CDP. In 2007, the Atlanta Regional Commission granted both corridors designation as Livable Centers Initiative areas.

- j. Oakland City Lakewood LCI 2004
The study area is located in the southwest quadrant of the City just north of the City of East Point. The study area contains two MARTA Stations, Lakewood/ Fort Macpherson and Oakland. The area highlights include retail nodes along Lee Street and the Murphy Avenue Industrial Corridor. The area also includes a wide variety of historic resources. The plan has been adopted and the projects have been incorporated into the CDP.
- k. Ponce de Leon Avenue Corridor LCI 2007 (Grandfathered)
This study was originally carried out as a joint City of Atlanta/Georgia Department of Transportation project, subsequently submitted to the Atlanta Regional Commission for consideration as a “grandfathered” LCI area. The study examined three contiguous and overlapping study areas on Atlanta’s east side: Ponce de Leon Ave, Moreland Ave, and Moreland LCI. The activity nodes include: Moreland Ave at Euclid/McLendon Ave, Edgewood Retail, Wylie Street, Memorial Drive at I-20 and Edgewood at Hurt Street. The plan was adopted and the projects have been incorporated into the CDP. In 2007, the Atlanta Regional Commission granted both corridors designation as Livable Communities Initiative areas.
- l. West End Station LCI 2000
Study area incorporates the mixed-use community surrounding the West End MARTA rail Station. The area has many opportunities for redevelopment including the Candler warehouse area. The study determines opportunities for transit oriented development (TOD) and other needs in the area to create a more thriving urban community. The plan has been adopted. The land use and zoning has been adopted and the projects have been incorporated into the CDP. Project Implementation: Ralph David Abernathy Boulevard (Ashby to Lee) Pedestrian and Intersection Improvements- \$1,268,000, Lowery Boulevard (AKA Ashby Street) Pedestrian Improvement- \$627,250.
- m. Upper Westside LCI 2004
- n. The study area is bound by Northside Drive to the east, Bankhead Hwy to the south, Marietta Street to the west and Culpepper Street to the north. The study area encompasses 1,400 acres. The thriving major corridor in the area is Northside Drive. The Activity Nodes in the area include Huff Design, Marietta/Howell Mill/Main Street, Howell Station/ Knight Park, English Avenue, Antioch, and Downtown Atlanta. The plan has been adopted. The land use has been adopted and the projects have been incorporated into the CDP.

2. LCI Plans and Studies in Progress

a. Westlake MARTA Station LCI 2006

The study area is focused around the Westlake MARTA Station. The study encompasses 650 acres and lies in a portion of 7 neighborhoods. The study focuses on transit alternatives, appropriate density and historic preservation. The activity nodes are: Simpson Road and West Lake Avenue, MLK Jr. Drive and Westview Cemetery, R. D. Abernathy Blvd. and Lucile Avenue, and the West Lake MARTA Station. The plan was completed in December 2006. It is currently going through the legislative process. The City filed a pre-qualification application in the amount of \$3.9 million dollars to fund a project recommended by the plan.

b. South Moreland Avenue Corridor LCI (2007)

The South Moreland Study focuses on the area from I-20 to Constitution Avenue, including the area ¼ mile from the centerline of the corridor. The corridor is connected to I-20 with easy access to I-285 and I-675. Moreland Avenue is a major collector with rapid growth taking place in many forms, including infill residential construction, demolition and rebuilding commercial space, and new mixed-use that will have a significant impact on the character on the corridor. The plan is scheduled for completion in March 2008.

3. Other LCI Initiatives

a. Peachtree Corridor Workforce Housing Study

In 2002, the ARC/LCI program funded a workforce housing study for Downtown, Midtown and Buckhead spearheaded by sister organizations Central Atlanta Progress, the Buckhead Action Committee and the Midtown Alliance to address the need for affordable “workforce housing” along the Peachtree corridor from Downtown, through Midtown to Buckhead. The study made recommendations on the mechanisms that could be used to effectively build housing affordable to many of the employees in these very dense and high land cost areas.

b. SMARTAQ (Strategies for Metropolitan Atlanta’s Regional Transportation and Air Quality

This initiative also focuses on LCI studies to find out how LCI plans have furthered the land use and transportation planning in the study areas and how LCI funded transportation investments might be evaluated. West End LCI along with Perimeter Center and the City of Marietta LCI’s are the study areas recommended to perform a detailed review of expected transportation choices and other impacts.

c. Regional Affordable Homeownership Task Force

The Greenbriar community along with Norcross and the City of Marietta has been chosen as a pilot community of the Regional Affordable Homeownership Task Force.

4. 2007 LCI Pre-Qualification Application

The Atlanta Regional Commission (ARC) has accepted applications for 2007/2008 LCI implementation projects. These recommendations will be evaluated and awarded in the Fall of 2007. The City of Atlanta submitted an application for a streetscape/bike/pedestrian project along RDA Boulevard and

3 Community Assessment

MLK Jr. Drive as recommended in the Westlake MARTA Station LCI Study. The project budget is \$3.9 million.

Corridor Plans

The following corridors, which generally include a road and transportation facilities and properties within ¼ mile, have all been the subject of planning efforts which have been adopted by the city.

1. Corridor Redevelopment Plans (for details see “Redevelopment Plans” Section above):
2.
 - a. Campbellton/-Cascade Corridors Redevelopment Plan 2006
 - b. Cleveland Avenue Corridor Study (Underway 2007)
 - c. DL Hollowell Parkway (AKA Bankhead Hwy) Corridor Redevelopment Plan 2004
 - d. Jonesboro Road Corridor Redevelopment Plan 1998, Updated 2006
 - e. Memorial Drive-MLK Drive Area Revitalization Study 2001
 - f. Metropolitan Parkway Redevelopment Plan
 - g. Simpson Road Corridor Redevelopment Plan 1995, Updated 2006
 - h. Stewart Avenue (renamed Metropolitan Parkway) Redevelopment Plan
3. LCI Corridor Plans (for details see “Livable Centers Initiative Plans” Section above)
4.
 - a.
 - a. JSA-McGill LCI 2003
 - b. South Moreland LCI (Currently Underway 2007-) and Moreland Avenue Corridor LCI 2007 (Grandfathered)
 - c. Ponce de Leon Avenue Corridor LCI 2007 (Grandfathered)
3. Other Adopted Corridor Plans
 - a. Cheshire Bridge Road Study 1999
This comprehensive study addressed transportation, marketing, urban design, environment and land use concerns in the area. Recommendations include a number of transportation and streetscape improvements which are currently funded and underway.
 - b. Martin Luther King Jr. Drive Corridor Study 2005
The MLK Drive Corridor study included a land use analysis and future traffic impact analysis to develop recommendations for future land uses, and road and intersection improvements.
 - c. Northside Drive Corridor Plan 2005
The future transportation function of Northside Drive from I-75 to I-20 was studied using the regional transportation model. Demographic and market pressures were the primary drivers of change, and different transportation improvement scenarios were analyzed to determine appropriate and effective recommendations to accommodate future travel demand and urban growth.
 - d. Ponce de Leon Boulevard/Moreland Avenue Corridor Study 2005
The purpose for the Ponce/ Moreland Avenue Corridor Study, is to arrive at a set of practical recommendations for improved coordination of all types of transportation through the area and to identify potential enhancements to non-motorized modes of movement including access to transit, pedestrian and bicycle friendly infrastructure, and incentives for increased mixed use/mixed

income development along the corridor. Both corridors have been experiencing a surge of current and proposed construction of large developments. The study will recommend land uses, ingress and egress to adjacent developments, improvements to intersections and traffic signals and other road improvements, which will address the safety and efficiency of the corridor. The plan was adopted by the city in 2005. In 2007, the Atlanta Regional Commission granted both corridors designation as Livable Centers Initiative areas.

Other Small Area Plans

The following plans have all been adopted by the city of Atlanta and incorporated into the Comprehensive Development Plan.

1. **East Atlanta Village Plan 2000**
This was a comprehensive commercial revitalization plan promoting neighborhood commercial development. Study recommendations include streetscape and transportation improvements.
2. **Home Park Master Plan 2003**
The greater Home Park Master Plan was completed in August 2002 and adopted in 2003. The master plan aims to champion development that enhances the multi-faceted character of Home Park, network the community with internal and external linkages that enable convenient, but controlled, access to amenities and services, and add green space for public gathering and recreation.
3. **Lindbergh Transportation Urban Design Plan 2000**
The Lindbergh Transit Station Area Development Study (TSADS) reflects, current development activity and provides a framework for future growth. The City of Atlanta is also in the process of creating a new Special Public Interest zoning district for the Lindbergh area that will direct future development in such a way that encourages the creation of the vibrant, pedestrian and transit-oriented urban neighborhoods recommended in the proposed TSADS update. Adopted July 2001.
4. **North Highland Avenue Transportation and Parking Study 1999**
This study focused on the transportation, parking and pedestrian issues along North Highland Avenue to preserve and enhance the unique character of the adjacent neighborhoods.
5. **NPU S Comprehensive Plan 2002**
This framework plan will examine the entire NPU, identifying the major issues and devising a strategy for enhancing residential uses and major corridors. Adopted 2002.
6. **NPU X Comprehensive Plan 2005**
This framework plan will examine the entire NPU, identifying the major issues and devising a strategy for enhancing residential uses and major corridors. Adopted 2005.
7. **Northwest Atlanta Framework Plan 2000**

3 Community Assessment

The Plan for Council District 9 examines the entire area with a focus on its major corridors: Bankhead Highway, Bolton Road, Marietta Boulevard, and Hollywood Road. corridors along with the Chattahoochee Ave. area. The study identifies a vision for revitalizing these corridors and prepares recommendations to guide residential infill development, stimulate commercial revitalization, enhance access to commercial opportunities, and improve the overall connectivity within the area. Adopted 2000.

8. Southwest Atlanta Framework Plan 2000

This plan, which includes NPUs H, I, P, & R, identifies implementation projects for commercial revitalization, infill housing guidelines, intersection improvements, streetscape improvements and enhanced environmental protection. Projects recommend from this study include the Cascade/Ben E. Mays streetscape, Greenbriar Mall Livable Community Initiative study and Campbellton Road Study.

9. District 2 Rail Corridor Study 2001

The purpose of this inventory and assessment was to examine the large parcels of undeveloped and/or underdeveloped industrial zoned properties along the Norfolk Southern rail corridor within the City of Atlanta Council District Two. This information is intended for use by interested parties, including the Railroad Territory Task Force of NPU M and N, a group of residents, businesses, property owners and elected officials in the Assessment Area. It provides information that supports efforts to develop a vision and strategy for the long-term development of industrial properties along the rail corridor.

City Wide Plans and Studies

1. Adopted plans and Studies

a. Parks Open Space and Greenways Plan 1994

This was the first update of the City's Parks Master Plan undertaken since 1968. This plan was a major element of the City's build-up to the 1996 Olympics.

2. Plans and Studies in Progress

a. Atlanta Comprehensive Transportation Plan, Underway, Completion Expected Fall 2008

The City of Atlanta Comprehensive Transportation Plan will support the City's comprehensive development plan update (Atlanta Strategic Action Plan) by addressing connections between land use and transportation, giving explicit consideration to the ability of recommendations to support local and regional land use plans, and examining land use linkages, connectivity, and access management. The Plan will commence in the summer of 2007 and is expected to last approximately 1 year.

b. Project Greenspace, Underway, Completion Expected Fall 2007

Project Greenspace is a long-term plan for growing and managing Atlanta's greenspace system. The plan will create a vision and framework for a world-class greenspace system that connects people with great public spaces, nature preserves, parks, plazas, and streetscapes. The plan

will leverage the City's phenomenal economic growth to create a connected system of nature preserves, parks, plazas, and streetscapes while creating regulatory incentives that preserve the urban tree canopy.

- c. City of Atlanta Brownfield Program 2005, Ongoing
The City of Atlanta was awarded two community-wide U.S. Environmental Protection Agency Brownfield Assessment Pilot grants in 2005 to assess properties thought to be contaminated by hazardous substances or petroleum. Brownfields are properties that are abandoned or underutilized because of actual or perceived contamination, which makes their redevelopment difficult.

This project builds upon the work conducted in a previous brownfield pilot program which the City completed in 2004. The City's goals in this project are to build upon the current momentum in the City to revitalize neighborhoods, redevelop underutilized properties, address environmental justice concerns, and create new greenspace. The City plans to utilize grant resources on properties with the greatest potential for reuse/redevelopment and that have broad-based community support.

Economic Development Priority Areas

The highest priority targets for redevelopment and improvement are the six Economic Development Priority Areas that were identified in the City's 2004 New Century Economic Development Plan, all of which exhibit not only significant levels of poverty, unemployment and disinvestment, but also the potential for the improvement with concerted public investment and economic development. The six areas all meet the following criteria identified in the economic development plan:

- Additional focus by the City and ADA will impact job creation, residential, and commercial development in the near-term
- Significant developable area is available
- Supports affordable housing growth goals and mixed use communities
- Attracts goods and services for the existing revitalizing neighborhoods
- Enhances the usage of existing transit infrastructure
- Aligns with employment centers
- Provides greenspace opportunities
- Can be implemented with tools and incentives

These Economic Development Priority areas are:

1. Campbellton Road Corridor
2. Donald Lee Hollowell Parkway Corridor
3. Jonesboro Road Corridor
4. Memorial Drive Corridor
5. Simpson Road Corridor
6. Stadium neighborhoods

3 Community Assessment

7. Mechanicsville
8. Peoplestown
9. Pittsburgh
10. Summerhill

Empowerment Zone Plans

The following plans all fall within designated Empowerment Zone areas:

1. Butler-Auburn Redevelopment Plan
2. Castleberry Hill Redevelopment Plan
3. English Avenue Redevelopment Plan
4. Mechanicsville Corridor Redevelopment Plan
5. Memorial Drive Corridor LCI
6. Memorial Drive-MLK Drive Area Revitalization Study/LCI
7. Old Fourth Ward Redevelopment Plan
8. Peoplestown Redevelopment Plan
9. Pittsburgh Redevelopment Plan
10. Reynoldstown Redevelopment Plan
11. Southside Redevelopment Plan
12. Summerhill Urban Redevelopment Plan
13. Vine City Redevelopment Plan

Atlanta Renewal Communities

Atlanta was recently designated as a Renewal Community by the Department of Housing and Urban Development presenting an opportunity to stimulate job growth, promote economic development and create affordable housing in the distressed areas of Atlanta's Empowerment Zone and Linkage Communities.

Renewal Community Initiative Highlights:

- Encourage public/private collaborations to generate economic development in 40 distressed communities around the country.
- Include \$17 billion in tax incentives. Low Income Housing Credits and New Market Tax Credits
- Areas included in the designation are to become renewal clusters (3)

The City of Atlanta will facilitate in attracting new business and providing employment opportunities for Renewal Community residents through Wage Credits, Work Opportunity Credits, Welfare to Work Credits, tax deductions (i.e. Commercial Revitalization Deductions, Section 179 Deductions, Environmental Cleanup Cost Deductions), capital gains exclusions (i.e. Zero Percent Capital Gains Rate), and bond financing (i.e. Qualified Zone Academy Bonds). Renewal Communities include:

1. Westside Renewal Cluster
Combines six communities linked by Ralph David Abernathy Blvd, Martin Luther King Jr. Dr, Joseph E. Lowery Blvd, Northside Dr. and Simpson Rd. Communities in this cluster include West End Historic District, Vine City/ Ashby St., Simpson Rd. Corridor, Greater Atlanta University Center Community, Northwest Atlanta, and English Avenue.
2. Eastside Renewal Cluster
Includes the Old Fourth Ward neighborhood, the Butler/ Auburn community, and Reynoldstown.
3. Southside Renewal Cluster
Memorial Dr., Pryor Rd., Jonesboro Rd. and Metropolitan Pkwy are major commercial corridors connecting the neighborhoods in this Cluster. It includes Mechanicsville, Pittsburgh, Jonesboro Road Corridor, Capitol Homes/ Memorial Drive, Thomas Heights, and greater Southside.

Collaborations with Other Agencies

The city is also actively involved in the adoption and implementation of planning studies initiated by other agencies.

1. Midtown Alliance - Midtown Blueprint
 - a. Midtown SPI, Midtown CID – completed, streetscape implementation underway
2. Downtown Plan – Central Atlanta Progress
 - a. Downtown SPI - completed
 - b. Downtown/Old 4th Ward Corridor LCI – completed, implementation will be Underway this year
3. Buckhead Coalition
 - a. Buckhead Village Urban Design Guidelines
 - b. Buckhead CID (BATMA)
 - c. Buckhead LCI - completed

Atlanta University Center – University Center Development Corporation

- Master Plan and Community Revitalization – completed, implementation underway

Atlantic Steel Design Framework – GDOT, EPA, GRTA, Atlantic Station LLC, ADA

- Tax Allocation District - adopted
- 17th Street Bridge – design completed

Historic Westside Village – Atlanta Development Authority

- Master Plan and implementation - construction underway

Atlanta Housing Authority collaborations:

3 Community Assessment

- Centennial Place Hope VI – implementation
- East Lake Revitalization - implementation
- Carver Hope VI –implementation
- Harris Homes Hope VI implementation
- West Highland Hope VI Revitalization implementation
- Kimberley Homes Hope V Revitalization –implementation
- Capitol Homes Hope VI – application
- McDaniel Glenn Hope VI-implementation
- Grady Homes Hope VI-implementation
- University Homes Hope VI- implementation

Issues and Opportunities

1. Infill and Design

- a. Not all neighborhoods have design guidelines to ensure appropriate new and infill development that complements the character of the community.
- b. Some new subdivisions do not follow the same platting pattern as existing neighborhoods, particularly in the street layout, orientation and design.
- c. Older homes are being replaced with newer homes that are incompatible in scale, height, massing, size and design.
- d. Major roadways are developed with unattractive suburban/auto oriented type
- e. Development regulations allow suburban type development in the City.
- f. The city is still rebuilding from the urban disinvestment of the 1970's and 1980's. Some parts of the city still have a significant amount of blight.

2. Mix of Land Uses

- a. There is inadequate mix of uses (like corner groceries or drugstores) within neighborhoods.
- b. There are not enough neighborhood centers to serve adjacent neighborhoods.
- c. In some cases there is not enough transition between land uses.
- d. Industrial uses are being lost and redeveloped for non-industrial uses.
- e. Some industrial buildings are obsolete.
- f. Residential and mixed use developments in industrial areas are creating land use conflicts.

3. Approval and Permitting Process

- a. Developers complain about local development approval process, especially for innovative projects.
- b. At times there is neighborhood opposition to new/innovative or higher density developments.

4. Transportation

- a. Development patterns do not create a pedestrian oriented environment.
- b. In some cases major centers and corridors do not have enough density to support transit.
- c. Land Use and transportation policies need to be coordinated in order to compliment each other.

- d. There is too much land dedicated to parking or other paved areas, particularly in Downtown and Midtown.
- e. Parts of the City are spread out and only accessible by car.

5. **Open Space**

- a. Public space/open space is not incorporated into new developments, particularly in Downtown, Midtown and Buckhead.
- b. Public spaces sometimes are not designed for gathering and social interaction.
- c. Some of the remaining greenfields are being developed
- d. New developments in greenfields clear cut trees prior to development.

6. **Housing**

- a. There is a lack of housing, particularly workforce housing, at employment centers.
- b. Land Use policies do not promote affordable housing throughout the City.
- c. Some of the affordable housing stock is being lost.

4 Community Agenda

Implementation Program

Short Term Work Program

In order to maintain Qualified Local Government (QLG) status under the Georgia Planning Act, local governments must have an approved and adopted Short Term Work Program (STWP) for implementation of their Comprehensive Plan. The STWP is a key implementation tool which reflects those activities and strategies the City of Atlanta proposes to implement over the next five years. The City of Atlanta updates the STWP annually.

The STWP contains a list of the major actions to be undertaken by the City to implement the comprehensive plan recommendations. These actions include a description of community and economic development initiatives or programs, major capital improvements or infrastructure expansions, regulatory measures or land development regulations to be adopted or amended. This list of actions is also supplemented with information regarding each project's time frame, party responsible for implementation, estimated project costs, funding sources, council districts and NPUs. The sections in the Short Term Work Program is the almost the same as the plan elements. These are: Economic Development, Housing, Natural and Cultural Resources, Community Facilities, Transportation, and Land Use. In addition, each NPU was given the opportunity to included projects to be added in the STWP.

Economic Development

Table 4.1 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM -Economic Development

Program	Name	Description	Current, new in 2007 or proposed	Completion year	Funding Source	Cost X1000	Responsible Party	CD	NPU
1	Westside TAD	3rd bond issue	current	ongoing	TAD Bonds	80,000	ADA	2, 3	M, L
2	Atlantic Steel TAD	3rd bond issue	current	ongoing	TAD Bonds	t/b/d	ADA	9	D
3	Eastside TAD	2nd bond issue	current	ongoing	TAD Bonds	t/b/d	ADA	1, 2, 5	M, W
4	Perry Bolton TAD	1st bond issue	current	ongoing	TAD Bonds	t/b/d	ADA		
5	Commercial Revitalization TADS for Turner Field area, Metropolitan, Hollowell and Campbellton Road	Obtain approval from APS and Fulton County; operationalize	current	ongoing	Property Tax Increment	TBD	ADA/COA	Vary	Vary
6	Urban Enterprise Zone program	Establish pre-qualified areas and program efficiencies	current	ongoing	General Fund	n/a	ADA/COA	Vary	Vary
7	Freeport Exemption for companies who ship inventory out of state	Update % to compete with surrounding jurisdictions	proposed	2007	General Fund	t/b/d	ADA/COA		Vary
8	Opportunity Zone designation for industrial parks in the city	Secure designation	proposed	2007	State of Georgia	n/a			
9	Economic Opportunity Fund	Grants for corporate relocations	current	ongoing	General Fund	t/b/d			
10	Small business loan programs	Issue as approved by ADA Credit Review Committee	current	ongoing	CDBG	500	COA	N/A	City-wide
11	RC small business loan fund	Secure designation	proposed	ongoing	Renewal Community	1,500	ADA		
12	501c3 bonds	Issue as approved by ADA board	current	ongoing	n/a	n/a	ADA		
13	URFA Single Family Bonds	Implement	new	?					
14	Homeless Opportunity Program	Make grants and monitor	current	2008					
15	AAHOP Mortgage Assistance		current	ongoing					
16	Opportunity Bonds Mortgage Assistance	Implement	new	2011					

4 Community Agenda

Program	Name	Description	Current, new in 2007 or proposed	Completion year	Funding Source	Cost X1000	Responsible Party	CD	NPU
17	Purchase/Rehabilitation Program	Implement	new	2011					
18	Home Builder Incentive Program	Implement	new	2011					
19	URFA Multifamily Bonds		current	ongoing					
20	HOME Multifamily Loan Program		new	ongoing					
21	Multifamily Loan Program - Opp Bonds		new	2011					
22	Enterprise Land Assemblage Fund Management		new	2011					
23	Direct Land Acquisition Fund		new	2011					
24	CHDP Loan Program Management		new	2011					
25	Multifamily Bond Compliance program	Monitors all URFA projects	current	ongoing					
26	Southside Industrial Park	Sell remaining land	current	2008	General Fund		ADA	1,12	Z
27	Historic Westside Village	Sell remaining land	current	2007	RC, Private, TAD Bonds		ADA, Private	3	L
28	Cascade Park (Kings Ridge)	Sell remaining land	current				ADA, Private	11	R

Housing

Table 4.2 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Housing

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
1	371 Irwin Street Rehabilitation	Rehabilitation of a historic 4-unit apartment building		2008	BOH	82	HOME		M	
2	924 Washington Street	Rehab of a vacant 10-unit apartment building for affordable housing.		2008	BOH	91	HOME		V	
3	Atlanta Affordable Homeownership Program (AAHOP)	Down payment assistance for first-time homebuyers		On-going	URFA/ADA	250	HOME		All	
4	American Dream Downpayment Initiative (ADDI)	Down payment assistance up to \$15,000 available to home buyers within 80% of area median income.		On-going	URFA/ADA	150	Home/ADDI		All	
5	URFA Tax Exempt Bonds	Acquisition, rehabilitation, or new construction of affordable units		2006	ADA	8000	URFA		L	
6	Fund	Housing in Vine City and English Avenue		On-going	ADA	475	VCHTF		L	
	URFA Multi Family Homes	Funds available for multi-family development		On-going	ADA	1000	VCHTF		All	
7	Housing Opportunities Bond for Permanent Supportive Housing	Government supportive housing		2009	ADA	22000	HOBP		All	
8	Atlanta/ Fulton County Landbank	Conduct quiet title actions, acquire and inventory abandoned parcels for the production of affordable housing.		On-going	BOH	100	CDBG		All	
9	Community Alliance of Metropolitan Parkway (CAMP)	To purchase 3-4 vacant and abandoned housing units/ properties		2007	BOH	200	HOME		S	
10	Community Housing Resource Center	Emergency home repair		2009	BOH	900	CDBG		All	
11	Co-Op Development	To acquire and rehabilitate approximately 10 units for co-op housing.		2010	BOH	200.3	HOME		M	
12	English Avenue Lindsay Street Corridor (2003)	Acquisition of 37 vacant properties along Lindsay Street and connecting streets in order to rehabilitate/construct affordable single-family houses for sale to first-time homebuyers.		2010	BOH	603	HOME		L	
13	Historic District Housing Development (HDDC)	Acquisition and rehabilitation of 3 vacant structures within the HDDC neighborhood for sale and/or lease at		2010	BOH	388	HOME		M	

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
		affordable prices and/or rental rates for eligible low/moderate income persons.								
14	Habitat for Humanity	Acquisition of land on which to construct 21 single-family detached homes for sale to qualified first-time homebuyers.		2009	BOH	200	CDBG		G, I, L, S, V, Y, Z	
15	Access IDA Downpayment Assistance	Downpayment assistance for low income new homeowners.		2009	BOH	104	CDBG		All	
16	Housing Code Inspection	Efforts necessary to achieve compliance of code.		On-going	BOH	200	CDBG		All	
17	Demolition / Relocation	In rem demolition of hazardous housing.		On going	BOH	220	CDBG		All	
18	Housing Weatherization	Energy efficiency improvements for homeowners.		On going	BOH	350	CDBG		All	
19	Joint Venture in Fair Housing	Fair housing enforcement.		On going	BOH	45	CDBG		Metro	
20	MLK, Sr. Community Resource Services Center	Community resource services center for the indigent, disadvantaged, and low-income individuals.		2010	BOH	300	CDBG		M	
21	Morehouse Housing	To acquire 2-3 vacant lots to build affordable housing units		2010	BOH	250	HOME			
22	Neighborhood Fresh Start	Funding is recommended to support a program in the Zone 4 police precinct to purchase and renovate 1-2 former crack/illegal drug homes that are seized by the Fulton County District Attorney's office.		2008	BOH	50	CDBG		M	
23	Owner Occupied Rehabilitation	Grants and loans to low / moderate income homeowners to bring their houses up to code.		On-going	BOH	4,800	HOME		All	
24	Project Extend	Emergency home repair, home maintenance for low-income, elderly, handicapped homeowners.		2008	BOH	300	CDBG		All	
25	Toolbank	Home repair for low income elderly/disabled		2007	BOH	75	CDBG		V	
26	Tyler Place Vine City Community Revitalization Project	Acquisition of 3-4 lots for housing.		2005	BOH	200	HOME		L	
27	Valena Henderson Village	Senior citizen development of housing.		On-going	BOH	163.3	CDBG		M	

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
28	Brannon Towers Roof Replacement	Roof for senior high rise.		2008	DWM	150	CDBG		All	
29	Cave and Conserve	Plumbing and water line repairs for low income homeowners.		2008	BOH	150	CDBG		All	
30	Mechanicsville Redevelopment	Acquisition and development of residential / commercial.		2010	BOH	3200	Sect. 105/ EDI		All	
31	Multi Family Housing Development	Loans to rehab and construct rental development.		On-going	OHS	2128	CDBG/ HOME		All	
32	Partnership Against Domestic Violence	Shelter renovation for abused women and children.		2010	ADA/ URFA	240	CDBG		All	
33	URFA Multi Family Rental Housing	Loans to rehab and construct affordable rental housing.		2010	BOH	1500	HOME		All	
34	Southeast Energy Assistance Residentail	Roofing for low income homeowners.		2009	BOH	100	CDBG		All	
35	Habitat for Humanity Downpayment Assistance	Downpayments for low income Habitat homeowners.		2009	BOH	604	HOME		All	
36	Southeast Energy Sewers and Drain	Lateral sewer repairs for low income homeowners.		2009	DWM	600	CDBG		All	
37	CHDO Capital Projects Eastside	10% of HOME funds for housing capital projects for Community Housing Development Organizations.		On-going	BOH	700	HOME		All	
38	CHDO Operating Support	5% operating support for CHDOs.		On-going	BOH	200	HOME		All	
39	AID Athens, HP-59	2007 HOPWA Program: Federal Grants / Entitlements				145				
40	AIDS Legal Project, HP-15	2007 HOPWA Program: Federal Grants / Entitlements				280				
41	Jerusalem House Scattered Site Housing, HP-56	2007 HOPWA Program: Federal Grants / Entitlements				415				
42	Jerusalem House Women and Children, HP-30	2007 HOPWA Program: Federal Grants / Entitlements				276				
43	Furniture Bank-HOPWA, HP-17	2007 HOPWA Program: Federal Grants / Entitlements				101				
44	Hope House, HP-58	2007 HOPWA Program: Federal Grants / Entitlements				120				

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
45	Housemate Match - HOPWA, HP-26	2007 HOPWA Program: Federal Grants / Entitlements				181				
46	Living Room, HP-36	2007 HOPWA Program: Federal Grants / Entitlements				261				
47	Mathews Place, HP-22	2007 HOPWA Program: Federal Grants / Entitlements				459				
48	Our Common Welfare Housing DeKalb HP-09	2007 HOPWA Program: Federal Grants / Entitlements				502				
49	Our Common Welfare Housing Fulton HP-53	2007 HOPWA Program: Federal Grants / Entitlements				132				
50	Positive Impact, HP-07	2007 HOPWA Program: Federal Grants / Entitlements				127				
51	Southside Legacy House, HP-37	2007 HOPWA Program: Federal Grants / Entitlements				330				
52	Southside Legacy Village, HP-29	2007 HOPWA Program: Federal Grants / Entitlements				546				
53	Edgewood Operations, HP-49	2007 HOPWA Program: Federal Grants / Entitlements				601				
54	Edgewood Supportive Services, HP-01	2007 HOPWA Program: Federal Grants / Entitlements				496				
55	ACCION	Provide low to moderate-income individuals with credit and business advisory services they need to build or support their small businesses.		2007	DPCD	75	CDBG 2006		All	
56	ACCION	Provide low to moderate-income individuals with credit and business advisory services they need to build or support their small businesses.		TBD	DPCD	75	CDBG 2007		All	
57	ADDI (2006)	Down payment assistance up to \$15,000 available to home buyers within 80% of the area median income.		2009	DPCD	250	HOME 2006		All	
58	ADDI	Down payment assistance up to \$15,000 available to home buyers within 80% of the area median income.		TBD	DPCD	75.3	HOME 2007		All	
59	Beacon of Hope 520 Boulevard Apts	Construction of 4-unit rental property located in the old 4th Ward.		2008	DPCD	92.5	HOME 2006		M	
60	CAMP Superblock	Rehab 5 to 7 single family residential structures		2008	DPCD	250.9	HOME 1998		X	

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
61	CAMP Superblock Phase III	Acquire, rehab, and/or construct a minimum of six single family residential structures		2008	DPCD	200	HOME 1999		X	
62	CAMP Superblock Phase IV	Acquiring and rehab a minimum of five single family residential structures		2008	DPCD	200	HOME 2000		X	
63	CAMP Capitol View Estates	Acquisition and rehabilitation of four (4) vacant single- family units on Belmont Avenue in Capitol View community		2008	DPCD	200	HOME 2004		X	
64	CAMP Tucker Rowe	Acquisition to produce affordable townhouses (Oakland City)		2008	DPCD	200	HOME 2006		S	
65	CHRC Home Repair	Provides direct repair services to 180 very low income and disabled residents		TBD	DPCD	839	CDBG 2007		M	
66	English Avenue Proctor Street	Acquiring and rehab a minimum of 6 residential properties		2008	DPCD	139	HOME 1997		L	
67	HDDC Rehabilitation of Ten homes	Acquisition of 10 residential properties for rental opportunities for low to moderate income households		2008	DPCD	666.1	HOME 1996		M	
68	HDDC Rehabilitation	Acquisition of Auburn Avenue Warehouse property for the development of a mixed income rental development		2008	DPCD	364.8	HOME 1997		M	
69	HDDC Rehabilitation Project	Acquisition of 5 residential properties for rental opportunities for low to moderate income households		2008	DPCD	384.5	HOME 1997		M	
70	HDDC Rehab Year 2000 Program	Acquisition of 5 vacant residential properties for homeownership and/or rental opportunities for low to moderate income households. Two properties for will be for homeownership; three properties will be for rental.		2008	DPCD	495	HOME 2000		M	
71	HDDC Rehab Year 2002 Program	Acquisition and rehabilitation of 3 vacant structures within the HDDC neighborhood for sale and/or lease at affordable prices and/or rental rates for eligible low/moderate income persons		2008	DPCD	388	HOME 2002		M	
72	Habitat for Humanity	Acquisition of 28 properties and construction of 28 single-family detached homes		2007		200	CDBG 2006		S, L, V	

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
73	Habitat for Humanity DPA	Downpayment assistance for first homebuyers		TBD	DPCD	360	HOME 2007		J, L, Y, Z, X	
74	Marcus Street Senior Residences	Multi-family development with a total of 78 one-bedroom units for seniors age 62 and older.		TBD	DPCD	500	HOME 2007		All	
75	Project Extend	Emergency home repair, home maintenance for low-income elderly handicapped homeowners enabling elderly/handicapped to reside in their homes, not move into institutionalized settings		2007	DPCD	300	CDBG 2006		All	
76	Project Extend Wesley Communities	Provides major and minor home repairs and maintenance to low-income seniors and disabled adult homeowners.		TBD	DPCD	473.7	CDBG 2007		All	
77	Reynoldstown Single Family Homeownership	Acquisition of 6 houses		2008	DPCD	50	HOME 1999		N	
78	Summech Block 85 Townhomes	Construct affordable townhomes Mechanicsville neighborhood		2008	DPCD	200	HOME 2006		V	
79	Tyler Place CDC's Homeownership Part II	The acquiring and rehab of a minimum of 12 houses		2008	DPCD	215.9	HOME 1997		O	
80	Tyler Place CDC's Homeownership Part III	Acquisition of a minimum of 12 houses		2008	DPCD	392.6	HOME 2001		O	
81	Tyler Place Vine City Community Revitalization Project	Funding is recommended to partially fund the acquisition of 3-4 lots primarily on Elm Street in the Vine City neighborhood.		2007	DPCD	200	HOME 2004		L	

Table 4.3 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Housing: Community Development Block Grants

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
1	Adult Day Care Services			2008	CDBG/ Intergovt. Fund	OHS	28	N/A	all	all
2	AHA Elderly Services			2008	CDBG	OHS	20	N/A	All	all
3	Alternate Life Path			2008	CDBG	OHS	81	N/A	all	all
4	Atlanta Children's Shelter			2008	CDBG	OHS	25	N/A	all	all

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
5	Atlanta Community Food Bank			2008	CDBG	OHS	10	N/A	all	all
6	Atlanta Enterprise Workers			2008	ESG	OHS	56	N/A	all	all
7	Atlanta Mentor Employment Program			2008	CDBG	OHS	31	N/A	all	all
8	Boulevard House			2008	CDBG	OHS	33	N/A	all	all
9	Café 458			2008	CDBG	OHS	26	N/A	all	all
10	CCCS Homelessness Prevention			2008	CDBG	OHS	26	N/A	all	all
11	Community Based Services			2008	CDBG	OHS	47	N/A	all	all
12	Communities in Schools			2008	CDBG	OHS	34	N/A	all	all
13	Community Advanced Practical Nurses			2008	CDBG	OHS	47	N/A	all	all
14	Community Design Center			2008	CDBG	OHS	120	N/A	all	all
15	Feed the Hungry			2008	ESG	OHS	15	N/A	all	all
16	Furniture Bank			2008	CDBG	OHS	47	N/A	all	all
17	Genesis Shelter			2008	CDBG	OHS	26	N/A	all	all
18	Housemate Match			2008	ESG	OHS	20	N/A	all	all
19	Latin American Association			2008	CDBG	OHS	40	N/A	all	all
20	Legal Aid Clinic for the Homeless			2008	CDBG	OHS	67	N/A	all	all
21	Legal Services			2008	CDBG	OHS	58	N/A	all	all
22	Meals on Wheels			2008	CDBG	OHS	28	N/A	all	all
23	Men's Emergency Overflow Shelter			2008	ESG	OHS	60	N/A	all	all
24	Midtown Assistance Center			2008	CDBG	OHS	15	N/A	all	all
25	Housing First TBRA			2008	CDBG	OHS	303	N/A	all	all
26	Odyssey III			2008	CDBG	OHS	82	N/A	all	all

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
27	Partnership Against Domestic Violence			2008	CDBG	OHS	20	N/A	all	all
28	Predatory Mortgage Defense			2008	CDBG	OHS	53	N/A	all	all
29	Project Connect			2008	CDBG	OHS	68	N/A	all	all
30	Samaritan House			2008	CDBG	OHS	55	N/A	all	all
31	Shearith Israel			2008	CDBG	OHS	12	N/A	all	all
32	Steps to Keep One's Home			2008	CDBG	OHS	5	N/A	all	all
33	Task Force on the Homeless Hotline			2008	CDBG	OHS	10	N/A	all	all
34	Task Force for the Homeless Outreach			2008	CDBG	OHS	15	N/A	all	all
35	The Atlanta Collaborative Kitchen			2008	CDBG	OHS	28	N/A	all	all
36	The Renewal Project			2008	CDBG	OHS	28	N/A	all	all
37	Transition House			2008	CDBG	OHS	7	N/A	all	all
38	Traveler's Aid Resettlement			2008	CDBG	OHS	62	N/A	all	all
39	Traveler's Aid Transitional Housing			2008	CDBG	OHS	72	N/A	all	all
40	Trinity House			2008	CDBG	OHS	20	N/A	all	all
41	Wesley Senior Citizens Program			2008	CDBG	OHS	66	N/A	all	all
42	Young Adult Guidance Center			2008	CDBG	OHS	76	N/A	all	all
43	Cascade House			2008	CDBG	OHS	14	N/A	all	all
44	Clean Street Team			2008	CDBG	OHS	30	N/A	all	all
45	Covenant Community			2008	CDBG	OHS	16	N/A	all	all
46	Men's Emergency Shelter			2008	ESG	OHS	6	N/A	all	all
47	Night Hospitality at Clifton			2008	CDBG	OHS	41	N/A	all	all
48	Northside Shephard Center			2008	CDBG	OHS	4	N/A	all	all

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	COST x1000	Funding Source	CIP #	NPU	CD
49	Pathways Community Network			2008	CDBG	OHS	18	N/A	all	all
50	SW YMCA			2008	CDBG	OHS	22	N/A	all	all

Natural and Cultural Resources

Table 4.4 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Natural Resources

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (\$1,000)	Funding Source*	WBS #	Council District	NPU
1	Water Conservation Program	<2007	2020	DWM		Budget	N/A	All	All
2	Clean Water Atlanta Program	<2007	2017	DWM	See Wastewater Section	WSRB	See Wastewater Section	All	All
3	Watershed Monitoring Program (U.S.Geological Survey)	2007	2007	DWM	Budget	Budget	N/A	All	All
4	Greenway Acquisition Project	2001	2008	DWM	See Wastewater Section	WSRB	05.09.006 & 05.09.007	All	All
5	Soil Erosion & Sedimentation Control Inspection	<2007	2020	DWM	Budget	Budget	N/A	All	All
6	Site Development Review	<2007	2020	DWM, DPW, DPRCA	Budget	Budget	N/A	All	All
7	Municipal Separate Storm Sewer System (MS4) Permit Program	<2007	2020	DWM	Budget	Budget	N/A	All	
8	Stream Bank Biovetment Program	2006	2008	DWM	Budget	Budget	N/A	All	All
9	Public Education Program--Water Resources Protection	<2007	2020	DWM	Budget	Budget	N/A	All	All
10	Watershed Protection Plan	2006	2008	DWM	Budget	Budget	N/A	All	All
11	Landscaping for Watershed Protection	2006	2009	DWM	Budget	Budget			
12	City Hall South Green Roof--Phase 2	2008	2009	DWM	\$ 566	Budget	N/A	All	All
13	Stormwater Management Implementation Program	2007	2008	DWM	\$ 1,231	Bond & Budget	N/A	All	All
14	Development of Elementary School Curriculum	2005	2005	DWM	Budget	Budget	N/A	All	All
15	Development of Elementary School Curriculum-- Teacher Training	2006	2007	DWM	Budget	Budget	N/A	All	All
16	Watershed Monitoring Program (w/ U.S.Geological Survey)	2001	2007	DWM	See Wastewater Section	WSRB	07.03.001	All	All

Table 4.5 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Historic Resources

Program	Description	Initiation Year	Completion Year	COST (x 1,000)	Funding Source	Responsible Party	CIP #	NPU	CD
1	Co-manage "City-wide Programmatic Agreement" for Federal Section 106 Review of HUD Programs	2007	2016		General Fund	DPCD/ AUDC	n/a	all	all
2	Facilitate Neighborhood-Based Local Designation Efforts	2007	2016		General Fund	AUDC	n/a	all	all
3	Revise Existing Local District Regulations, per Neighborhood Request	2007	2016		General Fund	AUDC	n/a	all	all
4	Facilitate Neighborhood-Based National Register of Historic Places Nominations	2007	2016		General Fund	AUDC	n/a	all	all
5	Integrate Historic Preservation into Beltline, Lakewood Fairgrounds, and Ft. McPherson Redevelopment Efforts	2007	2016		General Fund/ Beltline TAD	AUDC/ Beltline, Inc.	n/a	all	all
6	Upgrade and expand AUDC resources available on website(s)	2007	2008	2	General Fund	AUDC	n/a	all	all
7	Update and Finalize Historic Resource Data for City Permitting System and GIS	2007	2007		General Fund	AUDC	n/a	all	all
8	Update Citywide Survey and "Atlanta's Lasting Landmarks"	2007	2009	300	General Fund, Grants, & Private	AUDC	n/a	all	all

Community Facilities and Services

Table 4.6 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Water Supply and Treatment

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
1	Civil Engineering & Field Inspection Services	2/11/2002	2/4/08	DWM	\$1,500	WSRB	08.04.011	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
2	Fairburn Road Pump Station & Water Mains	8/2/2004	1/21/10	DWM	\$28,593	WSRB	98.03.011	11	P, R
3	Koweta Road Pump Station & Water Mains	8/2/2004	2/21/10	DWM	\$44,525	WSRB	98.03.013	11	P
4	Hemphill Reservoir #1 Embankment Repair	1/26/2004	9/10/09	DWM	\$4,023	WSRB	98.08.029	2, 3, 7, 8, 11	C, D, E, K, L
5	River Intake Erosion Control Improvements	9/17/2004	4/11/08	DWM	\$11,190	WSRB	98.08.033	9	C
6	Reserve for Appropriations - Water Consent Order	1/1/2005	12/31/07	DWM	\$4,402	WSRB	98.99.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
7	New Water Meter Installation - Small Meter - Annual Contract	1/13/2004	12/3/16	DWM	\$75,000	WSRB	08.02.005	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
8	Back Flow Preventors/Flowmeters - Annual Contract	8/2/2004	7/20/08	DWM	\$1,263	WSRB	08.02.009	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
9	North Area Treatment Plant - Phase 2.5	1/1/2004	6/30/07	DWM	\$33,500	WSRB	98.02.951	Outside City Limits	Outside City Limits
10	Hemphill Finished Water Pump Station Upgrade - Design Phase	4/4/2005	1/7/10	DWM	\$16,884	WSRB	98.03.017	8, 9	C, E
11	Water Tank Painting & Structural Repair	11/1/2005	1/21/09	DWM	\$4,763	WSRB	98.08.034	8, 9	A, C, D
12	Soil Remediation & Site Closure	8/2/2004	7/13/10	DWM	\$1,154	WSRB	98.08.039	8	C
13	Homeland Security	8/2/2004	10/16/07	DWM	\$28,200	WSRB	98.08.047	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
14	Reserve for Appropriations - Regulatory or Contract Compliance	1/1/2005	12/31/14	DWM	\$6,385	WSRB	98.99.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
15	Bellwood Quarry	2/6/2006	1/15/12	DWM	\$37,500	WSRB	07.05.009		

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
16	Raising Valve & Manhole Covers	1/13/2004	4/10/08	DWM	\$2,434	WSRB	08.01.010	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
17	Water Meter Replacement & Automated Meter Reading	1/13/2004	7/25/11	DWM	\$35,315	WSRB	08.02.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
18	Valve, Pipe, and Fire Hydrant Repairs/Replacements	1/13/2004	10/31/10	DWM	\$	WSRB	08.02.002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
19	Testing and Analysis of Large Water Meters	1/13/2004	1/6/08	DWM	\$1,900	WSRB	08.02.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
20	Repair and Replacement of Large Water Meters	1/13/2004	1/6/10	DWM	\$13,457	WSRB	08.02.004	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
21	Pipe Laying - Annual Contract	1/13/2004	9/10/16	DWM	\$56,510	WSRB	08.02.010	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
22	Facility Roof Improvements	7/17/2006	10/31/09	DWM	\$800	WSRB	08.03.005	8, 9	A, C, D
23	Customer Billing and Information System	10/1/2004	12/31/07	DWM	\$7,638	WSRB	08.04.012	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
24	Hemphill WTP Clearwells	9/1/2004	11/29/08	DWM	\$1,670	WSRB	98.02.042	9	D
25	Chattahoochee & Hemphill Water Treatment Plants (WTPs) - On Site Sodium Hypochlorite Generation	10/3/2005	10/30/08	DWM	\$8,000	WSRB	98.02.048	8, 9	C, E
26	Adamsville Pump Station & Main Improvements	9/17/2004	10/31/09	DWM	\$32,607	WSRB	98.03.009	9, 10	H, I
27	Transmission Main - Hemphill South	8/2/2004	9/21/10	DWM	\$85,260	WSRB	98.04.003	1, 2, 3, 4, 7, 8, 9, 10, 12	C, D, E, G, J, K, L, M, S, T, V, X, Y
28	Raw Water Transmission Mains	6/1/2004	7/4/11	DWM	\$49,578	WSRB	98.04.007	2, 3, 7, 8, 9	A, C, D, E, G, K, L
29	Sludge Belt Presses	8/2/2004	10/24/08	DWM	\$8,525	WSRB	98.04.017	2, 3, 7, 8, 9	A, C, D, E, K, L
30	North Area Main Improvements	12/19/2005	7/10/12	DWM	\$38,050	WSRB	98.04.019	8, 9	A, B, C, D

4 Community Agenda

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
31	Distribution System Hydraulic Model Update	9/17/2004	12/31/07	DWM	\$793	WSRB	98.04.024	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
32	Water Main Replacement - Virginia Highlands	1/26/2005	1/31/09	DWM	\$24,846	WSRB	98.04.030	6	F
33	Water Main Replacement - GA Tech Midtown and Bedford Pines Area	1/17/2005	4/12/09	DWM	\$30,655	WSRB	98.04.031	2, 3, 6	C, E, F, M
34	English Avenue, Vine City, Bankhead Water Main Replacement	1/3/2006	11/27/09	DWM	\$21,005	WSRB	98.04.101	2, 3, 4, 5	E, L, M, T
35	Old Fourth Ward, Inman Park Area Water Main Replacement Program	2/6/2006	8/21/10	DWM	\$20,943	WSRB	98.04.102	2, 5, 6	M, N
36	Water Main Replacement Program: Piedmont Heights and Ansley Park Area	8/18/2008	4/14/11	DWM	\$11,959	WSRB	98.04.103	2, 6	E, F
37	Water Main Replacement Program: Edgewood-Kirkwood-Sumerhill Area	8/18/2008	9/28/12	DWM	\$29,189	WSRB	98.04.104	1, 2, 5, 6	N, O, V, W, Y
38	Water Main Replacement Program: Capital View and Lakewood Heights Area	8/17/2009	9/27/13	DWM	\$26,853	WSRB	98.04.105	1, 2, 4, 12	S, T, V, X, Y
39	Water Main Replacement Program: Cascade Heights and Florida Heights	8/16/2010	9/19/14	DWM	\$23,334	WSRB	98.04.106	3, 4, 7, 8, 9, 10, 11	A, B, C, D, G, I, J, K, R, S, T
40	Downtown Elevated Storage Tanks	1/2/2007	4/13/10	DWM	\$3,451	WSRB	98.05.003	1, 2, 3, 5, 6	E, M, V, W
41	South-West Main Improvements	8/2/2004	5/18/10	DWM	\$36,553	WSRB	98.08.024	4, 9, 10, 11, 12	H, I, P, R, S, T, V, X
42	Water Laboratory & Water Works Lodge Renovation	8/2/2004	4/23/09	DWM	\$5,788	WSRB	98.08.031	8, 9	A, C, D
43	Automation of Hemphill & Chattahoochee Treatment Plants	8/2/2004	5/7/09	DWM	\$15,000	WSRB	98.08.037	2, 3, 7, 8, 9	A, C, D, E, K, L
44	Electrical Switchgear Replacement	8/2/2004	5/23/09	DWM	\$1,699	WSRB	98.08.038	2, 3, 7, 8, 9	A, C, D, E, K, L
45	Chattahoochee Plant Various Improvements	8/2/2004	3/19/10	DWM	\$9,439	WSRB	98.08.041	8, 9	A, C, D
46	Hemphill Plant Various Improvements	8/2/2004	9/10/09	DWM	\$6,792	WSRB	98.08.042	2, 3, 7, 8, 10	C, D, E, K, L
47	Asset Management System	8/2/2004	6/30/07	DWM	\$1,836	WSRB	98.08.045	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
48	Water System Plant Maintenance Building	1/3/2006	8/28/10	DWM	\$3,884	WSRB	98.08.048	8, 9	A, C, D
49	MOMS Plan Development & Implementation	9/17/2004	11/20/09	DWM	\$2,000	WSRB	98.10.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
									N, O, P, R, S, T, V, W, X, Y, Z
50	Reserve for Appropriations - System Renewal or Operational Reliability	1/1/2005	12/31/14	DWM	\$20,222	WSRB	98.99.002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
52	Water System Leakage Audit and Underground Void Detection	9/17/2004	7/4/06	DWM	\$3,485	WSRB	98.08.049	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
53	Hemphill & Chattahoochee WTP Improvements	4/2/2001	2/1/06	DWM	\$33,129	WSRB	98.02.034	8, 9	C, E
54	Northside & Adamsville Pump Station - I&C and Electrical Renovations	7/1/2003	3/24/07	DWM	\$2,648	WSRB	98.08.028	8	A, B, C, H, I
55	Emergency: Water Main Replacement and Building Repair along Peachtree Rd	6/10/2005	8/31/05	DWM	\$999	WSRB	98.04.040	7	E

Table 4.7 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Wastewater Collection and Treatment

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
1	Greenway Acquisition - Land Acquisition	4/29/1998	9/30/07	DWM	\$25,000	WSRB	05.09.006	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
2	Greenway Acquisition - Consultant Services	4/27/2001	8/24/07	DWM	\$7,034	WSRB	05.09.007	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
3	West Area CSO Storage Tunnel and Pumping Station	4/2/2001	9/7/08	DWM	\$241,749	WSRB	05.13.001	2, 3, 4, 6, 7, 8, 9	A, C, D, E, G, J, K, L, T
4	Custer Avenue Storage & Dechlorination Facility	4/2/2001	6/29/07	DWM	\$42,058	WSRB	05.14.001	1, 2, 5	V, W, Y, Z
5	West Area CSO Treatment Plant	9/13/2001	3/31/08	DWM	\$55,423	WSRB	05.15.001	8, 9	A, C, D
6	Intranchment Creek CSO Treatment Plant	9/13/2001	5/31/07	DWM	\$35,243	WSRB	05.16.001	1, 5	W, Y, Z
7	Greensferry Combined Sewer Separation	10/1/2001	2/29/08	DWM	\$113,196	WSRB	05.17.400	2, 3, 4, 9, 10, 12	I, J, K, L, M, S, T, V, X
8	McDaniel Combined Sewer Separation	10/1/2001	2/29/08	DWM	\$109,024	WSRB	05.18.100	1, 2, 3, 4, 5, 12	K, L, M, S, T, V, X, Y
9	Stockade Combined Sewer Separation - Phase 2	10/1/2001	2/29/08	DWM	\$89,873	WSRB	05.18.201	1, 2, 5, 6	M, N, O, V, W, Y
10	Intranchment Creek WRC Capacity Expansion	1/2/2007	12/30/10	DWM	\$6,500	WSRB	05.25.001	1	W, Y, Z
11	CSO Cost Sharing Projects	9/1/2004	12/31/09	DWM	\$21,300	WSRB	05.96.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
12	CSO Interim Relief Projects	9/1/2004	12/31/11	DWM	\$50,000	WSRB	05.97.001	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
13	CSO Program Management Services	4/1/2001	5/27/08	DWM	\$7,025	WSRB	08.01.092	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
14	Pump Station 2003 Improvements (BR, PL, PA, RF)	6/1/2005	12/2/09	DWM	\$8,808	WSRB	03.06.903	9	C, D, G, H, Y, Z
15	Sewer Group 1 - Rehabilitation	4/25/2004	11/30/08	DWM	\$100,902	WSRB	04.16.200	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
16	Fulton County Camp Creek Reserve Capacity	8/2/2004	11/29/07	DWM	\$12,210	WSRB	04.16.356	Outside City Limits	Outside City Limits
17	Sewer Group 2 - Rehabilitation	1/1/2006	5/1/09	DWM	\$128,864	WSRB	04.17.200	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
18	Riverside Outfall Capacity Relief	8/2/2004	5/6/08	DWM	\$7,683	WSRB	04.17.320	9	D, G, H
19	Sewer Group 3 - SSES Contract A	4/13/2005	2/16/08	DWM	\$4,646	WSRB	04.18.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
20	Sewer Group 3 - SSES Contract B	4/13/2005	7/17/08	DWM	\$4,646	WSRB	04.18.002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
21	Sewer Group 3 - SSES Contract C	4/13/2005	7/18/08	DWM	\$4,646	WSRB	04.18.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
22	Sewer Group 3 - SSES Contract D	4/13/2005	5/20/08	DWM	\$4,646	WSRB	04.18.004	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
23	Sewer Group 3 - Rehabilitation	1/25/2006	10/23/10	DWM	\$82,728	WSRB	04.18.200	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
24	Sewer Group 4 - SSES Contract A	4/13/2005	8/7/09	DWM	\$4,090	WSRB	04.19.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
25	Sewer Group 4 - SSES Contract B	4/13/2005	3/14/09	DWM	\$4,090	WSRB	04.19.002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
26	Sewer Group 4 - SSES Contract C	4/13/2005	4/9/09	DWM	\$4,090	WSRB	04.19.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
27	Sewer Group 4 - SSES Contract D	4/13/2005	12/16/08	DWM	\$4,090	WSRB	04.19.004	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
28	Sewer Group 4 - Rehabilitation	7/1/2008	6/3/11	DWM	\$69,768	WSRB	04.19.200	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
29	Sewer Group 5 - SSES Contract A	7/18/2008	9/30/10	DWM	\$5,328	WSRB	04.20.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z

4 Community Agenda

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
30	Sewer Group 5 - SSES Contract B	7/18/2008	9/5/09	DWM	\$3,600	WSRB	04.20.002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
31	Sewer Group 5 - SSES Contract C	7/18/2008	9/5/09	DWM	\$3,600	WSRB	04.20.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
32	Sewer Group 5 - SSES Contract D	7/18/2008	10/8/09	DWM	\$3,600	WSRB	04.20.004	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
33	Sewer Group 5 - Rehabilitation	2/22/2009	6/1/12	DWM	\$55,944	WSRB	04.20.200	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
34	Sewer Group 6 - SSES Contract A	7/1/2009	5/9/11	DWM	\$4,884	WSRB	04.21.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
35	Sewer Group 6 - SSES Contract B	7/1/2009	3/25/11	DWM	\$3,300	WSRB	04.21.002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
36	Sewer Group 6 - SSES Contract C	7/1/2009	3/25/11	DWM	\$3,300	WSRB	04.21.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
37	Sewer Group 6 - SSES Contract D	7/1/2009	10/22/10	DWM	\$3,300	WSRB	04.21.004	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
38	Sewer Group 6 - Rehabilitation	3/22/2010	5/31/13	DWM	\$51,408	WSRB	04.21.200	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
39	Sewer Group (1R) - Camp Creek Basin	1/13/2003	6/25/09	DWM	\$3,330	WSRB	04.23.001	11	P, R
40	Sewer Group (2R) - Sandy Creek Basin	11/30/2003	4/17/11	DWM	\$11,719	WSRB	04.23.060	9, 10	G, H, I
41	Sewer Group (3R) - Proctor Creek Basin	11/1/2004	5/17/11	DWM	\$17,266	WSRB	04.23.100	3, 9	D, G, J, K, L
42	Sewer Group (3R) - South River Basin	1/1/2006	6/4/11	DWM	\$66,586	WSRB	04.23.150	1, 4, 12	X, Y, Z
43	Sewer Group (4R) - Long Island Basin	7/1/2004	1/11/12	DWM	\$3,295	WSRB	04.23.200	8	A
44	Sewer Group (4R) - Sugar Creek Basin	7/1/2004	8/21/12	DWM	\$36,848	WSRB	04.23.250	5	O, W

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
45	Sewer Group (5R) - Nancy Creek Basin	4/1/2005	10/19/11	DWM	\$5,496	WSRB	04.23.300	7, 8, 9	A, B, C
46	Sewer Group (5R) - Peachtree Creek Basin	3/15/2005	11/19/12	DWM	\$56,758	WSRB	04.23.350	2, 6, 7, 8, 9	A, B, C, D, E, F, G, N
47	Sewer Group (6R) - Clear Creek CSO Basin	3/1/2006	3/1/13	DWM	\$69,840	WSRB	04.23.400	2, 6	E, F, M, N
48	Sewer Group (6R) - Custer Ave CSO Basin	1/1/2007	10/7/12	DWM	\$60,100	WSRB	04.23.450	1	W, Y
49	Sewer Group (6R) - North Ave CSO Basin	1/1/2007	10/7/12	DWM	\$46,560	WSRB	04.23.500	2, 3, 4, 8	K, L, M, T
50	Sewer Group (6R) - Tanyard Ave CSO Basin	1/1/2006	12/30/12	DWM	\$60,100	WSRB	04.23.550	2, 7, 8	D, E, M
51	Sewer Group (6R) - Utoy Creek Basin	3/31/2004	9/30/12	DWM	\$82,136	WSRB	04.23.600	4, 10, 11, 12	H, I, P, R, S, T
52	SSO - Cost Sharing Relief Projects	9/1/2004	12/31/09	DWM	\$10,956	WSRB	04.96.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
53	Rock and Vine Streets Sewer Project	8/25/2002	3/4/12	DWM	\$49,116	WSRB	05.92.004	2, 3, 4, 8	E, K, L, M, T
54	Boulevard Trunk Outflow Management	1/1/2003	10/23/10	DWM	\$675	WSRB	05.92.006	1, 2, 4, 5	V, W, Y, Z
55	Butler Street/ Highland Ave Trunk Relief Phase II & III	5/1/2007	12/12/12	DWM	\$85,714	WSRB	05.94.002	1, 2, 5, 6, 7	E, F, M, N, O, W
56	Large Diameter Sewer Rehabilitation - Annual Contract	8/2/2004	6/22/15	DWM	\$39,270	WSRB	08.01.002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
57	Large Diameter Clean, Find and Fix Contract - Annual Contract	8/2/2004	3/4/18	DWM	\$42,000	WSRB	08.01.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
58	Flow Monitoring and Inspections	10/11/2003	10/23/15	DWM	\$11,777	WSRB	08.01.004	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
59	Pipeline Assessment, CCTV Inspection and Cleaning - Annual Contract	9/12/2005	4/19/15	DWM	\$17,250	WSRB	08.01.006	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
60	ROW Clearing - Annual Contract	11/9/2005	6/4/18	DWM	\$6,050	WSRB	08.01.007	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z

4 Community Agenda

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
61	Small Diameter Sewer Rehabilitation: Pipe Bursting - Annual Contract	6/13/2005	8/2/09	DWM	\$28,484	WSRB	08.01.018	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
62	Small Diameter Sewer Rehabilitation: CIPP - Annual Contract	6/13/2005	8/2/09	DWM	\$25,442	WSRB	08.01.019	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
63	Program Management Services (SSO)	4/1/2001	5/27/08	DWM	\$83,547	WSRB	08.01.091	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
64	Supplemental Program Management Services	5/1/2007	6/27/08	DWM	\$28,908	WSRB	08.01.093	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
65	Construction Management Services	8/2/2004	9/27/07	DWM	\$2,060	WSRB	08.99.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
66	Reserve for Appropriations - First Amended Consent Decree (SSO)	1/1/2005	12/31/14	DWM	\$62,570	WSRB	99.02.006	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
67	South River Energy System Reliability Improvements	4/2/2007	4/1/09	DWM	\$1,100	WSRB	02.14.040	1, 12	Z
68	RM Clayton - Compliance Upgrades	8/2/2004	12/26/08	DWM	\$26,023	WSRB	02.17.900	8, 9	A, C, D
69	RM Clayton - Grit Removal	11/15/2004	8/29/07	DWM	\$5,057	WSRB	02.17.940	8, 9	A, C, D
70	South River WRC Primary Clarifier Replacement	10/1/2006	12/4/10	DWM	\$1,750	WSRB	02.18.910	1, 12	Z
71	Intranchment Creek WRC General Improvements	9/1/2006	2/20/08	DWM	\$812	WSRB	02.20.902	1	W, Y, Z
72	Flint River Pump Station Replacement	1/1/2009	2/1/13	DWM	\$14,850	WSRB	03.05.002	Outside City Limits	Outside City Limits
73	Watershed Master Plan	8/21/2001	9/4/09	DWM	\$4,323	WSRB	05.28.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
74	Watershed Monitoring Program	6/29/2001	11/7/07	DWM	\$8,583	WSRB	07.03.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
75	Bio-Solids Management Services	9/1/2002	11/29/07	DWM	\$39,218	WSRB	07.79.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
76	Flint River Force Main Phase II	5/2/2005	3/27/09	DWM	\$3,175	WSRB	09.02.902	1, 12	Y, Z
77	Flint River Force Main Phase III	6/1/2007	9/3/09	DWM	\$12,000	WSRB	09.02.903	1, 12	Y, Z
78	Reserve for Appropriations - Regulatory or Contract Compliance	1/1/2005	12/31/09	DWM	\$4,207	WSRB	99.02.007	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
79	Utoy Creek - Maintenance Building Improvements	3/1/2006	10/18/08	DWM	\$1,962	WSRB	02.15.004	10	H, I, P, R
80	RM Clayton - Landscaping Improvements	8/1/2001	8/1/08	DWM	\$2,836	WSRB	02.17.020	8, 9	A, C, D
81	RM Clayton - Primary Area Upgrades	8/2/2004	8/28/09	DWM	\$5,413	WSRB	02.17.050	8, 9	A, C, D
82	South River - Small Capital Projects	2/1/2006	12/3/10	DWM	\$4,622	WSRB	02.18.901	1, 12	Z
83	South River WRC Effluent Pumping Station Upgrade	8/2/2004	8/1/08	DWM	\$1,750	WSRB	02.18.903	1, 12	Z
84	South River - Upgrade of Solids Handling at Headworks	10/11/2004	5/31/08	DWM	\$877	WSRB	02.18.904	1, 2, 12	Z
85	Utoy Creek - Small Capital Projects	3/15/2006	12/3/10	DWM	\$2,070	WSRB	02.19.004	10	H, I, P, R
86	Intrenchment Creek - Small Capital Projects	2/1/2006	12/3/10	DWM	\$1,677	WSRB	02.20.900	1	W, Z
87	Small PS Upgrades (Highlands, Niskey Lake 1 & 2, and Cascade Road)	3/1/2007	1/15/10	DWM	\$2,931	WSRB	03.03.050	10, 11	A, H, I, P, R, S
88	Pump Station - Bar Screen Replacement (BR & PL)	2/16/2006	12/3/10	DWM	\$2,000	WSRB	03.06.905	9	D, G
89	AHA - Capital Redevelopment Phase 3	8/1/2006	9/21/07	DWM	\$1,500	WSRB	05.96.016	1, 2, 3, 4, 5	M, N, V, W
90	AHA - Grady Redevelopment Phase 1	8/1/2006	2/17/08	DWM	\$5,800	WSRB	05.96.017	1, 2, 5	M, N, V, W
91	AHA - Grady Redevelopment Phase 2	4/2/2007	10/31/07	DWM	\$912	WSRB	05.96.018	1, 2, 5	M, N, V, W
92	AHA - McDaniel Glenn Homes Phase 1	4/7/2008	11/30/08	DWM	\$11,500	WSRB	05.96.019	2	V

4 Community Agenda

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
93	DWM Administration and Maintenance Building (University)	12/31/2004	5/18/10	DWM	\$32,500	WSRB	07.05.003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
94	Temporary Field Office Facilities	12/1/2005	2/18/09	DWM	\$995	WSRB	07.05.008	10	H, I, P, R
95	Document Management System - Feasibility Study	9/17/2004	8/16/09	DWM	\$496	WSRB	07.06.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
96	Sanitary Sewers Repair - Annual Contract	8/2/2004	4/30/18	DWM	\$46,021	WSRB	08.01.012	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
97	Repair and Replace Roofing - Annual Contract	1/3/2005	6/21/16	DWM	\$2,200	WSRB	08.01.013	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
98	Surveying and Mapping Services - Annual Contract	7/5/2004	1/21/09	DWM	\$4,200	WSRB	08.04.008	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
99	Reserve for Appropriations - System Renewal or Operational Reliability	1/1/2005	12/31/14	DWM	\$17,678	WSRB	99.02.008	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
				New Projects					
Capital Improvement									
100	RM Clayton-Digester Cover Replacement	11/21/2006	11/24/08	DWM	\$15,842	WSRB	02.17.910	8, 9	A, C, D
				Completed Projects					
Capital Improvement									
101	Tanyard West Area Disinfection Facility	5/2/2000	6/25/06	DWM	\$500	WSRB	05.04.003	2, 6, 7, 8	C, D, E
102	CSO Dechlorination West	1/7/2002	2/1/06	DWM	\$5,517	WSRB	05.19.001	8, 9	A, C, D
103	Woodward Way / Northside Sewer Improvement	11/1/2004	12/16/05	DWM	\$246	WSRB	04.01.001	8	C
104	Camp Creek Outfall Capacity Relief - Phase 1 (Princeton Lakes)	8/2/2004	12/31/05	DWM	\$1,375	WSRB	04.16.357	11	P, R

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
105	Sewer Group 2 -SSES Contract A	10/1/2003	12/27/06	DWM	\$5,791	WSRB	04.17.001	1, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, N, O, P, R, S, T, X, Y, Z
106	Sewer Group 2 - SSES Contract B	10/1/2003	6/26/06	DWM	\$11,176	WSRB	04.17.002	1, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, N, O, P, R, S, T, X, Y, Z
107	Sewer Group 2 - SSES Contract D	10/1/2003	6/30/06	DWM	\$10,514	WSRB	04.17.004	1, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, N, O, P, R, S, T, X, Y, Z
108	Sewer Group (3R) - Proctor Creek Diversion Structure	10/1/2003	11/15/06	DWM	\$1,666	WSRB	04.23.101	9	G
109	Sewer Group (5R) - Peachtree Creek Relief Siphon	4/14/2005	7/30/06	DWM	\$221	WSRB	04.23.351	8	C
110	Nancy Creek Tunnel	1/1/2001	12/31/05	DWM	\$149,896	WSRB	04.26.001	7, 8, 9	A, B, C, D
111	Nancy Creek Pump Station Phase 2	7/1/2001	12/31/05	DWM	\$32,250	WSRB	04.26.002	8, 9	A, C, D
112	Inman Park Relief Sewer and Improvement	6/25/2002	12/1/04	DWM	\$1,510	WSRB	05.95.001	1, 2, 5, 6	E, F, M, N, O, W
113	Small Diameter Sewer Rehabilitation - Annual Contract	4/1/2003	3/5/07	DWM	\$25,971	WSRB	08.01.001	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, R, S, T, V, W, X, Y, Z
114	STCTSOP - Force Main Corrosion Testing	7/1/2001	12/31/05	DWM	\$83	WSRB	09.02.904	1, 9, 12	D, G, H
115	South River - Clarifier Upgrades	10/1/2001	12/31/06	DWM	\$3,862	WSRB	02.18.900	1, 12	Z
116	Flint River Force Main Phase I	9/1/2002	7/26/06	DWM	\$8,613	WSRB	09.02.901	1, 12	Y, Z
117	AHA Aquarium - CSO Separation	1/1/2004	12/31/04	DWM	\$1,580	WSRB	05.96.008	2, 3, 5, 6, 8	E, L, M, T
118	AHA - Perry Off-Site Redevelopment	8/2/2004	12/1/05	DWM	\$3,900	WSRB	05.96.009	9	D, G, J
119	AHA - Harris Redevelopment - Phase 2a	1/1/2004	12/31/04	DWM	\$3,290	WSRB	05.96.011	3, 4, 10	I, K, L, M, S, T, V
120	AHA - Harris Redevelopment - Phase 2b	1/1/2004	12/31/04	DWM	\$3,965	WSRB	05.96.012	2, 3, 4, 10	K, L, M, S, T, V
121	AHA - Harris Redevelopment Phase 3	8/2/2004	3/1/06	DWM	\$654	WSRB	05.96.013	3, 4, 10	K, L, M, S, T, V

4 Community Agenda

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
122	AHA - Capital Redevelopment Phase 1	1/1/2004	12/31/04	DWM	\$1,334	WSRB	05.96.014	1, 2, 3, 4, 5	M, N, V, W
123	AHA - Capital Redevelopment Phase 2	1/1/2005	12/31/05	DWM	\$4,035	WSRB	05.96.015	1, 2, 3, 4, 5	M, N, V, W

Table 4.8 City of Atlanta 2008 - 2012 - SHORT TERM WORK PROGRAM - SWMP Implementation Plan

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
Section 2: Waste Disposal Stream Analysis									
1	Collect Better Data to Analyze and Manage Commercial and C&D Waste	2005	2014	SWS/ Private	\$50	Solid Waste Reserve Fund (SWRF)			
Section 3: Waste Reduction Element									
2	City of Atlanta Recycling Programs	2005	2014	SWS/ General Services	\$135	General Fund			
3	Curbside Recycling Collection Program	2005	2014	SWS/ Recycling Contractor	\$100	SWRF			
4	Drop Off Centers	2005	2014	SWS/ Private	\$209	SWRF			
5	City and Commerical Multi-Family Recycling	2005	2014	SWS/ Private	\$750	SWRF			
6	Commerical Business Recycling	2006	2014	SWS/ Private	\$100	SWRF			
7	Tire Recycling	2005	2014	SWS/ Recycling Vendors	\$10	SWRF			
8	Residential Yard Trimmings Curbside Collection Program	2005	2014	SWS	\$4,800	SWRF			
9	White Goods Recycling	2005	2014	SWS	\$240	SWRF			
10	Pay-As-You-Throw Garbage and Yard Trimmings Evaluation	2006	2009	SWS	\$100	SWRF			
11	Pay-As-You-Throw Garbage and Yard Trimmings Potential Implementation	2010	2014	SWS	\$174	SWRF			
12	Financial Incentives	2006	2006	SWS	\$70	SWRF			
13	Metro-Atlanta Waste Exchange Evaluation	2005	2006	SWS	\$100	SWRF			
14	Metro-Atlanta Waste Exchange Potential Implementation	2007	2014	SWS	\$74	SWRF			
15	C&D Recycling	2006	2014	SWS/ Private	\$100	SWRF			
16	Conversion of Hartsfield Solid Waste Reduction Plant to Environmental Education Center and Park Evaluation	2006	2007	SWS/ DPRC / DPCD	\$50	General Fund/ Grants			
17	Conversion of Hartsfield Solid Waste Reduction Plant to Environmental Education Center and Park Potential Implementation	2008	2014	SWS/ DPRC / DPCD	\$250	General Fund/ Grants			
18	Amnesty Days and Household Hazardous Waste Events	2005	2014	SWS	\$150	SWRF			

4 Community Agenda

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
19	City of Atlanta Collection Operations	2005	2014	SWS	\$13,400	SWRF			
20	City-Owned Buildings and Facilities Collection	2005	2014	SWS	\$1,900	SWRF			
21	City Beautification and Common Good Services	2005	2014	SWS	\$6,200	SWRF			
22	Education and Compliance on St-Out Limits for Solid Waste & Yard Trimmings	2005	2014	SWS	\$101	SWRF			
23	Collection Productivity and Operational Efficiency	2005	2007	SWS	\$500	SWRF			
24	Fleet maintenance	2005	2014	SWS	\$8,700	SWRF			
25	Commerical Collection	2005	2006	SWS	\$275	SWRF			
26	Improved Overall Route Balance	2006	2006	SWS	\$50	SWRF			
27	Increased Frequency of Yard Trimmings Pickup	2005	2006	SWS	\$398	SWRF			
28	Expand Illegal Dumping / Littering Program	2005	2014	SWS	\$1,300	SWRF			
Section 4: Disposal Element									
29	Monitoring and Post-Closure Activities at Existing landfills	2005	2014	SWS	\$1,000	SWRF			
30	Contracted Disposal to Landfills via Transfer Stations	2005	2009	SWS	\$7,000	SWRF			
31	Non-Incinerated Sludge Disposal to Landfills	2005	2014	SWS	\$5,000	SWRF			
32	Continue Evaluating Innovative and Sustainable Disposal Technologies	2006	2014	SWS	\$50	SWRF			
33	Mass Burn Combustion	2006	2006	SWS	\$100	SWRF			
34	Refuse-Derived Fuel	2006	2006	SWS	\$100	SWRF			
35	Regional Landfills	2006	2006	SWS	\$100	SWRF			
36	Use of Transfer Stations to Support Regional Disposal Facilities	2006	2006	SWS	\$100	SWRF			
37	Eco-Industrial Park	2006	2006	SWS	\$100	SWRF			
Section 5: Land Limitation Element									
38	Enforcement of Natural Environmental and Land Use Limitations and Other Regulatory Requirements for Solid Waste Facility Siting	2005	2014	SWS/ DPCD	Ongoing	General Fund			

	Project Name	Initiation Year	Completion Year	Responsible Party	Cost (x \$1,000)	Funding Source*	WBS #	Council District	NPU
39	Account for Disproportionate Environmental Impacts	2005	2014	SWS/ DPCD	Ongoing	General Fund			
40	Establish Consistency with Comprehensive SWMP	2005	2014	SWS/ DPCD	Ongoing	General Fund			
Section 6: Education and Public Involvement Element									
41	SWEET		2014	SWS	\$800	SWRF			
42	Trash Troopers	2005	2014	SWS	\$800	SWRF			
43	Partnerships with Other Organizations	2005	2014	SWS	\$85	SWRF			
44	Public Outreach Programs	2005	2014	SWS	\$1,100	SWRF			
45	Educational Materials	2005	2014	SWS	\$104	SWRF			

Table 4.9 CITY OF ATLANTA 2008-2012 SHORT TERM WORK PROGRAM - Fire Department

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
1	Fire Station 1	71 Elliot Street Relocate this building. There is a proposal by the Department of Transportation to connect the Techwood Drive viaduct to I-20. This proposed extension will go almost over the top of this building.			AFD	4149		AFD-05-0001	2	M
2	Fire Station 13	447 Flat Shoals Blvd., SE Relocate and rebuild fire station due to condition of current building (very poor).		09/30/2007	AFD	3600		AFD-05-0002	5	W N
3	Fire Station 18	2007 Oakview, SE Relocate and rebuild fire station due to condition of current building (very poor).		09/01/2007	AFD	3600		AFD-05-0003	5	O
4	Fire Station 22	817 Hollywood Rd., NE Relocate and rebuild fire station due to condition of current building (poor). This facility is too old and small to function as a fire station. It would not be feasible to build a larger facility on the property.		04/01/2009	AFD	3780		AFD-05-0004	9	G J
5	Fire Station 23	817 Hollywood Rd., NE Relocate and rebuild fire station due to condition of current building (poor). This facility is too old and small to function as a fire station. It		04/01/2009	AFD	3780		AFD-05-0005	8	C D E

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
		would not be feasible to build a larger facility on the property.								
6	Fire Station 25	2349 Benjamin E. Mays Dr., SW Relocate and rebuild fire station due to condition of current building (poor).			AFD	4959		AFD-05-0006	11	R S
7	Fire Station 26	2970 Howell Mill Rd., NW Relocate and rebuild fire station due to condition of current building (poor) and too small for future apparatus. Re-location will include better response time.			AFD	4149		AFD-05-0007	8	A C T
8	Fire Station 27	4260 Northside Dr., NW Relocate and rebuild fire station due to condition of current building (poor).			AFD	4959		AFD-05-0008	8	A T
9	Fire Station 28	4260 Northside Dr., NW Relocate and rebuild fire station due to condition of current building (poor).		09/30/2007	AFD	3600		AFD-05-0009	9	D G
10	Fire Station 30	10 Cleveland Ave., SW Relocate and rebuild fire station due to condition of current building (poor).			AFD	6426		AFD-05-0010	12	G H I
11	Fire Station 31	2406 Fairburn Rd., SW Relocate and rebuild fire station due to condition of current building (poor).		09/30/2005	AFD	6425		AFD-05-0011	11	P

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
12	Fire Station 7	2406 Fairburn Rd., SW Relocate and rebuild fire station due to condition of current (poor) building.		04/01/2009	AFD	4149		AFD-05-0012	4	T
13	Fire Station 9	2501 MLK. Jr. Dr. SW Relocate and rebuild fire station due to condition of current building.			AFD	6425		AFD-05-0013	10	G H I
14	Fire-Rescue Administration	Relocate and rebuild Fire Headquarters due to condition of current building and expansion of services.			AFD	0		AFD-05-0014	City-Wide	City-Wide
15	Fire-Rescue Repair Shop	770 Oak St., SW Relocate and rebuild facility and breathing apparatus shop due to condition of current building.			AFD	1300		AFD-05-0015	City-Wide 4	
16	Peachtree Street-Peachtree Battle Avenue Area Fire Station	Peachtree Street/Peachtree Battle Avenue Add fire station to improve response coverage			AFD	4959		AFD-05-0016	City-Wide 8 7	C D E
17	Training Academy	Peachtree Street/Peachtree Battle Avenue Add fire station to improve response coverage			AFD	500		AFD-05-0017	City-Wide	City-Wide
18	Training Academy, Classroom / Administration Building	Relocate and rebuild Fire-Rescue Training Academy due to condition of current building and expansion of services.			AFD	4000		AFD-05-0018	City-Wide	City-Wide

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
19	Training Academy Land Procurement	Relocate and rebuild Fire-Rescue Training Academy due to condition of current building and expansion of services.			AFD	3500		AFD-05-0019	City-Wide	City-Wide
20	Training Academy, Tower Building / Driver Training Course	Relocate and rebuild Fire Training Facility due to condition of current building.			AFD	4500		AFD-05-0020		City-Wide
21	Fire Station 11	New Fire Station 11 Atlantic Station Fire Station NPU E, Council District 2		09/30/2007	AFD	3600		AFD-07-0001	2	E
22	Fire Station 20	Replacement Fire Station 20 Built 1926, Very Poor Condition NPU X, Council District 12		04/01/2009	AFD	3780		AFD-07-0002	12	X

Table 4.10 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Police Department

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	CD	NPU
1	K-9 Facility-New Bldg. & Renovations	This project will create a new 3000 sq. ft. K9 facility on the existing land utilized by the mounted patrol 1001 Cherokee Avenue Interior and Exterior Renovations to existing buildings		03/01/2006	APD	610,755		APD-05-0002	City-Wide	City-Wide
2	Firing Range	This project will replace the existing target system and repair the existing fence line to increase security.			APD	120 - 396		APD-05-0003	City-Wide	City-Wide
3	Police Headquarters	This project would create a new facility to replace the current offices at City Hall East. *PROPOSED REQUESTED FUNDING	1/1/2006	12/30/2008	APD	44500		APD-05-0004	2	M

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	CD	NPU
4	Precinct Facility Study	Study all of the City Police Department Precinct *Could be funded by the Atlanta Police Foundation			APD	200 - 400		APD-05-0005	City-Wide	City-Wide
5	Training Academy / SOS Precinct Facility-Renovations	180 Southside Industrial Pkwy Interior and Exterior Renovations		03/01/2006	APD	42		APD-05-0012	City-Wide	City-Wide
6	EVOC Driving Course	180 Southside Industrial Pkwy Interior and Exterior Renovations			APD	6700		APD-05-0013	City-Wide	City-Wide
7	Zone 2 - Replace Precinct Building	Zone 2 Precinct = department's #2 priority Request reflects building costs only. Land acquisition needed. *PROPOSED REQUESTED FUNDING			APD	1700		APD-05-0014	City-Wide	City-Wide
8	Zone 3 / Firing Range / Emergency Power-Renovations	880 Cherokee Avenue Interior and Exterior Renovations and HVAC repairs/ 1500 Key Road Interior and Exterior Renovations and roof repairs/ Emergency power generators & lights at the patrol precincts		03/01/2006	APD	46		APD-05-0015	n/a	n/a
9	Zone 4 - Replace Precinct Building	Estimated cost for construction only. Land acquisition would add to cost. APD assumes city-owned land at John A. White Park could be used. *PROPOSED REQUESTED FUNDING			APD	1700		APD-05-0016	11	S
10	City Hall East: Parking Facility Replacement & Useful Signage	This project will create a secure storage /parking facility for large APD vehicles.			APD	300		APD-05-0020	6 City-Wide	M City-Wide
11	Crime Lab	This project will create a new crime lab facility and lessen our reliance on the GBI Crime Lab for testing of evidence.			APD	76 - 255		APD-06-0002	City-Wide	City-Wide
12	Zone 6 Precinct	This project will create a new Zone 6 precinct that will allow			APD	1700		APD-06-0004		

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	CD	NPU
		the City to discontinue rental payments for use of facilities. Location to be determined								
13	Helicopter Hanger	This project will create a hangar inside the city for a more centralized deployment of the Helicopter Squad.			APD	300			TBD	TBD
14	Crime Prevention Van	This project will allow for the purchase of a specialized crime prevention vehicle.			APD	100			TBD	TBD
15	Work Area Renovation	This project will allow upgraded facilities in the Central Records and Identification units work areas.	1/1/2007	1/1/2007	APD	40			2	M
16	Purchase 180 Southside Ind.					180			12	Z

4 Community Agenda

Table 4.11 City of Atlanta 2008-2012 SHORT TERM WORK PROGRAM - Department of Corrections

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x'1000	Funding Source	CIP #	CD	NPU
1	Enhancement of Law Library	To further accommodate the federal contract allowing federal inmates the ability to access legal material for the purpose of self representation and case research.			DOC	750		DOC-2005-0001	City-Wide	City-Wide
2	Cooling Tower	Replace the lining of the cooling tower to improve the air quality and extend the life expectancy of the heating and air conditioning system. 2005 GO Bond Funded project Project Completed		07/01/2005	DOC	10		DOC-2005-0002	City-Wide	City-Wide
3	Replacement of Sally Port Doors	To upgrade the vehicle sally port doors to ensure security to law enforcement agencies transporting inmates to and from the jail. No funding identified at this time			DOC	60		DOC-2005-0003	City-Wide	City-Wide
4	Closed Circuit Television System	To increase the overall security of the federal detainees housed within the City's detention center. Project Completed			DOC	80		DOC-2005-0004	City-Wide	City-Wide
5	Upgrade / Expansion of Laundry	To reconstruct the flooring surface for installation of commercial washers and dryers so as to meet the manufacturer's specifications.			DOC	50		DOC-2005-0005	City-Wide	City-Wide

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
6	Various Renovations & Upgrades Projects	No funding identified at this time To reconstruct the flooring surface for installation of commercial washers and dryers so as to meet the manufacturer's specifications. No funding identified at this time			DOC	134.461		DOC-2006-0001	City-Wide	City-Wide

4 Community Agenda

Table 4.12 City of Atlanta 2008-2012 SHORT TERM WORK PROGRAM - Department of Parks, Recreation, and Cultural Affairs

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
1	Civic Center Improvements	Improve and install ADA seating and safety screen at the drop of the Auditorium 1C49 773001 N12D099992AK CIVIC CENTER \$ 194,801.73		06/01/2005	DPRCA	1000		DPRCA-05-0001	2	M
2	Civic Center Security Systems and Lighting Improvements	Install a security system and lighting improvements at Civic Center premises.		12/01/2008	DPRCA	200		DPRCA-05-0002	2	M
3	South Bend Park - Cultural Center	Install a security system and lighting improvements at Civic Center premises.		04/15/2007	DPRCA	1180		DPRCA-05-0003	1	Y
4	Backflow Replacement and Repairs in Various parks	Installation of backflow preventers on all the facilities as required.		06/15/2007	DPRCA	100		DPRCA-05-0007	City- Wide	City- Wide
5	Bitsy Grant Club House Improvements	Total renovation to Clubhouse.		01/01/2008	DPRCA	100		DPRCA-05-0009	8	C
6	Facilities Assessment HVAC	HVAC systems in facilities are reaching the end of their life cycles and a comprehensive evaluation is being planned for needed replacement and repairs		12/31/2006	DPRCA	40		DPRCA-05-0014	City- Wide	City- Wide
7	J. D. Sims Recreation Center Improvements	Existing facility to be completely renovated to serve as a cultural art center.		09/15/2007	DPRCA	254		DPRCA-05-0017	2	M
8	Lang Carson Building Improvements	Replace old water lines throughout the facility.		06/01/2008	DPRCA	254		DPRCA-05-0019	5	N
9	Piedmont Park Tennis Center Renovations	Replace old water lines throughout the facility.		12/15/2006	DPRCA	175		DPRCA-05-0023	6	X E
10	Replace and Repair Fire Alarm Systems	Repair and Replace Fire Alarm Systems at Various Facilities PI 2006 75,000		09/01/2007	DPRCA	75		DPRCA-05-0025	City- Wide	City- Wide

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
11	Roof Repairs and Replacements at Various Parks	Replace and/or repair roofs at various facilities.		09/01/2007	DPRCA	300		DPRCA-05-0027	City-Wide	City-Wide
12	Thomasville Recreation Center Improvements	Total renovation to interior of facility. Work is underway.		05/15/2007	DPRCA	200		DPRCA-05-0030	1	Z
13	Frankie Allen Park Tennis Sports Lighting	Replace sports lighting at tennis courts		09/15/2007	DPRCA	150		DPRCA-05-0035	7	B
14	Sign Replacements in Various Parks	OBF 2006 100,000		02/15/2007	DPRCA	100		DPRCA-05-0039	City-Wide	City-Wide
15	Butler Park Improvements	Site and amenity improvements throughout the park. Ball Field upgrade, resurface tennis and basketball courts and drainage improvements.		12/15/2007	DPRCA	100		DPRCA-05-0042		
16	Coan Park Playground Replacement	Build a Boundless Playground to replace the old playground.		03/31/2007	DPRCA	250		DPRCA-05-0043	5	O
17	Deenwood Park Site Improvements and Development	Improve drainage, reestablish walking path in the park and install landscaping.		12/31/2008	DPRCA	250		DPRCA-05-0044		
18	J. D. Sims Playground Replacement	Replace the old playground		06/15/2007	DPRCA	150		DPRCA-05-0047	2	M
19	Phoenix II Park Playground Replacement	Replace old playground.		06/15/2007	DPRCA	75		DPRCA-05-0050	4	V
20	Adair II Basketball Court Cover and Site Improvements	Existing Basketball court roof / cover is in bad condition and needs to be replaced. Drainage improvements and landscaping to be done throughout the park.		06/15/2007	DPRCA	203		DPRCA-05-0053	4	V
21	Adamsville Site Improvements	Build a new entrance to the facility.		01/01/2007	DPRCA	150		DPRCA-05-0056		

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
22	Anderson Park Tennis Court Improvements	Complete repair and resurfacing of the courts		06/15/2007	DPRCA	101		DPRCA-05-0057		
23	Chastain Park Restoration of Picnic Shelters	Picnic shelter at master grill to be rebuilt.		12/15/2006	DPRCA	75		DPRCA-05-0063		
24	Collier Park Site Improvements	Complete renovation of ball fields, concessions, bleachers, tennis and basketball courts, and related site improvements		03/15/2008	DPRCA	250		DPRCA-05-0064	10	H
25	Fencing Repairs and Replacements in Various Parks	Replace and repair fencing in various parks.		07/15/2007	DPRCA	200		DPRCA-05-0069	City-Wide	City-Wide
26	Oakland City Park Site Improvements	Landscaping.		09/01/2008	DPRCA	25		DPRCA-05-0084	4	S
27	Site and Erosion Control Improvements in Various Parks	Repair and replace drainage and pipes, build retaining walls, install landscaping to control erosion and drainage problems in various parks.		07/01/2007	DPRCA	300		DPRCA-05-0087	City-Wide	City-Wide
28	Southside Tennis Courts Conversion to Soccer Field	Convert 6 existing tennis courts into a soccer field.		06/15/2008	DPRCA	335		DPRCA-05-0088	12	Z
29	Chastain Park Swimming Pool	Fundraising efforts underway by Chastain Park Conservancy to fund the renovation of this facility. Build new pool and bath house facilities on existing site.		06/15/2007	DPRCA	2500		DPRCA-05-0093	8	A
30	Anderson Park Pool and Bath House Improvements	Complete renovations of the bathhouse and the pool.		12/15/2007	DPRCA	600		DPRCA-05-0094		
31	Thomasville Pool Bath House Renovations	Interior renovations and drainage improvements outside the bathhouse CDBG 2005 76, 125		04/15/2007	DPRCA	76		DPRCA-05-0099	1	Z

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
32	Civic Center Fire Alarm Systems	This project proposes to install a up todote fire alarm system in the facility.		03/01/2006	DPRCA	300		DPRCA-06-0001	2	M
33	Arthur Langford Recreation Center Improvements	Complete renovation of exterior and interior of the facility and a senior citizens activity room.		07/01/2007	DPRCA	294		DPRCA-06-0002	12	Y
34	Ballfield Renovations at Various Parks	Complete renovation of exterior and interior of the facility and a senior citizens activity room.		09/01/2007	DPRCA	5500		DPRCA-06-0003	City-Wide	City-Wide
35	Knight Park Building Renovations	Extensive interior renovations are needed to convert into a community meeting space.		11/01/2007	DPRCA	300		DPRCA-06-0004	1	Y
36	Candler Park Golf Club House Improvements	Complete interior renovation and sewer line replacement.		09/01/2007	DPRCA	300		DPRCA-06-0005	6	N
37	Candler Park - Storm Drainage Improvements	Storm drainage, naturalization of concrete channel and drainage system & water quality improvements in the creek		11/15/2009	DPRCA	925		DPRCA-06-0006	6	N
38	Daniel L. Stanton Park	Design of re-building of the park in process.		09/15/2008	DPRCA	1000		DPRCA-06-0007	2	M
39	Dunbar Community Center - Renovation	The building is old and in great need of interior renovations. Make improvements for code and accessibility compliance throughout the building. 477 Windsor Street. Improvements to the exterior of the building and to the site being planned.		09/01/2006	DPRCA	1200		DPRCA-06-0008	4	V
40	Emma Millican Park Playground Improvements	Replace existing equipment and install new playground.		01/01/2008	DPRCA	150		DPRCA-06-0009	12	X

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
41	English Park Recreation Center Improvements	The building is old and need interior renovations to meeting area, restrooms, weight room, kitchen, arts & crafts, and roof repairs. Work is underway.		12/15/2006	DPRCA	150		DPRCA-06-0010	9	G
42	Mozley Park Pavilion	renovate pavilion		09/15/2008	DPRCA	100		DPRCA-06-0011	4	K
43	Georgia Hill Community Center - Renovations	The building is old and in great need of interior renovation. Make improvements for code and accessibility throughout the building. Work is underway.		09/01/2006	DPRCA	523		DPRCA-06-0012	1	W
44	Grant Park 4 Small Pavilions Improvements	Work to be coordinated with Grant Park Conservancy. Renovate and repair 4 small, existing pavilions.		07/01/2008	DPRCA	100		DPRCA-06-0013	1	W
45	Grant Park Fort Walker Site Improvements	Work to be coordinated with Grant Park Conservancy. Pave existing asphalt drive and drainage improvements.		12/01/2008	DPRCA	100		DPRCA-06-0014	1	W
46	John C. Birdline Community Center - Renovations	The building is old and in great need of interior renovations. Make improvements for code and accessibility throughout the building. Work is underway.		09/01/2006	DPRCA	540		DPRCA-06-0015	1	Y
47	Land Acquisition and Development of New Parks	Greenspace acquisition through Green Team oversight and development of new parks through extensive community input.		12/31/2009	DPRCA	57000		DPRCA-06-0016	City-Wide	City-Wide

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
48	Lang Carson - Replace Retaining Wall at Basketball Courts	Replace existing railroad ties wall at covered basketball court and replace existing bleachers.		03/01/2007	DPRCA	100		DPRCA-06-0017	5	N
49	ML King Natatorium	The building was built in 1970's. Pool and deck needs to be resurfaced, new roof, locker room renovations, fitness room, paint the whole facility etc. Work is underway.		04/01/2007	DPRCA	1700		DPRCA-06-0018	2	M
50	Perkerson Park Recreation Center Improvements	Total interior renovations and porch addition.		06/01/2007	DPRCA	203		DPRCA-06-0019	12	X
51	Perkerson Park Site Improvements	Establish walking trails and clean up on the bank to connect to ball field and track.		06/15/2008	DPRCA	300		DPRCA-06-0020	12	X
52	Playground Improvements at Various Parks	AD Williams, Adamsville, Cleopas Johnson, Cleveland, Empire, Nagouchi, Pryor Tucker, Shady Valley, Southbend, Sunken Gardan, Wilson Mill, Windsor		12/01/2009	DPRCA	2000		DPRCA-06-0021	9 10 4 12 7 1 6	G H T Z B Y F V
53	Pool Renovations and Improvements at 16 Outdoor Pools	Adams, Arthur Langford, Candler, Chastain, Garden Hills, Grant, JA White, Maddox, Mozley, Oakland City, Pittman, Piedmont, Rosa Burney (Dunbar), Southbend, Tucson, Thomasville		12/01/2008	DPRCA	12000		DPRCA-06-0022	1 2 6 4 3 11 7 8 12	R Y N A W B S K E V P Z
54	Rawson Washington Park Playground Improvements	Replace and repair existing playground and address drainage problem. (Request for funding submitted to		04/01/2007	DPRCA	150		DPRCA-06-0023	5	V

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
55	Recreation Center Improvements at Various Parks	Grants Management, Apr. 2006). REC. CENTERS: AD Williams, Adams, Ben Hill, Bessie Branham, Brownwood, Camp Lake Allatoona, Chastain, Coan, Collier, Dunbar, Grant, Grove, Lang-Carson, Mozley, Oakland City, Zaban. Total interior renovations at the above facilities.		12/01/2009	DPRCA	10000		DPRCA-06-0024	City-Wide	G R P O W H V J N K S
56	Security Lighting Improvements at Various Parks	Adair I, Adair II, Adams, Bessie Branham, Brownwood, Candler, Central, East Lake, Freedom, Oakland, Perkerson, Phoenix II, Renaissance, Southside, Southside		06/01/2008	DPRCA	600		DPRCA-06-0025	City-Wide	V R W N N M O S X Y Z
57	Tennis and Basketball Courts Resurfacing and Repairs at Various Parks	Adair I, Adair II, Adams, Bessie Branham, Brownwood, Candler, Central, East Lake, Freedom, Oakland, Perkerson, Phoenix II, Renaissance, Southside, Southside		06/01/2008	DPRCA	1800		DPRCA-06-0026	City-Wide	C D E F H I J K N O W Y Z S T V
58	Loring Heights Park Improvements	Drainage and erosion control at the pond and throughout the Park. Install landscaping.		10/01/2007	DPRCA	300		DPRCA-07-0009	8	E

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
59	Chastain Arts Center Renovations	Phase 1 Partial renovation of whole facility. The building was built in 1909. In spite of the the periodic repairs it is now necessary to continue major overall repairs. Replacement of existing roof and renovations to restrooms to be done under Phase 2.		12/15/2007	DPRCA	200		DPRCA-2005-0003	8	A
60	A.D. Williams Park		2005	2009	DPRCA	300	Adopt-A-Park P.I., OBF	PK050	G	9
61	Adair I Park		2005	2016	DPRCA	250	Adopt-A-Park P.I., CDBG	PK100	V	4
62	Adair II Park		2005	2016	DPRCA	300	Adopt-A-Park , P.I., CDBG	PK101	V	4
63	Adams Park Improvements		2005	2009	DPRCA	1,250	P.I., OBF	PK002	R	11
64	Adamsville Recreation Center		2005	2009	DPRCA	450	G.O., PI	PK210	H	10
65	Allatoona Resident Cabins		2010	2016	DPRCA	2500	PVT., OBF	PK171	not in city	not in city
66	Anderson Park Improvements		2010	2008	DPRCA	1,100	CDBG, OBF	PK004	J	3
67	Arthur Langford Park Improvements		2005	2016	DPRCA	1,200	CDBG, OBF	PK024	Y	1
68	Arthur Langford Park Natural Area Expansion		2010	2007	DPRCA			PK024	Y	12
69	Arthur Langford Recreation Center Improvements		2005	2008	DPRCA	300	CDBG	PK024	Y	12
70	Ashby Street Garden Park		2015	2008	DPRCA	50		PK209	L	3
71	Atlanta Civic Center improvements and Development		2005	2009	DPRCA	100,000	GO, OBF	PK140	M	2
72	Atlanta Memorial Park		2010	2016	DPRCA	1500	P.I., PVT	PK201	S	4

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
73	Barbara Ann McCoy Park		2010	2009	DPRCA	120	CDBG	PK236		9
74	Beaver Brook Park		2010	2008	DPRCA	50	Adopt-A-Park P.I.	PK160	I	11
75	Beecher Circle Park		2010	2008	DPRCA	10	P.I.		all	11-Jan
76	Beltline		2005	2031		1.2B	BeltLine Inc, DPCD, DPRCA	PK027	P	11
77	Ben Hill Natatorium		Dropped 2007	2016	DPRCA	6000	CDBG & G.O. I.F.	PK149	O	5
78	Bessie Branham Park Improvements		2010	2008	DPRCA	500	OBF	PK072	C	8
79	Bitsy Grant Tennis Center Improvements		2005	2008	DPRCA	1000	PVT., OBF	PK055	Z	12
80	Brownmill Imps		2005	2015		500	QOL, PVT			
81	Brownwood Park		2010	2010	DPRCA	100	TBD		O	5
82	Brownwood Park Recreation Center and basketball court Improvements		2005	2008	DPRCA	270	OBF	PK056	M	2
83	Butler Park		2005	2008	DPRCA	100	ETAD		N	5
84	Cabbagetown Park, Kirkwood Tye Project		2010	2010	DPRCA, DPCD	100	QOL, PVT	PK185	N	6
85	Candler Park, stream naturalization, ball field and multipurpose court Imps.		2005	2009	DPRCA	1,280	OBF, P.I., Adopt-A-Park, EPD	PK157	I, R	11
86	Cascade Springs Nature Preserve		2010	2010	DPRCA	186	P.I.	PK077	J	9
87	Center Hill Park Development		2005	2008	DPRCA	700	CDBG / PVT	PK006	M	2
88	Central Park site and landscape improvements		2010	2016	DPRCA	750	TBD	PK186	A	8
89	Chastain Amphitheatre		2005	2009	DPRCA	150	TRUST	PK011	A	8
90	Chastain Pool Improvements		2010	2009	DPRCA	6000	OBF. & PVT	PK241	A	8

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
91	Chastain Tennis Center imps/ replacement		2005	2015	DPRCA	2,000	TBD		A, C, D, G, H	8, 9
92	Chattahoochee Nat'l Recreation Area Improvement & Expansion		2010	2020	NPS	150,000	Nat'l Park Service	PK O99	A, C, D, G	8, 9
93	Chattahoochee River Way Corridor and Recreational Parks		2005	2016	DPCD	2000	Park Impact Fees, Private, QOL	n.i.	Y	1
94	Chosewood Park Improvements		2010	2008	DPRCA	200	OBF	n.i.	all	all
95	Citywide Multi-use and Recreational Trails and Greenway System		2005	2016	DPRCA	30000	Private, IF	PK204	T	4
96	Cleopas Johnson Park		2005	2008	DPRCA	200	OBF	PK127	Z	12
97	Cleveland Avenue Park		2010	2016	DPRCA	400	OBF	PK075	H	10
98	Collier Drive Park		2010	2008	DPRCA	500	OBF			
99	Collins/ Spinks Park improvements		2005	2009	DPRCA	1,000	CDBG, TBD	PK234	C	9
100	Coronet Way Park		2015	2016	DPRCA	75	TBD	PK241	F	6
101	Daniel Johnson Preserve		2010	2016	DPRCA	50	PVT	PK068	V	1
102	Daniel Stanton Park		2005	2016	DPRCA	6000	OBF, PVT, AMBFF			
103	Deerwood Park		2005	2009	DPRCA	295	CDBG, OBF	n.i.	M	2
104	Dobbs Plaza		2010	2010	DPRCA	2410	Adopt-A-Park	n.i.	M	2
105	Downtown Garden Parks		2010	2016	DPRCA	3200	Adopt-A-Park	PK230	M	2
106	Downtown Greenspace Plan		2010	2016	DPCD-CAP	50	Private		O	5
107	East Lake, Zabon Center Improvements		2005	2009	DPRCA	700	OBF		N	5
108	Edgewood Land Acquisition				DPRCA	TBD		PK231	X	12
109	Emma Millican Park		2005	2008	DPRCA	1,050	CDBG, AMBFF	PK128	Z	12

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
110	Empire Park		2005	2008	DPRCA	175	OBF			
111	English Park		2005	2008	DPRCA	350	CDBG, OBF		W	5
112	Fiat Shoals SE / Clifton SE Beautification				DPRCA	TBD		PK052	B	7
113	Frankie Allen Park		2005	2009	DPRCA	500	OBF, PVT	n.i.	N	2
114	Freedom Park Development		2005	2016	DPRCA	1000	Private, DOT, IF	PK007	B	7
115	Garden Hills		2005	2016	DPRCA	50	Adopt-A-Park	PK076	X	12
116	Gilbert House Improvements		2005	2010	DPRCA	190	CDBG	PK188	N	6
117	Goldsboro Park		2005	2010	DPRCA	50	Adopt-A-Park,	PK019	W	1
118	Grant Park Improvements		2005	2016	DPRCA	1,000	OBF & PVT		h	10
119	Green Property		2005	2020	DPRCA	200	IF	PK087	J	9
120	Grove Park		2010	2009	DPRCA	1,000	OBF	PK170	I	10
121	Harwell Heights		2005	2016	DPRCA	150	OBF	PK189	T	4
122	Howell Park - West End		2005	2016	DPRCA	100	OBF, CDBG	n.i.	I	10
123	Isabelle Gates Webster		2005	2014	DPRCA	250	OBF, PVT	PK232	M	2
124	J.D. Sims Park		2010	2016	DPRCA	400	CDBG,	PK190	L	3
125	J.F. Kennedy Park		2010	2008	DPRCA	350	OBF	PK048	S	11
126	John A. White Park Improvements		2005	2010	DPRCA	850	OBF, TBD	PK048	S	11
127	Kings Ridge Acquisition and Improvements		2005	2009	DPCD, DPRCA	200	QOL, TBD		O	5
128	Lakewood Park Restoration		2010	2010	DPRCA, DPCD, ADA	TBD	PVT		N	5
129	Lang Carson Recreation Center Improvements		2010	2006	DPRCA	300	CDBG	PK008	N	5
130	Lang Carson Security Lights & Improvements		2010	2016	DPRCA	250	TBD	PK070	F	6
131	Lenox Wildwood Park & Improvements		2005	2016	DPRCA	100	OBF		I	10,11
132	Lionel Hampton Park		2005	2010	DPRCA	1,925	PVT, QOL		N	2

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
133	Little Five Points Park (Finley Park)		2010	2009	DPRCA	30		PK029	K	3
134	Maddox Park Expansion & Improvements		2005	2010	DPRCA	1,000	OBF	PK185	M	2
135	Margaret Mitchell Park		2005	2010	DPRCA	150	Adopt-A-Park	PK130	E	7
136	McClatchey Park		2010	2007	DPRCA	25	TBD	PK243	S	11
137	McGhee Tennis Center		2005	2010	DPRCA	300	TBD	PK156	P	11
138	Melvin Drive Park		2010	2012	DPRCA	600	TBD	W	5	
139	Montvallo / Fayetteville Road Land Acquisition				DPRCA	TBD		PK079	K	3
140	Morningside Nature Preserve		2005	2010	DPDNC, DPRCA, DPW	200	IF, QOL, PVT		F	6
141	Mozley Park		2010	2009	DPRCA	1,250	OBF		F	6
142	Natatorium (Midtown new site)		2010	2010	DPRCA	TBD		n.i.	D, G	8,9
143	New Parks Development		2005	2010	DPRCA	28,000	OBF			
144	Oakland Cemetery Improvements		2010	2010	DPRCA	3600	Trust Fund & PVT	n.i.	M	2
145	Old Fourth Ward Parks		2005	2010	DPRCA	825	CDBG		N	6
146	Olmsted Linear Parks		2005	2010	DPRCA, private	2,000	PVT	PK197	F	6
147	Orme Park		2005	2008	DPRCA	50	PVT			
148	Park Impact Fee Schedule Update		2005	2010	DPCD	20				
149	Park Land Acquisition City Wide		2005	Continuing		35,000	OBF			
150	Parks, Open Space, and Greenways Plan Update		2005	2008	DPCD	700	QOL	n.i.	E, F, M	2,5,8
151	Peachtree Creek/ Clear Creek Stormwater Management Project (Ponce de Leon Springs Park, Civic Center Park, Piedmont Park expansion)		2005	2010	DPW	50000	Capital Projects Fund, PVT	n.i.	E, F, M	2,5,8

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
152	Peachtree Hills Park imps		2005	2008	DPRCA	300	OBF, PVT	PK064	B	7
153	Perkerson Park Improvements		2005	2016	DPRCA	600	CDBG, OBF	PK 039	X	12
154	Phoenix II Park		2005	2008	DPRCA	150	CDBG, OBF	PK164	V	1
155	Phoenix Park III		2010	2016	DPRCA	20	Adopt-A-Park	PK165	W	1
156	Phoenix/ Dunbar Park/ ROSA BIRNEY PARK Improvements		2005	2009	DPRCA	2,500	CDBG, OBF, PVT	PK041	V	2
157	Piedmont Park Master Plan Implementation		2005	2009	DPRCA	72,000	Piedmont Park Conservancy, PVT	n.i.	E, F	6
158	Piedmont-Auburn Park		2010	2006	DPRCA	50	PVT, QOL	PK214	M	2
159	Pittman Park		2005	2016	DPRCA	1,200	CDBG, OBF	PK174	V	4
160	Playscape Replacements at Various Parks		2010	2006	DPRCA	2,300	CDBG, OBF	n.i.	all	all
161	Rawson Washington Park		2005	2016	DPRCA	500	ETAD, CDBG	PK107	V	2
162	Regional Park --Westside-- Northwest Community Park	Bell wood Quarry ?	2010	2016	DPRCA	35000	TBD	PK034	W	5
163	Regional Park: Atlanta in DeKalb		2010	2020	DPCD					
164	Regional Park: Ben Hill Area		2010	2020	DPCD				R, P	11
165	Regional Park: Northeast Atlanta		2010	2020	DPCD				A, B	7,8
166	Riverside		2005	2020	DPRCA	200	PVT		M, O	5
167	Rose Circle Playlot		2010	2	DPRCA	55	CDBG	PK225	D	9
168	Sandtown Triangle		2010	2016	DPRCA	30	PVT	PK214	T	4
169	SE Atlanta Ballfield/ Track Improvements		2010	2008	DPRCA	150	OBF	PK158	P	11
170	Shady Valley Park		2010	2008	DPRCA	400	OBF	PK093	H	10
171	South Atlanta Park		2010	2016	DPRCA	50	CDBG	PK202	B	6

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
172	South Bend Park		2005	2008	DPRCA	2,000	UPARR, OBF	PK067	Y	1
173	Southside Park		2005	2008	DPRCA	700	OBF, CDBG	PK044	Y	12
174	Stone Hogan Park		2010	2009	DPRCA	135	TBD	PK213	Z	12
175	Thomasville Park		2005	2008	DPRCA	600	CDBG	PK045	P	11
176	Tucson Trail Park		2005	2009	DPRCA	400	TBD	PK116	Z	1
177	Underwood Hills		2005	2016	DPRCA	150	OBF	PK203	P	11
178	Venetian Hills/Oakland City Parks & Open Space		2005				GG		D	9
179	Vine City Parks & Open Space		2005	2008	DPRCA, DPCD	400	GG		S	4
180	Walker Park		2005	2010	DPRCA	185	OBF, TBD	PK205	O	5
181	Washington Park Improvements		2005	2008	DPRCA	1500	CDBG, TBD	PK080	K	3
182	Water Tower Park		2005		DPRCA	190	CDBG	n.i.	M	2
183	Waterford Property		2005	2010	DPRCA	50	PVT		I	9
184	Wesley Coan Park Improvements		2005	2008	DPRCA	500	OBF, TBD	PK012	O	5
185	West End Park		2005	2008	DPRCA	200	OBF, TBD	PK206	T	4
186	West Manor Park		2005	2008	DPRCA	300	OBF	PK109	I	10
187	Whittier Mill Park Development		2005	2010	DPRCA	2000	IF, Capital Projects Fund, PVT	n.i.	D	9
188	Willoughby Way/ Ralph McGill Park		2010	2006	DPRCA	108	Adopt-A-Park	n.i.	M	2
189	Wilson Mill Park		2010	2016	DPRCA	525	OBF	PK051	H	10
190	Windsor Street Playlot Renovations		2010	2008	DPRCA	100	OBF	n.i.	V	2,4
191	Winn Park Improvements		2005	2009	DPRCA	50	P.I., PVT	n.i.	E	7
192	Woodland Garden Park		2010	2016	DPRCA	5	Adopt-A-Park	PK211	W	1

Table 4.13 CITY OF ATLANTA 2008-2012 SHORT TERM WORK PROGRAM - Department of Parks Recreationa and Cultural Affairs

4 Community Agenda

	Project	Program Description	Initiation Year	Completion Year	COST x 1,000	Funding Source	Responsible Party	CIP #	NPU	CD
1	Parks Strategic Plan									
2	ARTSCool		2005	Continuing Project	170	General Fund	DPRCA	NA	All	All
3	Atlanta Jazz Festival		2005	Continuing Project	400	Promotion and Tourism	DPRCA	NA	All	All
4	Contracts for Arts Funding		2005	Continuing Project	600	Promotion and Tourism	DPRCA	NA	All	All
5	Exhibition Programs at City Gallery- Chastain		2005	Continuing Project	3	Chastain Art Center Trust	DPRCA	NA	All	All
6	Exhibition Programs at City Gallery- CHE		2005	Continuing Project	40	General Fund	DPRCA	NA	All	All
7	National Arts Program		2005	Continuing Project	2	Foundation	DPRCA	NA	All	All
8	Youth Arts Program		2005	Continuing Project	40	General Fund	DPRCA	NA	All	All
9	COGNOS	Strategic Performance measurement system that implements business intelligence and balanced scorecarding methodology.	2007	Continuing Project	2000	G	CITYWIDE	NA	NA	NA

Transportation

Table 4.14 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Department of Aviation

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
1	5th Runway	Planning, design and construction of 5th runway. Includes land acquisition, site preparation, utility work, concrete, NAVAID installation and the construction of new aircraft rescue and fire fighting (ARFF) facility and air traffic control tower (ATCT). Access to the new facilities will be provided as well. Funding shown on chart represents total from all sources, ***need break-out by funding source***								
2	Airfield	Planning, design and construction of 5th runway. Includes land acquisition, site preparation, utility work, concrete, NAVAID installation and the construction of new aircraft rescue and fire fighting (ARFF) facility and air traffic control tower (ATCT). Access to the new facilities will be provided as well. Funding shown on chart represents total from all sources, ***need break-out by funding source***	1998	2010- 2011	DOA	171193 -414146	AOR/FG	AV-2000-0026	n/a	n/a
3	CEELA	Planning, design and construction of 5th runway. Includes land acquisition, site preparation, utility work, concrete, NAVAID installation and the construction of new aircraft rescue and fire fighting (ARFF) facility and air traffic control tower (ATCT). Access to the new facilities will be provided as well. Funding shown on chart represents total from all sources, ***need break-out by funding source***	1998	2007 - 2012	DOA	988947 - 1005808	PFC/AOR/ GARB	AV-2000-0030	n/a	n/a
4	Airport Access and Parking	Planning, design and construction of 5th runway. Includes land acquisition, site preparation, utility work, concrete, NAVAID installation and the construction of new aircraft rescue and fire fighting (ARFF) facility and air traffic control tower (ATCT). Access to the new facilities will be provided as well. Funding shown on chart represents total from all sources, ***need break-out by funding source***	1999	2006-2011	DOA	139050- 93029	PFC/AOR/ GARB	AV-2000-0069	n/a	n/a
5	Airport Support Facilities	Planning, design and construction of 5th runway. Includes land acquisition, site preparation, utility work, concrete, NAVAID installation and the construction of new aircraft rescue and fire fighting (ARFF) facility and air traffic control tower (ATCT). Access to the new facilities will be provided as well. Funding shown on chart represents total from all sources, ***need break-out by funding source***		2008	DOA	122766 - 45941		AV-2004-0009	n/a	n/a
6	CONRAC	Planning, design and construction of 5th runway. Includes land acquisition, site preparation, utility	2000	2010	DOA	518891 - 440878	PFC/SFB	AV-2004-0011	n/a	n/a

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
		work, concrete, NAVAJAID installation and the construction of new aircraft rescue and fire fighting (ARFF) facility and air traffic control tower (ATCT). Access to the new facilities will be provided as well. Funding shown on chart represents total from all sources, ***need break-out by funding source***								
7	Air Cargo	This project provides for the maintenance and expansion of existing facilities. This includes the following projects: USAPHS Quarantine Facility Upgrades, Air Cargo Complex Expansion Program, and Cargo Facilities (Building C).	2005	2013	DOA	160713	SFB		n/a	n/a
8	Airport Support Facilities	This project provides for the maintenance and expansion of existing facilities. This includes the following projects: USAPHS Quarantine Facility Upgrades, Air Cargo Complex Expansion Program, and Cargo Facilities (Building C).	1999	2010	DOA	45941	AOR/SFB		n/a	n/a
9	Terminal Facility	In order to maintain a high level of customer satisfaction, this element provides for the renovation and expansion of existing facilities. It includes the following projects: APM replacement of automatic train control equipment, existing terminal planning, design, & construction, terminal restroom upgrades, concourse T Cosmetic upgrades, Concourse A cosmetic upgrades, Concourse C expansion, Concourse D expansion, MUFIDS Phase II, centralized passenger paging system, signage and graphics additions, and exterior landscaping program.	1999	2011	DOA	318868	AOR/ARB		n/a	n/a
10	Utilities	This project includes the maintenance, replacement, and expansion of HVAC, plumbing and electrical systems for the Central Passenger Terminal Complex. Fuel systems, water and sewer, and telecommunications are also included. The list of projects included are Terminal HVAC Upgrades, Central plant equipment replacement, airport maintenance program needs assessment, and fuel maintenance.	1999	2010	DOA	48526	AOR/ARB		n/a	n/a
11	Environment	This project provides for renovation and expansion of facilities and programs through which environmental issues are mitigated. These programs include a special materials handling building, storm water management alleviation plan, noise mitigation, land acquisition and noise insulation.	2000	2012	DOA	209615	AOR/FG		n/a	n/a

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding Source	CIP #	CD	NPU
12	South Gate Complex	This project will include the planning, design, and construction of a new south passenger complex. This project is anticipated to include land acquisitions, site preparation and environmental assessments as well as construction of concourses, apron, and an APM system that will provide connection to the existing terminal and the new series of concourses.	2003	2013	DOA	1790382	PFC/GARB		n/a	n/a

Table 4.15 City of Atlanta 2008 - 2012 SHORT TERM WORK PROGRAM - Department of Public Works

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
1	10th Street Streetscapes		Oct-06	Jun-07	DPW		QOL, TIF, CDBG	DPW-05-0002		
2	14th Street Streetscape	Streetscape improvements on 14th St from W Peachtree St to Piedmont Av.	Oct-07	Jun-08	DPW	\$4,795	QOL	DPW-05-0003		06
3	14th Street Turn Lanes	Turn lanes from Spring Street to West Peachtree Street.	Oct-07	Jun-08	DPW	\$5,900	QOL	DPW-05-0004		02
4	Adams Drive Bridge Repairs	Replacement of existing bridge structure.	Not available	Not available	DPW	\$692	QOL	DPW-06-0001		11
5	Ansley Park Traffic Calming	Traffic calming measures throughout Ansley Park neighborhood.	Not Available	Not available	DPW	\$1,000	QOL	DPW-05-0021		05
6	Ashburton Avenue	From Alston Drive to Glenwood Avenue			DPW	\$54,563	STP Enh, TIF, QOL	DPW-06-0004		05
7	Ashby Street and Simpson Street	Evaluation ongoing for minor traffic & pedestrian safety improvements at intersection.	Mar-07	Apr-07	DPW	\$30	CID, St Bnd	DPW-05-0028		03
8	Ashby Street Streetscape	Part of the West end LCI from Ralph David Abernathy Drive to I-20.	Jun-08	Jun-09	DPW	\$1,084	CID, St Bnd	DPW-05-0029		03, 04
9	Atlantic Drive	From 10th Street to 14th Street	2008	2008	DPW	\$47	TIF	DPW-06-0005		02
10	Atlantic Station TCM NB Off-Ramp, Williams Street Rel.	This project, also associated with AT-AR 224A and C, will relocate Williams Street and the northbound offramp from the Downtown Connector (I-75/85) at 14th Street in order to accommodate the new 17th Street Bridge.	Aug-07	Jul-08	DPW	\$67,000	QOL	DPW-06-0006		09

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
11	Auburn Avenue	Bulbouts at the two existing pedestrian crossings at Hogue Street and at Howell Street.	Aug-07	Sep-07	DPW	\$25	CMAQ, QOL, TIF	DPW-06-0007		02
12	Barge Road at Campbellton Road	Improvement to the intersection of Barge and Campbellton Roads, including a gateway entrance at the intersection.	Oct-08	Jun-09	DPW	\$404	CMAQ, TE	DPW-05-0033		11
13	Beatie Avenue	From Dill Avenue to Erin Avenue	Aug-07	Nov-07	DPW	\$350	QOL	DPW-06-0009		12
14	Bent Creek Way	From Campbellton Road to Cul-de-sac	Aug-08	Sep-08	DPW	\$48	CID, St Bnd, LCI	DPW-05-0039		11
15	Beverly Road/Peachtree Street Intersection Improvements	This project will realign the intersection of Beverly Rd., Peachtree St. and West Peachtree St.	Sep-07	May-08	DPW	\$1,900	QOL	DPW-05-0578		02
16	Bicycle Signage Fifteen Year Projects	Installing signage and pavement marking for on-street bicycle routes previously adopted by the City of Atlanta.	Aug-06	Feb-08	DPW	\$670	QOL	DPW-05-0040		City-wide
17	Bicycle Signage Five Year Projects	Installing signage and pavement marking for on-street bicycle routes previously adopted by the City of Atlanta.	Aug-06	Feb-08	DPW	\$310		DPW-05-0041		City-wide
18	Bohler Road and DeFoor's Ferry Road	TBD	Jun-07	Dec-07	DPW	\$53	PIF, PATH, CMAQ, TE, 1C28 - 574001, N12F03 559985	DPW-05-0044		09
19	Bolton Road	From DL Hollowell Parkway to Moores Mill Road	Aug-06	Aug-06	DPW	\$607	QOL	DPW-05-0048		09
20	Bolton Road and Marietta Road	Intersection Improvements to be included with Bolton Road Streetscape project.	May-08	May-09	DPW	\$53	QOL	DPW-05-0051		09
21	Bolton Road and Paul Avenue	Provides right turn lane. Improvement included with Bolton Road Streetscape project.	May-08	May-09	DPW	\$53	TIF, LCI	DPW-05-0052		09

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
22	Bolton Road/Hollywood Road Plaza	Bolton Road/Hollywood Road/Main Street	May-08	May-09	DPW	\$300	QOL	DPW-05-0056		09
23	Bolton/Marietta Intersection		May-08	May-09	DPW	\$750	QOL	DPW-06/0068		09
24	Bolton/Moores Mill Streetscape	Streetscape Improvements on Bolton Road from Moore's Mill Road to James Jackson Parkway	May-08	May-09	DPW	\$1,270	STP Enh, TIF	DPW-05-0057		09
25	Bridge Refurbishing and Stabilization Program	Maintenance program for city bridges.	Oct-07	Jul-08	DPW	\$2,000	Local	DPW-05-0067		City-wide
26	Buckhead Pedestrian Bridge/Plaza	Buckhead Marta Station	Apr-08	Oct-08	DPW	\$1,191	LCI, St Bnd	DPW-05-0072		07
27	Buckhead Triangle Park/Reconfiguration	From Peachtree Road to Roswell Road; 60%, CD 7; 40%, CD 8.	Not Available	Not Available	DPW	\$2,000	QOL	DPW-05-0073		07 & 08
28	Butler Street Bridge Right-of-Way Acquisition	Replacement of bridge over CSX Railroad. City of Atlanta will fund right-of-way and utility relocations only. Engineering and construction are by GDOT.	9/28/2009	7/29/2011	DPW	\$100	QOL	DPW-05-0079		02
29	Butler Way	From Parrott Avenue to Dead End			DPW	\$38	QOL	DPW-06-0011		09
30	Campbellton Highway - SR 166	This project will widen Campbellton Highway (SR 166) from Enon Road to East Barge Road from two to four lanes. It is intended to relieve congestion in the Lakewood Freeway, I-285W, Fulton Industrial Boulevard and Camp Creek Parkway corridors.	Not Available	Not Available	DPW	\$10,394	Local	DPW-06-0012		10
31	Campbellton Road	Install and upgrade traffic signals; Link system to the ATCC via existing and new copper-wire communications; Develop system-timing and integration plans for corridor	Aug-07	Feb-08	DPW	\$248	QOL	DPW-06-0013		11
32	Canter Road	From West Roxboro Road to 1022 Canter Road			DPW	\$34	QOL	DPW-06-0014		07
33	Carmel Avenue	From North Highland Avenue to Sinclair Drive	Jul-08	Sep-08	DPW	\$96	QOL	DPW-06-0015		02

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
34	Carroll Drive	From Marietta Road to Alma Street			DPW	\$36	QOL	DPW-06-0016		09
35	Carter Drive	From Club Drive to Peachtree Dunwoody Road			DPW	\$40	St Bnd, Local	DPW-06-0017		07
36	Cascade Road and Lynhurst Drive	CD 10 - 50%; CD 11 - 50%.	Aug-07	Oct-07	DPW	\$89	QOL	DPW-05-0093		10
37	Cascade/Mays Village Center Phase 2	Streetscape Improvements in business district: on Cascade Road from Beecher to BE Mays; on BE Mays from Cascade to Beecher and Beecher from Cascade to BE Mays.	Jan-08	Jul-08	DPW	\$885	STP, Local	DPW-06-0019		11
38	Cascade/Mays Village Center Phase 3	Streetscape Improvements on Cascade Road from Venetian Drive to Beecher, between phase 1 and phase 2.	Jul-07	Nov-07	DPW	\$489	QOL, LCI	DPW-06-0020		11
39	Central Avenue Bridge	Rehabilitation of the Central Avenue bridge over the CSX Railroad and MARTA rail. The project will run from Alabama Street to Wall Street.	Not Available	Not Available	DPW	\$4,088	QOL	DPW-05-0097		02
40	Chattahoochee River Way Corridor and Recreational Parks, CD 9	Greenway and Park Nodes along the entire length of the river within the City, initial focus on trail construction on RM Clayton Atlanta Water Treatment Site and Standing Peachtree Site and property acquisition in Council District 9. CD 8 - 25%; CD 9 - 75%	Not Available	May-06	DPW	\$328	QOL	DPW-06-0021		08
41	Cheshire Bridge Road Streetscape, phase 1	Phase 1: Streetscape improvements from Piedmont Ave to Manchester St.	Nov-06	May-07	DPW	\$1,130	LCI, QOL	DPW-05-0101		06
42	Cheshire Bridge Road/Lindburgh Drive	Addition of left turn lanes on Cheshire Bridge Road at Lindburgh Drive.	Not Available	Not Available	DPW	\$14,257	QOL	DPW-06-0023		06
43	City of Atlanta Schools Sidewalks, Phase 2	Improvements to pedestrian environment around selected schools in the City of Atlanta by constructing/reconstructing sidewalks in the vicinity of schools.	Jun-06	Jan-07	DPW	\$1,394	QOL	DPW-05-0106		various

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
44	Cleveland Avenue	Install and upgrade traffic signals; Link system to the ATCC via existing and new copper-wire communications; Develop system-timing and integration plans for corridor	Feb-08	Nov-08	DPW	\$248	QOL	DPW-05-0107		12
45	Collier Road Sidewalk	Construction of sidewalks on Collier Road from Howell Mill Road to Peachtree Road.	Jan-08	Jun-07	DPW	\$440	QOL	DPW-05-0113		08
46	Courtland Street Bridge	Replacement of bridge over CSX Railroad. City of Atlanta will fund right-of-way and utility relocations only. Engineering and construction are by GDOT.	Not Available	Not Available	DPW	\$1,195	QOL	DPW-05-0118		02
47	Crosswalk Installation, Council District 1	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	STP Enh, TIF	DPW-05-0121		01
48	Crosswalk Installation, Council District 10	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	QOL	DPW-05-0122		10
49	Crosswalk Installation, Council District 11	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	QOL	DPW-05-0123		11
50	Crosswalk Installation, Council District 12	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	Off Sys Br, QOL, St Bnd	DPW-05-0124		12
51	Crosswalk Installation, Council District 3	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	QOL	DPW-05-0126		03
52	Crosswalk Installation, Council District 4	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	QOL, LCI	DPW-05-0127		04
53	Crosswalk Installation, Council District 5	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	QOL	DPW-05-0128		05
54	Crosswalk Installation, Council District 6	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$274	Local, STP Pgm, State	DPW-05-0129		06
55	Crosswalk Installation, Council District 7	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	QOL	DPW-05-0130		07

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
56	Crosswalk Installation, Council District 8	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	QOL	DPW-05-0131		08
57	Crosswalk Installation, Council District 9	Replace existing crosswalks with international crosswalks at arterial and collector streets.	Jan-08	Jul-2010	DPW	\$164	LCI	DPW-05-0132		09
58	D.L. Hollowell Parkway (formerly Bankhead Highway) - US 78/278, SR 8 - A	Upgrade roadway to current standards, from Proctor Creek to east of CSX railroad bridge.	Jan-08	Jun-09	DPW	\$12,227	QOL	DPW-05-0136		03
59	D.L. Hollowell Parkway (formerly Bankhead Highway) - US 78/278, SR 8 - B	Replacement of a substandard bridge on D.L. Hollowell Parkway (US 78/278) over the CSX Railroad near Mean Street. The project will widen the currently narrow travel lanes on the bridge.	Not Available	Not Available	DPW	\$2,412	QOL, On Sys Br, St Bnd	DPW-06-0025		02
60	D.L. Hollowell Parkway (formerly Bankhead Highway) - US 78/278, SR 8 - C	Widen road to 4 lanes from Harwell Road to H.E. Holmes Drive. COA is responsible for ROW and utilities. Estimated ROW cost is \$14.5 M	Not Available	Not Available	DPW	\$24,393	TIF, CMAQ	DPW-06-0026		09
61	Dallas Street	From Glen Iris Drive to North Angier Avenue	Apr-07	Apr-07	DPW	\$39	QOL, On Sys Br, St Bnd	DPW-06-0027		02
62	Decatur Street Streetscape Improvements	Decatur Street from Peachtree to Jesse Hill Jr. Drive	Jun-07	Dec-07	DPW	\$1,370	QOL	DPW-05-0139		05
63	Donald Lee Hollowell Parkway	Install and upgrade traffic signals; Link system to the ATCC via existing and new copper wire communications; Develop system-timing and integration plans for corridor.	Oct-07	Jul-08	DPW	\$277	QOL	DPW-05-0145		09, 03
64	Donald Lee Hollowell Parkway	Elements of the Wayfinding Signage System will include: maps, signs and kiosks at key street corners within the core of Downtown and Midtown.	Not Available	Not Available	DPW	\$3,061	QOL	DPW-05-0146		02
65	Downtown & Midtown Atlanta Wayfinding	From James Jackson Parkway to Northside Drive, CD 3 - 60%, CD 9 - 40%.	Jul-06	Aug-07	DPW	\$2,000	QOL	DPW-05-0148		09

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
66	Downtown Atlanta Pedestrian Corridor Improvements	This project will implement streetscape and safety improvements recommended in the City Center Livability Project LCI Study on Marietta Street and Centennial Olympic Park.	Jan-07	Oct-07	DPW	\$4,375	QOL	DPW-05-0149		02
67	Downtown Parking Management Program	Develop and implement parking management activities and strategies, such as variable parking charges, an area-wide parking cash-out program, a parking and transit information program, and preferential parking for car and vanpool patrons.	Not Applicable	Not Applicable	DPW	\$175	QOL	DPW-05-0151		02
68	East Atlanta Village Streetscape Improvements, Phase 2	Streetscape improvements. This is Phase II of the EAV Streetscapes. Phase I was funded totally with QOL Bond money.	Jun-08	Dec-08	DPW	\$1,078	QOL	DPW-05-0155		05
69	East Avenue	From Boulevard to Dead End	Apr-08	May-08	DPW	\$91	QOL	DPW-06-0028		02
70	East Wesley Road Streetscape	Sidewalk and pedestrian improvements on E. Wesley from Peachtree St to Piedmont Ave.	Aug-06	Aug-07	DPW	\$1,250	QOL	DPW-05-0157		07
71	Edgewood Avenue	From Butler Street to Hurt Plaza: CD 2 - 50%, CD 5 - 50%.	Mar-07	Jul-07	DPW	\$500	Local, LCI, TIF	DPW-05-0159		02
72	Elmira Place	From DeKalb Avenue to McLendon Avenue	Mar-07	Mar-07	DPW	\$29	QOL, CID, TE	DPW-06-0029		06
73	Fairburn Road - B	Installation of sidewalks, crosswalks and bike lanes along Fairburn Road from MLK Jr. Drive to Stone Road.	Not Available	Not Available	DPW	\$750	QOL	DPW-05-0168		10
74	Fairlie-Poplar Streetscapes	Phase 3 improvements on Walton, Nassau and Spring Streets.	Jun-08	Nov-08	DPW	\$995	QOL	DPW-05-0171		02
75	Felder Street	Mansfield Avenue to Druid Place	Sep-07	Nov-07	DPW	\$350	QOL	DPW-05-0174		06

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
76	Field Street	From Pearl Street to Chester Avenue	Aug-07	Nov-07	DPW	\$316	TIF, LCI, QOL	DPW-06-0030		05
77	First Street	From Saint James Avenue to Spring Street. Project estimate is \$299,000.00.	Jun-07	Nov-07	DPW	\$328	St Bnd, QOL	DPW-05-0176		09
78	Freemont Street	From Troy Street to Dead End	Sep-07	Nov-07	DPW	\$450	QOL	DPW-05-0188		01
79	Glen Echo Drive	From Childress Drive to Dead End	Sep-07	Nov-07	DPW	\$374		DPW-05-0193		11
80	Glenwood Avenue	From Boulevard to I-20: CD 1 - 40%, CD 5 - 60%	Jan-07	Oct-07	DPW	\$162	QOL	DPW-05-0196		01
81	Grady Homes	Atlanta Housing Authority	Jun-07	Jan-07	DPW	\$180	QOL	DPW-05-0199		05
82	Grandview Avenue	From Peachtree Road to Buckhead Avenue	Jul-08	Aug-08	DPW	\$25	QOL	DPW-06-0031		07
83	Greenbriar Parkway Improvements	Implementation of streetscape improvements along Greenbriar Parkway from Langford Parkway to I-285 West. Improvements include sidewalks, pedestrian lighting, street furniture and trees.	Oct-08	Oct-09	DPW	\$2,380	QOL	DPW-05-0205		11
84	Greenway Trail Projects	Primary greenway trail system throughout the City as defined in the CDP and associated secondary trails with improvements anticipated into each council districts.	Feb-06	Sep-08	DPW	\$4,629	QOL, CMAQ	DPW-06-0032		City-wide
85	H. E. Holmes Drive - SR 280	Widen H.E. Holmes Drive from 2 to 4 lanes from I-20 west to D.L. Hollowell Parkway. City responsible for ROW. ROW estimate \$2,475,000.	Not available	Not available	DPW	\$8,726	QOL	DPW-06-0069		03, 09, 10
86	Harris Homes Streetscapes: Lowery Blvd	Harris Homes Streetscapes: Lowery Blvd, Peoples St., Baldwin St., Westview	Jun-08	Dec-07	DPW	\$1,400	QOL	DPW-05-0216		04
87	Headland Street from Greenbriar Parkway to Atlanta City Limits	Construction of sidewalks, pedestrian amenities, lighting, crossings and landscaping from Greenbriar Parkway to Atlanta City Limits.	Oct-08	Jun-09	DPW	\$350	QOL	DPW-05-0220		11

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
88	Herndon Homes	Atlanta Housing Authority	Jun-07	Dec-07	DPW	\$100	QOL	DPW-05-0221		03
89	Hill Street Operations Facility	This project provides necessary maintenance to the existing facility, such as replacing the existing roof and repairing the electrical system	Not Available	Not Available	DPW	\$1,500	QOL	DPW-05-0608		City-wide
90	Hollywood Road Sidewalks	Installation of sidewalks on Hollywood Rd. from Bolton Rd. to Spring street. Project connects with AT-AR BP024, Bolton Road Sidewalks.	Jul-07	Nov-07	DPW	\$610	QOL	DPW-05-0230		09
91	Hollywood Road Streetscapes	Streetscape improvements at the intersections of Hollywood Rd at Bolton Rd, Perry Blvd and Hollowell Pkwy.	Nov-06	Jul-07	DPW	\$881	CID, St Bnd	DPW-05-0227		09
92	Howell Mill Road Intersection Improvements	This project will upgrade Howell Mill Rd. from Chattahoochee Ave. to Bellemeade Ave. by widening narrow lanes and adding turn lanes.	Jan-07	Jan-08	DPW	\$3,150	QOL	DPW-05-0237		09
93	I-285 South to I-20 West, Ramp Geometry	Reconfiguration of interchange ramps at I-285 south and I-20 west.	Not available	Not available	DPW	\$24,870	QOL	DPW-05-0244		10
94	I-285 West @ US 78/278-SR 8 - D. L. Hollowell Parkway (formerly Bankhead Hw	I-285 West and D.L. Hollowell Parkway (US 78/278) Interchange. The project also includes an associated four lane collector-distributor system running from I-20 West to Bolton Road (SR 70).	Not available	Not available	DPW	\$35,701	QOL	DPW-06-0034		09
95	I-75 SB TO I-85 NB Flyover Bridge	Reconstruction of the off-ramp from I-75 southbound to I-85 northbound. The existing ramp forces motorists to make a sharp turning movement and has resulted in numerous vehicles losing control or flipping over.	Not available	Not available	DPW	\$111,652	QOL	DPW-06-0035		08
96	I-85 @ Monroe Slip Ramps	The reconstruction of the I-85 North and Monroe Drive	Not available	Not available	DPW	\$33,081		DPW-06-0036		08

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
		interchange. It will relocate the on- and off-ramps to Monroe Drive.								
97	Intersection Timing and Loop Detector Installation	Retime, synchronize, replace down loop detectors, and add crosswalks and pedestrian phasing where relevant to 115 signalized intersections City wide. Approximately 370 loop detectors have been identified as not functioning along CMS corridors.	Jan-07	Jan-08	DPW	\$1,000	QOL	DPW-06-0037		City-wide
98	James Jackson Parkway - SR 280 - A	Widen the James Jackson Parkway (SR 280) bridge over the Chattahoochee River from two to four lanes. It will widen the approaches to the bridge and span the railroad as well.	Not available	Not available	DPW	\$10,765	QOL	DPW-05-0262		09
99	James Jackson Parkway - SR 280 - B	Widen the James Jackson Parkway (SR 280) bridge over the Chattahoochee River from two to four lanes. It will widen the approaches to the bridge and span the railroad as well.	Not available	Not available	DPW	\$1,765	On Sys Br, QOL, St Bnd	DPW-05-0263		09
100	Jesse Hill Jr Dr (Butler Street) Bridge	Butler Street travels under the CSX Railroad bridge. This project will rehabilitate the underpass.	Not available	Not available	DPW	\$1,588	St Bnd, STP Pgm	DPW-06-0038		02
101	Jones/Simpson/Alexander Street Corridor Improvements	This project will reroute traffic by permanently closing segments of Jones, Simpson and Alexander Streets and combining them into a single roadway between Northside Drive and West Peachtree Street.	Feb-07	Jul-07	DPW	\$7,208	QOL	DPW-05-0270		02, 03
102	Jonesboro School Drive Plaza/School Drive Macedonia	Jonesboro/Hutchins to Jonesboro/Macedonia	Not Available	Not Available	DPW	\$172	CMAQ, TIF	DPW-05-0273		12
103	Jonesboro-McDonough Plaza	Jonesboro/McDonough/Gannon	Not Available	Not Available	DPW	\$445	QOL	DPW-05-0274		01

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
104	Lakewood Heights Town Center	Streetscape bounded by Jonesboro/Lakewood/Clair/Shoen	Jan-08	Jul-08	DPW	\$1,245	CID, LCI	DPW-05-0282		01
105	Langford Parkway-SR154/166 at Campbellton Road	Redesign of Campbellton Road at Mt. Gilead Road intersection. Landscaping and signage for a gateway into area is to be included in the design.	Not available	Not available	DPW	\$3,000	LCI, QOL	DPW-05-0284		11
106	Lawton Road Sidewalks	Construction of sidewalks on Lawton Street from Oglethorpe Ave to Lucile Avenue.	Sep-06	Jan-07	DPW	\$200	QOL	DPW-05-0289		04
107	Lee Street and Yorke Avenue	Evaluation ongoing for minor traffic & pedestrian safety improvements at intersection.	Jul-07	Nov-07	DPW	\$30	QOL	DPW-05-0291		04
108	Lenox Road Widening	The widening of Lenox Road from Ferncliff Road to Canterbury Road from two to four lanes. It is designed to relieve a bottleneck between the Lenox Mall area and I-85 North. It will also will provide an alternate route to the congested SR 400 corridor.	Not Available	Not Available	DPW	\$9,984	QOL	DPW-06-0039		07
109	Lindbergh Drive Streetscape	Streetscape and traffic calming devices along Lindbergh Drive from Peachtree Road to Piedmont Ave.	Feb-05	Jan-07	DPW	\$1,462	QOL	DPW-06-0040		07
110	Linden St/Ponce De Leon Ave Intersection Improvements	North Avenue from Tech Parkway to Piedmont Road; Ponce De Leon Avenue from Spring Street to Myrtle Street and Linden Avenue from Spring Street to Peachtree Street. Corridor level and individual intersection improvements will be applied.	Oct-07	Jun-08	DPW	\$3,125	QOL	DPW-05-0295		02
111	Lionel Hampton Park	Greenway system with large Park Nodes between Ralph David Abernathy and Peyton Road	Dec-06	Sep-07	DPW	\$413	QOL	DPW-06-0041		10
112	M. L. King, Jr. Drive - SR139	Improvement of the intersections at M.L. King Jr.	Not available	Not available	DPW	\$4,350	QOL	DPW-05-0302		10

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
		Drive (SR 139) and H.E. Holmes Drive and Barfield Avenue. Included are continuous turn lanes between the two intersections.								
113	Magnolia Park	Atlanta Housing Authority	Jun-07	Jan-08	DPW	\$100	QOL	DPW-05-0305		03
114	Maiden Lane	High priority for councilperson. This is an alleyway per L. Jeter, partially paved per Billy Mitchell. It is roughly 10 feet wide in some sections, and provides access to the rear of the properties that abut it.	Sep-07	Nov-07	DPW	\$662	QOL	DPW-06-0042		06
115	Marietta Boulevard Streetscapes	Sidewalks and pedestrian improvements along Marietta Blvd from W Marietta St to City limit/ River.	Jul-08	Jul-09	DPW	\$1,600	QOL	DPW-05-0310		09
116	Martin Luther King Jr., Drive	From Fairburn Road to West Lake Drive	Jan-07	Oct-07	DPW	\$1,485		DPW-05-0318		10
117	Martin Luther King Jr., Drive/Ralph David Abernathy Boulevard/Westview Drive	From Westlake Avenue to Anderson	Not Available	Not Available	DPW	\$668	QOL	DPW-05-0321		04
118	Memorial Drive	From Pearl Street to Oakland Avenue	Aug-07	Oct-07	DPW	\$120	QOL	DPW-05-0333		05
119	Memorial Drive (SR 154)	From Moreland Avenue to Candler Road	May-07	Nov-07	DPW	\$400	QOL	DPW-05-0338		05
120	Memorial Drive Parks	From Capital Avenue to Oakland Avenue: CD 1 - 10%, CD 5 - 90%.	Jul-07	Aug-07	DPW	\$400	QOL	DPW-06-0071		05
121	Memorial Drive Parks	From Capital Avenue to Oakland Avenue: CD 1 - 10%, CD 5 - 90%.	Jul-07	Aug-07	DPW	\$86	QOL	DPW-06-0070		01
122	Metropolitan Parkway and Cleveland Avenue	Part of Metropolitan Parkway streetscape A project.	Apr-07	Mar-08	DPW	\$358	QOL	DPW-05-0342		12
123	Metropolitan Parkway and Manford Road	Part of Metropolitan Parkway streetscape B project.	Apr-07	Mar-08	DPW	\$54	Natl Hwy Sys, St Bnd	DPW-05-0343		12

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
124	Metropolitan Parkway/Stewart Avenue - A	Phase 1 Cleveland Ave. Intersection Deckner Ave. to Casplan (1 side of the street only) Gateway feature / Monument at RDA Intersection Streetscape Improvements from RDA to Shelton (Both Sides of Street)	Apr-07	Mar-08	DPW	\$1,079	QOL	DPW-05-0344		12, 04
125	Metropolitan Parkway/Stewart Avenue - B	Phase 2: Sidewalks and pedestrian improvements at Univ. Ave Intersection Streetscape Improvements from Deckner to University (Both Sides of Street) Streetscape Improvements from Fair St. to Casplan (on the eastside. Also on westside if budget allows)	Apr-07	Mar-08	DPW	\$1,079	QOL	DPW-05-0344		12/04
126	Midtown Atlanta Signal and Intersection Improvements	This project will add traffic signals the following intersections: Peachtree Street, Juniper Street and Piedmont Ave at 8th Street (phase I). Phase II intersections are Spring Street and West Peachtree Street at 12th Street.	Dec-07	Dec-07	DPW	\$2,000	QOL	DPW-05-0345		06,02
127	Miller Avenue	Oakdale Road to Colvin Street	Apr-08	Jul-08	DPW	\$300	QOL	DPW-05-0348		06
128	Miscellaneous TBD Sidewalks CD 3	Locations to be determined	Jan-06	Mar-006	DPW	\$155	QOL	DPW-05-0351		03
129	Mitchell Street	This project will replace the Mitchell Street bridge over the Southern Railroad.	Not available	Not available	DPW	\$15,100	QOL	DPW-05-0352		02
130	Moreland Avenue	Install and upgrade traffic signals; Link signal system to the ATCC via fiber optic communications; Develop signal-timing plans for corridor	Jun-07	Nov-07	DPW	\$115	QOL	DPW-05-0356		06
131	Moreland Avenue North	From North Avenue to I-20: CD 2 - 24%, CD 5 - 52%, CD 6 - 24%.	Nov-08	Jul-09	DPW	\$169	QOL	DPW-05-0358		05

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
132	Moreland Avenue South	From I-20 to I-285: CD 1 - 80%, CD 5 - 20%.	Nov-08	Jul-09	DPW	\$506	QOL	DPW-05-0359		01
133	Morgan Street	From Boulevard to North Angier Avenue	Mar-07	Mar-07	DPW	\$38	QOL	DPW-06-0043		02
134	Murphy Avenue	From I-20 to Lakewood Freeway	Jul-06	Nov-06	DPW	\$200	QOL	DPW-05-0362		04
135					DPW					
136	Niskey Lake Road	Butner Road to Dead End	Jul-07	Nov-07	DPW	\$600	QOL	DPW-05-0366		11
137	North Angier Avenue	From North Avenue to Dallas Street	Apr-07	Apr-07	DPW	\$25	QOL	DPW-06-0045		02
138	North Avenue and Ashby Street	Evaluation ongoing for minor traffic & pedestrian safety improvements at intersection.	Mar-07	May-07	DPW	\$30	QOL	DPW-05-0369		03
139	North Avenue and West Peachtree Street	Project cancelled as improvements to be completed by Midtown CID.	Dec-07	Feb-09	DPW	\$54	QOL	DPW-05-0370		02
140	North Avenue Facility Relocation	Acquisition or design and construction of new Solid Waste facilities and transfer stations. Funds previously awarded for the Chester Avenue Facility will be utilized for this project			DPW	\$4,750	LCI, CID	DPW-06-0068		City-wide
141	Northside Drive	From I-75 to Fair Street, CD 3 - 70%, CD 4 - 30%	Aug-07	Jan-08	DPW	\$203	QOL	DPW-05-0376		04
142	Northside Drive - US 41/SR 3	The improvement of traffic signal timing on Northside Drive (US 41/SR 3) from I-20 West to I-75 North. Intersections included on the signal timing improvement include McDaniel, Fair, Mitchell, Simpson, and M.L. King, Jr. Dr.	Not Available	Not Available	DPW	\$4,928	TIF, LCI	DPW-05-0377		03, 08
143	Northside Drive - US 41/SR 3 - A	Intersection geometry upgrades along Northside Drive at 10th and 14th Streets.	Not Available	Not Available	DPW	\$10,546	QOL	DPW-05-0378		02, 03
144	Northside Drive - US 41/SR 3 - B	This project will upgrade Northside Drive from 14th St	Not Available	Not Available	DPW	\$5,000	QOL	DPW-05-0379		

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
		to Trabert Ave by improving pavement								
145	Northside Drive - US 41/SR 3 Bridge	The construction of a railroad overpass at the CSX Railroad and Northside Drive (US 41/SR 3).	Not Available	Not Available	DPW	\$8,050	QOL	DPW-05-0383		08
146	Northside Drive Bridge	Improvements to the Northside Drive bridge over the Norfolk Southern Railroad.	Not Available	Not Available	DPW	\$2,674	On Sys Br, QOL, St Bnd	DPW-05-0383		08
147	Northside Drive Travel Way, CD 3	From I-75 to Fair Street, CD 3 - 70%, CD 4 - 30%.	Not Available	Not Available	DPW	\$309	QOL	DPW-05-0385		03
148	Northside Drive Travel Way, CD 4	From I-75 to Fair Street, CD 3 - 70%, CD 4 - 30%.	Not Available	Not Available	DPW	\$193	QOL	DPW-05-0384		04
149	Northside Parkway - US 41/SR 3 - A	This project will widen the Northside Parkway bridge over the Chattahoochee River and the approaches to the bridge. The roadway will transition from eight lanes to six lanes between Paces Mill Road and the approach to the bridge.	Not available	Not available	DPW	\$6,898	TIF, LCI	DPW-05-0386		08
150	Northside Parkway - US 41/SR 3 - B	This project will widen the Northside Parkway bridge over the Chattahoochee River and the approaches to the bridge. The roadway will transition from eight lanes to six lanes between Paces Mill Road and the approach to the bridge.	Not available	Not available	DPW	\$10,302	St Bnd, Natl Hwy Sys	DPW-05-0386		08
151	Peachtree Center Avenue	Streetscape improvements from Decatur Street to Ralph McGill Boulevard	Not available	Not available	DPW	\$5,842	Natl Hwy Sys, St Bnd	DPW-05-0396		02
152	Peachtree Hills Road Improvements	Streetscape and Traffic Calming from Peachtree Road to Lingbergh Drive	Feb-05	Oct-06	DPW	\$1,290		DPW-06-0047		07
153	Peachtree Road and Peachtree Battle Road	CD 7 - 50%; CD 8 - 50%. Per Council's request, residents are interested in traffic calming measures at this intersection.	Apr-09	Sep-09	DPW	\$179	QOL	DPW-05-0402		08

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
154	Peachtree Road and Pharr Road	CD 7 - 50%; CD 8 - 50%.	Apr-09	May-09	DPW	\$56	QOL	DPW-05-0404		07
155	Peachtree Road Corridor - SR 141, Phase 1	Improvement of pedestrian and bicycle environments along Peachtree Street from Shadowlawn Avenue to Roxoboro Road	Mar-06	Jul-07	DPW	\$10,594	QOL	DPW-05-0407		07
156	Peachtree Road Corridor - SR 141, Phase 2	Improvement of pedestrian and bicycle environments along Peachtree Street from Shadowlawn Avenue to Roxoboro Road	Jul-07	Aug-08	DPW	\$11,869	QOL	DPW-05-0408		07
157	Peachtree Street and Wall Street	Pedestrian Crossing at Peachtree at Walton and Popular	Feb-07	Nov-07	DPW	\$191	LCI, QOL	DPW-05-0411		02
158	Peachtree Street Bridge	Replacement of the bridge on Peachtree Street over the Georgia Railroad and MARTA rail at Underground Atlanta.	Jul-06	Jul-08	DPW	\$16,742		DPW-05-0412		02
159	Peachtree Street North	Streetscape improvements from 10th St to I-85.	Sep-07	Jul-08	DPW	\$2,830	QOL, LCI	DPW-05-0414		06
160	Peachtree Street South	Streetscape improvements along Peachtree St from 3rd St to 10th St	Mar-06	Dec-06	DPW	\$2,830	QOL	DPW-05-0415		02
161	Perry Boulevard Streetscapes	From Hollywood Road to Rockdale	Jun-07	Feb-08	DPW	\$473	GO-1994, On Sys Br, St Brnd	DPW-05-0417		09
162	Perry Homes	Atlanta Housing Authority	Nov-05	May-07	DPW	\$450	QOL	DPW-05-420		09
163	Pershing Avenue	From Morley Ave to Edie Ave.	Aug-07	Nov-07	DPW	\$192	Local	DPW-06-0048		01
164	Piedmont Avenue Pedestrian Improvements	Streetscape improvements from GSU MARTA station to John Wesley Dobbs Avenue. Georgia State will provide required \$247,000 match.	Jan-07	Jul-07	DPW	\$1,132	Ansley Park, STP	DPW-05-0424		02
165	Piedmont Road	From I-85 to Peachtree Road.	Not available	Not available	DPW	\$945		DPW-05-0425		07
166	Piedmont Road Bridge ROW Acquisition	Piedmont Road Bridge over CSX Railroad	Not Applicable	Not Applicable	DPW	\$400	QOL	DPW-06-0049		City-wide

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
167	Piedmont Road Turn Lanes	The addition of turn lanes and median improvements on Piedmont Road from Sidney Marcus Boulevard/Morosgo Drive to Garson Road. The project is designed to improve traffic flow in and around the MARTA Lindberg Transit Center.	Not Available	Not Available	DPW	\$11,779	QOL	DPW-06-0050		07
168	Piper Circle	From Bouldercrest Drive to Bouldercrest Drive	Apr-07	Apr-07	DPW	\$35	QOL	DPW-06-0051		05
169	Plymstock Lane	From West Wesley Road to Nancy Creek Road	Aug-07	Nov-07	DPW	\$320	QOL	DPW-06-0052		08
170	Ponce de Leon Avenue	From I-75/85 to Moreland Avenue, CD 2 - 60%, CD 6 - 40%.	Nov-08	Jul-09	DPW	\$252	QOL	DPW - 05-0428		06
171	Ponce de Leon Avenue and Moreland Avenue	CD 2 - 50%; CD 6 - 50%. Based on Council request, recommend adding LT signal for SB approach.	Nov-08	Apr-09	DPW	\$27	QOL	DPW-05-0434		06
172	Ponce de Leon Avenue and Moreland Avenue	CD 2 - 50%; CD 6 - 50%. Based on Council request, recommend adding LT signal for SB approach.	Nov-08	Apr-09	DPW	\$27	QOL	DPW-05-0435		02
173	Powers Ferry Road Bridge Replacement	Replacement of bridge over Nancy Creek.	Oct-07	Jun-08	DPW	\$1,469	QOL	DPW-05-0437		08
174	Pryor Road and Amal Drive	Part of 00GO-0839 and 00GO-0840, Pryor Road streetscape project.	Apr-07	Sep-07	DPW	\$54	QOL	DPW-05-0438		12
175	Pryor Road and Joyland Street	CD 1 - 50%; CD 12 - 50%. Part of 00GO-0839 and 00GO-0840, Pryor Road streetscapes project.	Apr-07	Sep-07	DPW	\$27	CID, CMAQ	DPW -05-0439		12
176	Pryor Road and Joyland Street	CD 1 - 50%; CD 12 - 50%. Part of 00GO-0839 and 00GO-0840, Pryor Road streetscapes project.	Apr-07	Sep-07	DPW	\$27	QOL	DPW -05-0440		01
177	Pryor Road and Manford Road	CD 1 - 50%; CD 12 - 50%. Part of 00GO-0839 and 00GO-0840, Pryor Road streetscapes project.	Apr-07	Sep-07	DPW	\$27	QOL	DPW -05-0441		01

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
178	Pryor Road and Moury Drive	CD 1 - 50%; CD 12 - 50%. Part of 00GO-0839 and 00GO-0840, Pryor Road streetscapes project.	Apr-07	Sep-07	DPW	\$27		DPW-05-0442		12
179	Pryor Road Streetscape	Sidewalks and pedestrian improvements from south of University Ave to Pryor Circle.	Apr-07	Sep-07	DPW	\$1,146	QOL, TE	DPW-05-0443		12, 04
180	Pryor Street Bridge	This project will rehabilitate the Pryor Street bridge over the CSX Railroad and MARTA rail. The project will run from Alabama Street to Wall Street. COA responsible for right of way (\$9,510,000).	Jun-09	Feb-2011	DPW	\$13,466	QOL	DPW-05-0445		02
181	Ralph David Abernathy Boulevard and Lee Street	Part of Ralph David Abernathy Boulevard Streetscape.	Jun-08	Jun-09	DPW	\$30	STP, State	DPW-05-0448		04
182	Ralph David Abernathy Boulevard Streetscapes	From Metropolitan Parkway to Longhorn	Jun-08	Jun-09	DPW	\$1,259		DPW-05-0449		04
183	Reconstruction of Retaining Wall on Martin Luther King Jr. Drive	Near Morris Brown College	Oct-07	Dec-07	DPW	\$1,968	QOL	DPW-05-0452		03
184	Restriping and Geometric Modifications	Installing signage and pavement marking for on-street bicycle routes previously adopted by the City of Atlanta.	Jun-06	Jun-08	DPW	\$2,256		DPW-05-0454		City-wide
185	Simpson Road and Sunset Avenue	Evaluation ongoing for minor traffic & pedestrian safety improvements at intersection.	Apr-07	May-07	DPW	\$30	LCI, CID	DPW-05-0471		03
186	Simpson Road Streetscapes	From Northside Drive to West Lake Avenue.	May-08	May-09	DPW	\$1,890	Natl Hwy Sys, St Bnd	DPW-05-0472		03
187	Solid Waste Facility Upgrade	The North Ave facility needs to be relocated within the next two years. Demolition and reconstruction of the Hill Street Funds previously awarded for the current Hill Street facility will be utilized for this project.			DPW	\$33,000		DPW-06-0069		

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
188	South Bend Park Greenway	Greenway Trail from Lakewood Avenue to Harper Road	Jan-07	Oct-07	DPW	\$657	QOL	DPW-06-0057		01
189	Southtown Trail/ South River Greenway CD 1	Greenway and trail system in Council Districts 1 and 12 on all tributaries on the main stem on the South River from DeKalb County line to I-75/85, and trails from CSX Railroad south to Southside Park. 75%	Jan-06	Oct-07	DPW	\$549	On Sys Br, St Bnd	DPW-06-0060		01
190	Southtown Trail/ South River Greenway CD 12	Greenway and trail system in Council Districts 1 and 12 on all tributaries on the main stem on the South River from DeKalb County line to I-75/85, and trails from CSX Railroad south to Southside Park. CD 1 - 25%, CD 12 - 75%.	Jan-06	Sep-08	DPW	\$1,648	QOL, CID	DPW-06-0059		12
191	Spain Place	From Whitaker Street to Dead End	Sep-07	Nov-07	DPW	\$239	CID, St Bnd	DPW-05-0475		03
192	Speed Humps from New Requests, CD 06	Funding for 3rd Bond Issuance	Jan-07	Dec-09	DPW	\$100	QOL	DPW-05-0476		06
193	Speed Humps from New Requests, CD 10	Funding for 3rd Bond Issuance	Jan-07	Dec-09	DPW	\$72	QOL	DPW-05-0477		10
194	Speed Humps from New Requests, CD 11	Funding for 3rd Bond Issuance	Jan-07	Dec-09	DPW	\$46	St Bnd, CID	DPW-05-0478		11
195	Spring Street - A	Rehabilitation of the Spring Street bridge over the CSX Railroad. In conjunction with AT-086B.	Not available	Not available	DPW	\$8,057	QOL	DPW-05-0501		02
196	Spring Street - B	This project will replace the Spring Street bridge over the Southern Railroad. In conjunction with AT-086A.	Not available	Not available	DPW	\$17,225		DPW-05-0502		02
197	Spring Street - C	Streetscape improvements along Spring St from Pine St to Peachtree St.	Not available	Not available	DPW	\$8,593	LCI	DPW-05-0503		02
198	SR 400 @ I-285 North	New access ramp from I-85 southbound to SR 400 northbound and from SR 400 southbound to I-85 northbound	Not available	Not available	DPW	\$22,470	CMAQ	DPW-06-0061		08

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
		and a six lane collector-distributor system running from just south of I-85/SR 400 interchange to just south of North Druid Hills Road (SR 42).								
199	St. John's Avenue	From Harden Road to Pryor Road	Aug-07	Nov-07	DPW	\$300	On Sys Br, St Bnd	DPW-05-0507		12
200	St. John's Circle	From St. Johns Avenue to Dead End	Aug-07	Nov-07	DPW	\$58		DPW-05-0508		12
201	SW Atlanta Sidewalk Program: Cascade Rd, Ben E. Mays	Ben E Mays/Beecher/Cascade/Willis Mill to Cascade/DeLowe	Sep-07	Mar-07	DPW	\$1,500	Interstate Maint, St Bnd	DPW-05-0512		11
202	Techwood Drive Bridge	This project will improve the Techwood Drive bridge over the CSX and Norfolk Southern Railroads.	Not available	Not available	DPW	\$1,956	CMAQ, TIF	DPW-05-0515		03
203	Tell Road	From Butner Road to dead end (approximately 0.25 miles).	Apr-08	Aug-08	DPW	\$600	On Sys Br, St Bnd	DPW-05-0516		11
204	Traffic Calming Measures CD 05	Evaluations underway for Atlanta Public Schools within this Council District (5)	Jan-07	Jun-08	DPW	\$355	CID, LCI	DPW-05-0528		05
205	Traffic Calming Measures, CD 01	Evaluations underway for Atlanta Public Schools within this Council District (1)	Jan-07	Jun-08	DPW	\$249	LCI, QOL	DPW-05-0521		01
206	Traffic Calming Measures, CD 02	Evaluations underway for Atlanta Public Schools within this Council District (2)	Jan-07	Jun-08	DPW	\$276	QOL	DPW-05-0525		02
207	Traffic Calming Measures, CD 03	Evaluations underway for Atlanta Public Schools within this Council District (3)	Jan-07	Jun-08	DPW	\$242	On Sys Br, St Bnd	DPW-05-0526		03
208	Traffic Calming Measures, CD 04	Evaluations underway for Atlanta Public Schools within this Council District (4)	Jan-07	Jun-08	DPW	\$123	Natl Hwy Sys, St Bnd	DPW-05-0527		04
209	Traffic Calming Measures, CD 06	Evaluations underway for Atlanta Public Schools within this Council District (6)	Jan-07	Jun-08	DPW	\$191	LCI, QOL, St Bnd	DPW-05-0529		06

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
210	Traffic Calming Measures, CD 07	Proposed median on Lakeview Avenue between Peachtree Road and Parkside Drive.	Jan-07	Jun-08	DPW	\$96	QOL	DPW-05-0530		07
211	Traffic Calming Measures, CD 08	Evaluations underway for Atlanta Public Schools within this Council District (8)	Jan-07	Jun-08	DPW	\$163	QOL	DPW-05-0531		08
212	Traffic Calming Measures, CD 09	Evaluations underway for Atlanta Public Schools within this Council District (9)	Jan-07	Jun-08	DPW	\$241		DPW-05-0520		09
213	Traffic Calming Measures, CD 10	Evaluations underway for Atlanta Public Schools within this Council District (10)	Jan-07	Jun-08	DPW	\$143	QOL	DPW-05-0522		10
214	Traffic Calming Measures, CD 11	Evaluations underway for Atlanta Public Schools within this Council District (11)	Jan-07	Jun-08	DPW	\$236	QOL	DPW-05-0523		11
215	Traffic Calming Measures, CD 12	Evaluations underway for Atlanta Public Schools within this Council District (12)	Jan-07	Jun-08	DPW	\$33	QOL	DPW-05-0524		12
216	Traffic Signals & Communications	Memorial Drive Reversible Lane System (from Pearl Street to Candler Road, CD 5)	Sep-05	Sep-08	DPW	\$5,054	QOL, Q40	DPW-05-0532		City-wide
217	Trail Development for Greenbriar and Kingsbridge communities	Park upgrades including trails to be provided on a recent purchase property - adjacent to Kingsbridge subdivision.	Nov-05	Oct-07	DPW	\$414	QOL	DPW-06-0062		11
218	Tucker Avenue	From Peebles Street to Lee Street	Aug-07	Nov-07	DPW	\$521	TIF, CMAQ	DPW-05-0534		04
219	Tye Street	From Memorial Drive to Gaskill Street	Aug-07	Nov-07	DPW	\$275		DPW-05-0536		05
220	University Avenue Widening	Widen from 2 to 4 lanes between McDonough Blvd. and Metropolitan Pkwy.	Not available	Not available	DPW	\$16,400	QOL, Q40	DPW-06-0063		04
221	Wesley Avenue	From 1st Street to Hardee Avenue			DPW	\$41	QOL	DPW-06-0066		05
222	West End Rail Multi-Use Trail	The 12' wide multi-use trail is proposed to be 4.2 mile long, where it begins and ends at the sw of Atlanta's CBD. It proposes to convert the abandoned CSX right of way	Jun-08	Mar-09	DPW	\$1,197	Anl Bnd, On Sys Br, St Bnd, GO-1994	DPW-05-0589		04 and 12

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
		between Simpson Rd, RDA, M L King Jr Dr., Pryor Rd.								
223	West Paces Ferry Road	Construction of sidewalks on West Paces Ferry Road and Paces Ferry Road from Peachtree Road to the Atlanta city limits at the Chattahoochee River.	Jan-06	Nov-06	DPW	\$556	QOL	DPW -05-0593		08
224	West Peachtree Street Streetscape - North	Streetscape improvements from 12th Street to Peachtree.	Dec-07	Sep-08	DPW	\$4,012	QOL, CMAQ	DPW -05-0594		02
225	West Peachtree Street Streetscape - South	Streetscape improvements from North Avenue to 12th Street.	Feb-06	Dec-06	DPW	\$4,012	QOL, TIF	DPW-05-0595		02
226	Wildwood Urban Forest	Wildwood Urban Forest property acquisition and development, (roughly between Cheshire Bridge Road and Lenox Road)	Jun-06	Sep-08	DPW	\$453	Natl Hwy Sys, St Bnd	DPW-06-0067		06
227	Cascade Road Landfill Methane System Remediation	Solid Waste-Cascade Rd landfill methane system remediation required to meet EPD regulation	Not Available	Not Available	DPW	\$1,000	Interstate Maint, Natl Hwy Sys, St Bnd	DPW-05-0609		City-wide
228	Cascade Road Landfill retaining wall remediation	Solid Waste-Cascade Road landfill retaining wall/slope remediation required to meet EPD regulation	Not Available	Not Available	DPW	\$500	QOL	DPW-06-0018		City-wide
229	Chester Avenue Facility Upgrade	Upgrading and maintenance to the existing Chester Avenue facility including repairing HVAC system, and repairing the buildings electrical and plumbing systems	Not Available	Not Available	DPW	\$920	QOL	DPW-06-0024		City-wide
230	E. Confederate Rd Landfill methane remediation	Solid Waste-E. Confederate Rd landfill methane system remediation required to meet EPD regulation	Not Available	Not Available	DPW	\$300	QOL	DPW-05-0612		City-wide
231	Gun Club Landfill methane system remediation	Solid Waste- Gun Club landfill methane system remediation required to meet EPD regulation	Not Available	Not Available	DPW	\$2,000	QOL	DPW-05-0613		City-wide

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
232	Key Road landfill methane system remediation	Solid Waste-Key Road landfill methane system remediation required to meet EPD regulation	Not Available	Not Available	DPW	\$6,000	CID, St Bnd	DPW-05-0615		City-wide
233	Maddox Park Station renovations	Maddox Park Station facility improvements/ renovations	Not Available	Not Available	DPW	\$525	QOL	DPW-05-0618		City-wide
234	New Maintenance Garage (1540 Northside Drive) facility	New Maintenance Garage Construction at 1540 Northside Drive (Liddell Station) to replace current facility	Not Available	Not Available	DPW	\$12,000	QOL	DPW-05-0617		City-wide
235	Lakewood Station facility renovations	Lakewood Station facility renovations	Not Available	Not Available	DPW	\$750	QOL	DPW-05-0616		City-wide
236	Study for South Moreland Avenue	Prepare a study for the South Moreland Corridor including Land Use, Transportation, Economic Development, Urban Design, and Housing recommendations.	2007	2008	City- BOP	\$120	ARC/City		Z, W	1, 12
237	H.E. Holmes LCI 5 Year Update	Fulfill the 5 Year Update requirements for ARC.	2007	2007	City-BOP	N/A	N/A		I	10
238	Study for the Cleveland Avenue Corridor with the City of East Point	Prepare a study for the Cleveland Avenue Corridor including Land Use, Transportation, Economic Development, Urban Design, and Housing recommendations.	2007	2008	City-BOP	\$40,000	City		X, Z	12
239	Bolton/Moores Mill/LCI 5 Year Update	Fulfill the 5 Year Update requirements for ARC.	2007	2007	City-BOP	N/A	N/A		D	9
240	West Lake -Streetscape Improvement	Application to ARC for Streetscape and Pedestrian Improvements	2007	2008/2009	City-BOP/ DPW	\$3,922, 659	ARC/ City		J, K, T, I	3, 4, 10
241	RDA Blvd -Streetscape Improvement	Preliminary Design and Construction	2004	2009	City-BOP/ DPW	\$1,268	ARC/ City		T	4
242	Lowery Blvd -Streetscape Improvement	Preliminary Design and Construction	2004	2010	City-BOP/ DPW	\$627	ARC/ City		T	4
243	Harris Homes -Streetscape Improvement	Preliminary Design and Construction	2003	2010	City-BOP/ DPW	\$1,000	ARC/ City		T	4
244	Greenbriar Pkwy -Streetscape Improvement	Preliminary Design and Construction	2004	2010	City-BOP/ DPW	\$1,908	ARC/ City		P, R	11

4 Community Agenda

Program	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	NPU	CD
245	Headland Drive -Streetscape Improvement	Preliminary Design and Construction	2004	2010	City-BOP/DPW	\$250	ARC/ City		R	11
246	Barge Road - Intersection Imp	Preliminary Design and Construction	2003	2010	City-BOP/DPW	\$280	ARC/ City		P	11
247	Bolton Intersection - Improvement	Preliminary Design and Construction	2003	2009	City-BOP/DPW	\$1,000	ARC/ City		D,C	9
248	Langford Pkwy and GB Pkwy Int. Improvement	Preliminary Design	2004	TBD	City-BOP/DPW	\$150	ARC/ City		R, P	11
249	Simpson Rd -Streetscape Improvement	Preliminary Design and Construction	2003	2009	City-BOP/DPW	\$750	ARC/ City		J,L,M	3

Land Use

Table 4.16 CITY OF ATLANTA 2008-2012 SHORT TERM WORK PROGRAM - Land Use

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	CD	NPU
1	Atlanta Strategic Action Plan		2008	2009	DPCD/BoP	In House	General Fund	n/a	All	All
2	CDP-Quarterly Amendments		on-going	on-going	DPCD/BoP	In House	General Fund	n/a	All	All
3	Urban Enterprise Zone Program		on-going	on-going	DPCD/BoP/ADA	In House	General Fund	n/a	All	All
4	Brownfield Program		2006	2009	DPCD/BoP	\$200,000	EPA Grant	n/a	All	All
5	Service Delivery Strategy		on-going	on-going	DPCD/BoP	In House	General Fund	n/a	All	All
6	Residential Scale Ordinance		2006	2007	DPCD/BoP	In House	General Fund	n/a	All	All
7	Industrial Policy	Develop policy to retain and attract industrial uses	2007	2008	DPCD/BoP, ADA	In House	General Fund	n/a	All	All
8	Inclusionary Zoning Ordinance		2006	2007	DPCD/BoP & BoH	In House	General Fund	n/a	All	All
9	Revise Zoning Resolution		2007	2009	DPCD/BoP	In House	General Fund	n/a	All	All
10	SPI 9 Amendment		2006	2007	DPCD/BoP	In House	General Fund	n/a	All	All
11	SPI 1 Amendment		2006	2007	DPCD/BoP	In House	General Fund	n/a	All	All
12	Urban Design Guidelines			2008	DPCD/BoP	In House	General Fund	n/a	All	All
13	Subdivision Regulation Amendments		2007	2008	DPCD/BoP & BoB	\$10,000	General Fund	n/a	All	All
14	LCI- Study for South Moreland Avenue	Prepare a study for the South Moreland Corridor including Land Use, Transportation, Economic Development, Urban Design, and Housing recommendations.	2007	2008	City- BOP	\$120	ARC/City	n/a	1, 12	Z,W
15	LCI- H.E. Holmes LCI 5 Year Update	Fulfill the 5 Year Update requirements for ARC.	2007	2007	City-BOP	N/A	N/A	n/a	10	I

4 Community Agenda

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	CD	NPU
16	LCI- Study for the Cleveland Avenue Corridor with the City of East Point	Prepare a study for the Cleveland Avenue Corridor including Land Use, Transportation, Economic Development, Urban Design, and Housing recommendations.	2007	2008	City-BOP	\$40,000	City	n/a	12	X, Z
17	LCI- Bolton/Moore's Mill/LCI 5 Year Update	Fulfill the 5 Year Update requirements for ARC.	2007	2007	City-BOP	N/A	N/A	n/a	9	D
18	Livable Centers Initiative (LCI) Program Administration	Seek funding & coordinate with operating departments to implement LCI plan projects. Coordinate & support CID's on plan implementation.	2000	on-going	City-BOP	NA	ARC/City GDOT	n/a		
19	Project Greenspace	Framework for the strategic action plan and policies for greenspace in the City.	2006	2007	City-BOP	\$700	City-QOL #2	n/a	All	All
20	Downtown Greenspace Plan		2010	2016	DPCD-CAP	50	Private	n/a	5	O
21	Multi-use Trail Master Plan	Continuing updates	2006	on-going	City-BOP	NA	NA	n/a		
22	Park Impact Fee Schedule Update		2005	2010	DPCD	20		n/a		
23	Small area study implementation	Seek funding and coordinate w/ operating departments to implement plan projects. Interactive GIS maps of study areas Linked to specific studies	On-going	on-going	City-BOP	NA	City/other partners	n/a		
24	GIS Data Repository	Create a centralized enterprise-level repository of GIS data for use throughout the city government.	2006	2007	CoA	160	General Fund	n/a	All	All
25	Public Access to Geographic Information	Develop information technology infrastructure and computer applications to provide and support access by the public to geographic information related to government business, operations, facilities and services	2006	2007	CoA	50	General Fund			

Number	Project	Description	Initiation Year	Completion Year	Responsible Party	Cost x1000	Funding	CIP #	CD	NPU
26	Land Information System	Integrate and validate the various sources of land information in the city government and provide a single reliable interface for accessing all land information	2006	2008	CoA	40	General Fund			
27	Master Address Repository	Develop a master database of geo-referenced addresses to serve as a reliable source of address validation and geo-coding	2007	2008	CoA	80	General Fund			
28	BeltLine Overlay	Develop and adopt zoning regulations to guide and develop areas in the BeltLine Overlay District	2006	2007	CoA	In House	General Fund	n/a		B, C, D, E, F, G, H, I, J, K, L, M, N, O, S, T, W, V, X & Y
28	Beltline Sub Area Plans	Land use plans will be developed for the BeltLine SubAreas	2007	2008	Beltline Inc./CoA		TAD			B, C, D, E, F, G, H, I, J, K, L, M, N, O, S, T, W, V, X & Y
29	Conservation Subdivision		2007	2008	CoA	In house	General Fund	n/a	All	All
30	Memorial Drive Corridor Study		2008	2009	CoA	In house	General fund	n/a	5	O
31	Create low, medium and high density mixed use and activity nodes		2008	2009	CoA	in-house	General Fund	n/a	All	All

Neighborhood Planning Units Submissions

The Bureau of Planning asked each NPU to submit a list of projects for inclusion in the Atlanta Strategic Action Plan. These projects should be considered by the appropriate City Department for inclusion in the Capital Improvements Element, if they are not already included.

NPU-C

Repair and Improvement Requests:

(All short and long term requests consolidated)

- Beaverbrook Park
 - Request for Improvements
 - Complete walking path around park
- Channing Valley Park
 - Request for Repairs
 - Correct erosion problem in and around playground area
 - Request for Improvements
 - Add guardrail adjacent to creek alongside the playground for safety
 - Add benches, picnic tables, garbage cans and doggie poop disposal bags
 - Replace landing mat under playground equipment with rubberized material to prevent further erosion
 - Create retaining wall in playground area
- Memorial Park
 - Request for Repairs
 - Shore up footpath where cave-ins and wash-outs are occurring
 - Repair/ replace water fountain in playground area
 - Request for Improvements
 - Discuss instillation of trail surfacing material on south and north side of park to improve uneven, unsafe conditions where tree roots cause problems.
 - Add barrier landscaping around playground as safety and drainage buffer
 - Improve drainage pipe & culvert near playground prevent stagnant water
 - Add minor landscaping to assist drainage in low-lying areas of park
 - Installation of a lantern street light along section of trail that extends from Northside Drive bridge to Wesley Drive.
 - Discuss with residents the potential for
 - surfacing of existing path on north side of Peachtree Creek along Woodward Way, west of Northside Drive
 - surfacing of existing path on north side of Peachtree Creek along Woodward Way, east of Northside Drive
 - surfacing of path in Memorial Park south of Peachtree Creek

- Consider adding a swimming pool as an amenity to the Bitsy Grant Tennis Center and Bobby Jones Golf Course facilities of Atlanta Memorial Park east of Northside Drive.
- Peachtree Battle Park
 - Request for Improvements
 - Add wooden bench at bus stop near PATH entrance at Peachtree Battle Northside Dr intersection (SE corner)
 - Renovate "sundial" area in the park median and area near the ravine East of Woodward Way.
 - Add five (5) garbage cans to park median area
 - Add granite curbing along inside park median between E.' Rivers school and Habersham for erosion and parking control
 - Renovate bus stop area at Peachtree Rd/ Peachtree Battle intersection
- Tanyard Creek Park
 - Request for Repairs
 - Repair eroded trail and install covered walkway connecting Tanyard Creek Park with Ardmore Park under CSX RR bridge
 - Anchor bench that has fallen over in the meadow side of the park
 - Repair or replace curbing on Walthall Drive to prevent over-washing stormwater and erosion in the park
 - Shore up bridge abutment on downstream side of bridge.
 - Repair/ replace non-functioning water fountain near bridge
 - Reset bench in playground area of park that has tilted forward
 - Fill two large potholes in meadow
 - Request for Improvements
 - Add more garbage cans
 - Cover exposed tree roots at either end of bridge over Tanyard Creek with bark chips or similar material to improve pedestrian safety
 - Add concrete pad below last step on stairway from Walthall Drive to Tanyard Creek bridge to improve safety
 - Spread bark chips along dirt footpath on south side of park to fill in uneven spots
 - Install drinking fountain in park near Dellwood Rd entrance
 - Install dog poop bag holder & garbage can in park near Dellwood Rd entrance
 - Install signs instructing owners to clean up poop
 - Construct BeltLine/ PATH trail of pervious materials, locate it along edge of park with trail width no wider than 10'
 - Create sand volleyball court in south side of park

Acquisition Requests

- Colonial Park (proposed new park at north end of Colonial Homes property)
 - Provide funds: if necessary, to acquire new park land from developer

NPU-F

- Encourage pedestrian mobility by completing sidewalks through the NPU and upgrading and adding crosswalks. Encourage safe and responsible driving patterns throughout the NPU through implementation of traffic calming measures and enforcement of speed limits.
- Implement the Morningside-Lenox Park portion of the four-neighborhood Traffic Calming Plan (submitted by the City of Atlanta to ARC in May 2004). Specific streets are North Rock Springs Road, Johnson Road, East Rock Springs Road, North Morningside Drive, North Highland Avenue, Lenox Road and East Rock Springs Road.
- Continue the improvements already identified and included in the Cheshire Bridge Corridor Study, including but not limited to the intersection at LaVista and general streetscape improvements along the whole corridor.
- Connect existing sidewalks along Lenox Road and Cheshire Bridge Road by constructing and connecting sidewalks along Lenox Road between Cheshire Bridge and the CSX railroad crossing.
- Construct sidewalks on the south side of Lindbergh from I-85 to Cheshire Bridge Road.
- Complete the Highland Corridor streetscape and traffic improvement plan. Specific nodes are Virginia Avenue and North Highland Avenue; St. Charles segment of North Highland Avenue, University Drive and North Highland Avenue; Amsterdam Avenue and North Highland Avenue.
- Complete sidewalks on Monroe Drive from Montgomery Ferry to Armour Drive and from Rock Springs to Ansley Villas.
- Complete transportation master plan and implement recommendations along Monroe Drive and the other collector and arterial streets.
- Re-stripe all crosswalks and upgrade signage.
- Synchronize all traffic lights to encourage driving the posted speed.

NPU-O

TRANSPORTATION PROJECTS

Priority

- Complete replacement of signal system at Rocky Ford Road and College Avenue.
- Complete replacement of signal system at Rocky Ford Road and Dekalb Avenue.
- Re-engineering of signals, turn lanes, and through traffic at Rocky Ford Road and its intersections with Dekalb Avenue and College Avenue.
- Installation of four way signals at the intersection of Memorial Drive and Howard Street S.E.
- Install sidewalks along Norwood Avenue from Hosea Williams Drive to Lanes Lane (Including both sides at Branham Park).
- Abandonment of the western side of the divided road Woodbine Avenue between Hosea Williams Drive and Wade Avenue N.E. for conversion to mixed use bicycle / walking / skating PATH connecting Coan and Gilliam Parks and their two existing PATH segments.

Sidewalks

- Install, repair, and replace sidewalks on both sides of Memorial Drive from (currently intermittent and in poor repair with many missing segments).
- Replace sidewalk on the north side of Wade Avenue fronting Gilliam Park.
- Install sidewalks the length of Hillcrest Street.
- Install sidewalks on Sisson Avenue from Wisteria Way to Hillcrest Street.
- Install sidewalks along Wisteria Way between Rocky Ford Road and city limits.
- Install sidewalks and curbs the length of Bixby Street
- Install sidewalks along Norwood Avenue from Hosea Williams Drive to Lanes Lane.
- Install sidewalks along Rocky Ford Road between Lanes Lane and Delano Drive.
- Install sidewalks along Delano Drive between Rocky Ford Road and Martha, especially between Rocky Ford Road and Hillcrest.
- Install and replace sidewalks along Kirkwood Road between Warlick and Emery Place (the side walk starts and stops several times).
- Install sidewalks on Kirkwood Road from Emery Place to College Avenue.
- Install sidewalks on Mellrich Avenue.
- Repair sidewalks along Memorial Drive from Dixie Street S.E. to Wyman Street.
- Repair sidewalks along Memorial Drive from Clifton Street to Clay Street.
- Repair sidewalks along Memorial Drive from Douglas Street to Watson Circle.
- Repair sidewalks along Norwood Avenue from Fowler to College Avenue.
- Repair sidewalks along Kirkwood Road from Delano Drive to Emery Place.
- Repair sidewalks along Rocky Ford Road from Lanes Lane to Fowler Street.
- Repair sidewalks along Dunwoody Street from Kirkwood Road to Norwood Avenue.

Traffic Control

- Complete replacement of signal system at Rocky Ford Road and College Avenue.
- Complete replacement of signal system at Rocky Ford Road and Dekalb Avenue.
- Re-engineering of signals, turn lanes, and through traffic at Rocky Ford Road and it's intersections with Dekalb Avenue and College Avenue.
- Installation of four way signals at the intersection of Memorial Drive and Howard Street S.E.
- Re-engineering of the intersections of Memorial Drive with Howard Street S.E. and South Howard Street.
- Four way stop signs at all four corners of Bessie Branham Park (Kirkwood Road at both Delano Drive and at Ridgedale Road, Norwood Avenue at both Delano Drive and at Ridgedale Road).
- Installation of signals at College Avenue and Park Place.
- Installation of signals at College Avenue and Murray Hill Avenue.
- Add west bound left turn signal from Dekalb Avenue onto Rocky Ford
- Installation of four way signals at the intersection of Hosea Williams and Oakview Road N.E.
- Add eastbound left turn lane and signal at Rocky Ford Road and College Avenue.
- Four way stop at Bates and Delano Drive.

4 Community Agenda

- Install four way stop signs at the intersection of Anniston Avenue and Woodbine Avenue, adjacent to the new playground.
- Install four way stop signs at the intersection of Sisson Avenue and Wisteria Way.

Traffic Calming

- Install “neckdown” traffic calming device on Norwood Avenue between Delano Drive and Ridgedale Road.
- Raised crosswalks across Kirkwood Road at both Delano Drive and Ridgedale Road.
- Install bulb-outs along Wyman Street S.E. at intersections between Hosea Williams Drive and Memorial Drive.
- Install additional traffic calming as necessary on Wyman Street S.E. between Hosea Williams Drive and Memorial Drive.
- Install traffic calming along Howard Street S.E. between Memorial Drive and Hosea Williams Drive.
- Install traffic calming along Rocky Ford Road between Lanes Lane and College Avenue.
- Install traffic calming along Clifton Street S.E.
- Install traffic calming along Clay Street S.E.
- Install traffic calming along Mellrich Avenue from Wisteria Way to Delano Drive.
- Install traffic calming on Warren Street N.E. between Hosea Williams Drive and Trotti Street.

Streets

- Initiate and complete Phase II Kirkwood Business District Streetscape.
- Install College Avenue streetscape from Howard Street N.E. to Park Place.
- Install greenspace median on Hosea Williams Drive from Anniston Avenue to 1st Avenue.
- Re-engineer Memorial Drive to a consistent three lane roadway.
- Re-pave both sides of Oakview Road N.E. from the intersection of Hosea Williams Drive to city limits.

Bicycles

- Abandonment of the western side of the divided road Woodbine Avenue between Hosea Williams Drive and Wade Avenue N.E. for conversion to mixed use bicycle / walking / skating PATH connecting Coan and Gilliam Parks and their two existing PATH segments.
- Construction of a mixed use PATH spur connecting the end of Arizona Avenue with the Gilliam Park PATH spur.
- Bicycle lanes on Arizona Avenue (both sides) from the proposed PATH spur to Dekalb Avenue.
- Bicycle lanes on La France Street (both sides) from Arizona Avenue to Whitefoord Avenue N.E.
- Bicycle lanes on College Avenue from Rocky Ford Road to Howard Avenue N.E.
- Construction of a PATH trail from the intersection of College Avenue and Howard Street N.E. to Rogers Street N.E.
- Completion of the Eastside Trolley Route of PATH as originally envisioned.

Other

- Signage identifying the Kirkwood neighborhood at the major points of entry into the community including College Avenue at Park Place, Rocky Ford Road at College and Dekalb Avenues, Hosea Williams Drive at Anniston and 1st Avenues, Memorial Drive at Wyman, Clifton, and Clay Streets. Also at I- 20 and Maynard Terrace.

GREENSPACE PROJECTS

Priority

- Gilliam Park: Replacement of collapsed culvert under PATH trail that drains park of storm water, to address chronic flooding with most rains.
- Gilliam Park: Construct two 20' X 20' picnic shelters, one for each half of park.
- Coan Park: Day light stream that runs through the park.
- Branham Park: Install sidewalks on Norwood Avenue between Ridgedale Road and Delano Drive.
- Branham Park: Installation of playground water fountain, entrance gate, and column.
- Eastside Greenway Park: Purchase land for connection between Dekalb Senior Center and park.
- Eastside Greenway Park: Restoration of the stream

Branham Park

- Install sidewalks on Norwood Avenue between Ridgedale Road and Delano Drive.
- Four way stop signs at all four corners of Bessie Branham Park (Kirkwood Road at both Delano Drive and at Ridgedale Road, Norwood Avenue at both Delano Drive and Ridgedale Road).
- Install raised crosswalks across Kirkwood Road at both Delano Drive and Ridgedale Road.
- Install "neckdown" traffic calming device on Norwood Avenue between Delano Drive and Ridgedale Road.
- Re-construction of the "Urban Treehouse" structure at the end of it's service life.
- Installation of two "doggie bag dispensers".
- Installation of standard adjustable rotating grills.
- Resurfacing tennis and basketball courts
- New Air conditioning units for the Recreation Center
- Replacement of trees surrounding playground.
- Water fountain at playground
- Gate and columns for playground entrance
- Bike racks
- Repairing lighting of ball field and score board
- Refurbishment of the ball field
- Light System around perimeter of park
- Master plans
- Restoration of Stone memorials
- Low fencing or bollards along Norwood to prevent parking in the grass
- Trash Receptacles

4 Community Agenda

Gilliam Park

- Replace sidewalk on the north side of Wade Avenue fronting Gilliam Park.
- Replacement of collapsed culvert under PATH trail that drains park of storm water to correct flooding with most rains.
- Construct two 20' X 20' picnic shelters, one for each half of park.
- Install lighting along PATH trail from Rogers Street N.E. to Hosea Williams Drive and Woodbine Avenue.
- Installation of two "doggie bag dispensers".
- "Porch Swing" along PATH trail in the next 5 years.
- Replacement of retaining wall
- Widening of upper portion of Woodbine for parking
- Bike racks
- Abandonment of the western side of the divided road Woodbine Avenue between Hosea Williams Drive and Wade Avenue N.E. for conversion to mixed use bicycle / walking / skating PATH connecting Coan and Gilliam Parks and their two existing PATH segments.
- Construction of a mixed use PATH spur connecting the end of Arizona Avenue with the Gilliam Park PATH spur.
- Installation of standard adjustable rotating grills.
- Repave parking lot
- Expansion of Gilliam Park with land acquisition of adjacent Coan Middle School Property
- Trash Receptacles
- Master plan

Coan Park

- Install lighting along PATH trail from Woodbine Avenue and Hosea Williams Drive to Woodbine Avenue and Anniston Avenue.
- Installation of two "doggie bag dispensers".
- Day light stream that runs through the park
- Bike racks
- Water feature
- Refurbishment of picnic gazebos
- Replacement of sidewalk along Anniston
- Installation of standard adjustable rotating grills.
- Master Plan
- Repair interactive musical sculpture
- Trash Receptacles
- Resurfacing of tennis and basketball courts

Eastside Greenway Park

- Senior fitness/nature trail
- Purchase land for connection between Dekalb Senior Center and TEG

- Restoration of the stream
- Trail Design
- Pedestrian bridge at the end of Rogers
- Converting deeded streets to park into entryways
- Acquire greenspace along Eastern portion of the Pullman Yard for connection to the Eastside Greenway Park
- Trash Receptacles

Bicycles

- Bicycle lanes on Arizona Avenue (both sides) from the proposed PATH spur to Dekalb Avenue.
- Bicycle lanes on La France Street (both sides) from Arizona Avenue to Whiteford Avenue N.E.
- PATH connection between Rogers/LaFrance and College Ave. using the deeded street along the track

Rocky Ford Creek Watershed Greenspace and Trail

- Acquisition of 25' to 75' of stream buffer each side of Rocky Ford Creek from Memorial Drive north including the NW branch at Wisteria Way and Rocky Ford Road and the NE branch at Wisteria Way and Murray Hill Avenue.
- Restoration of Rocky Ford Creek.
- Restoration of stream embankments and unbuildable slopes from Memorial Drive to Hosea Williams Drive including removal of all invasive species and erosion control based on installation of native plant species.
- Creation of a green median in the boulevard width street of Delano Drive between Sisson Avenue and Rocky Ford Road.

Miscellaneous

- Neighborhood swimming pool.
- Placement of a dog park in Kirkwood.
- Creation of green median from 2nd Ave. to Kirkwood Road and from Warren Street to Hardee Street.

NPU-P

Existing projects in current CIP but have not yet been built (in order of priority):

- Sidewalks installed on Fairburn Road from Garrison Drive to city limits at Camp Creek Parkway.
- Replace bridge at Fairburn Road and north Camp Creek just before Deerwood Academy so the structure will accommodate the weight of school buses and fire trucks.
- New firehouse or extensive renovations for Station #31 on Fairburn Road and maintain a station in the exact location/ vicinity.

New projects submitted in 2004 (in order of priority):

4 Community Agenda

- Sidewalks installed on Barge Road from Campbellton to Stone Road.
- Widen and improve Tell Road (including improving the Fairburn and Tell Road intersection and fixing multiple storm drains on Tell Road).
- Widen and improve Fairburn Road from Campbellton Road to city limits at Camp Creek Parkway.
- Intersection improvement at Fairburn and Campbellton Roads.
- Bell Hill Recreation Center improvements; Add classrooms and meeting space to accommodate 400-500 persons, add a natatorium.

New projects submitted in 2005 (in order of priority):

- Sidewalks installed on Camp Ground to Rux Road (for the Fickett School).
- Sidewalks installed on County Line Road between Campbellton Road and Rio Grande

New projects submitted in 2006 (in order of priority):

- Deerwood Park Improvements: additional parking and additional ingress/ egress
- Melvin Drive Park Improvements: rebuild the community meeting facility that was torn down several years ago

New projects submitted in 2007 (in order of priority):

- Pave Tell Road past intersection of Butner Road and Niskey Lake Road south of Butner Road.
- Resurface Heritage Valley subdivision (excluding Heritage Valley Road) and Welcome All Road from Fairburn Road to Camp Creek Parkway.

NPU-S

- Develop Walking Trails within the NPU.
- Provide a Senior Facility.
- Implement recommendations for Oakland City portion of Lee Street-Lakewood LCI plan.
- Increase funding for CDC activities to benefit from city funding opportunities or available HOME funds.
- Install and improve sidewalks throughout the NPU-S neighborhoods including from Oakland city station to neighborhoods and Campbellton Road.
- Develop streetscapes within the Cascade/Beecher commercial node.

Policies

Economic Development

Housing

The City, through its principle policy documents (Comprehensive Development Plan and Consolidated Plan) has sought to address objectives that relate to an assortment of Federal requirements and local needs. The City is transforming itself into the vision created by the Atlanta Renaissance Program; created after the Olympics to insure that the development activity within the City would remain strong, beyond the Games. The vision consists of revitalized, sustainable, urban village communities, populated with mixed-income households within the city's redevelopment areas.

The Atlanta Renaissance Program has been successful in targeting resources to implement a comprehensive, focused economic development and neighborhood revitalization program that has begun to attract mixed-income City residents.

In promoting housing opportunities, the City of Atlanta is committed to fairness toward all of its citizens and neighborhoods. As the City strives to preserve and revitalize its neighborhoods, it is committed to educating the public regarding fair-share housing. Fairshare housing is a policy that encourages proportionate and equitable distribution of a range of housing choices and types, including low-income housing throughout the City. Housing choices also include conventional, public, publicly assisted and special needs housing. The City's goal in this regard is to encourage the development and preservation of mixed-income residential areas.

General Housing Policies

1. Promote opportunities for mixed-income housing developments throughout the City.
2. Maintain, rehabilitate and replace the existing housing stock where appropriate.
3. Increase opportunities for home ownership for low and moderate-income residents.
4. Promote housing affordability in order to minimize the number of households that must pay more than 30 percent of their income in rent or mortgage payments.
5. Promote the creation of new housing in appropriate locations.
6. Increase public, private funds to help construct, acquire and rehabilitate housing.
7. Promote full implementation of all fair housing laws.
8. Promote a wide range of housing types to meet different housing needs and income levels within the BeltLine Corridors and along major employment centers: Downtown, Midtown and Buckhead.

Low/Moderate Housing Policies

4 Community Agenda

The following policies legislate federally (CDBG, HOME, HOPWA etc.) financed housing projects. The policies support the Consolidated Plan, which is based on the needs of defined population groups (low/moderate income individuals, homeless persons, public housing tenants, etc.). The Policies establish priorities based largely on the conditions and needs of the City's housing stock. The Consolidated Plan's housing priorities are as follows:

1. Assist "special needs" persons living in substandard apartments and rental units by making low or no cost acquisition and rehabilitation loans available.
2. Assist extremely low, and very low-income homeowners living in substandard single- family units by making rehabilitation loans and grants available.
3. Assist very low and low-income persons with home ownership by making acquisition and rehabilitation loans available to individuals.
4. Promote new housing development through in-fill housing construction.
5. Aggressively enforce Housing Code and Demolition to remove slum and blight.
6. Encourage development of alternative forms of ownership, including cooperatives, mutual housing and lease purchase programs.
7. Support housing opportunities for persons with special needs.
8. Develop a program to provide equal access to credit and fair housing opportunities for low to moderate-income people.

These policies set priorities addressing the most serious problems with existing housing stock.

Community Facilities

Atlanta Police Department

1. To reduce crime and the fear of crime, including domestic violence, gun related crimes and youth crimes.
2. To further expand the Department's community policing efforts.
3. To address the needs and challenges of Atlanta youths.
4. To maintain police visibility downtown.
5. To enhance service through improvement in technology.
6. To recruit aggressively to fill vacant positions.
7. To develop working partnerships with other agencies.
8. To properly regulate the City's vehicles for hire.

Parks and Recreation

Parks, Open Space and Greenways

Through its planning efforts the City has established policies for Parks, Open Space, and Greenways.

1. Meet or surpass a goal of 10 acres of core parkland per 1,000 persons by the year 2020.
2. Unify the City by developing multi-use greenway trails.

3. Preserve, enhance, and expand the undeveloped flood plain as public open space.
4. Permanently protect 20% of the City's land area with an emphasis on sensitive lands such as flood plains, wet lands, and public open spaces.
5. Create a special events venue.
6. Acquire neighborhood park sites, meeting the City's adopted park design standards. Acquisitions will focus on sections of the City that are currently underserved.
7. Provide core park sites within a .5 mile travel distance for every child.
8. Provide incentives for the development of community open spaces within development projects.
9. Evaluate existing park sites against the park planning guidelines.
10. Protect Atlanta's tree canopy through appropriate policies and procedures.
11. Establish measurements and reporting for public open space within projects receiving city funding or incentives.

Policies: Maintenance and Management

1. Maximize efficiency of staff and management by providing needed job training.
2. Ensure the efficient maintenance of existing park land and facilities by providing an adequate dedicated revenue stream.
3. Increase staff and equipment as new park land and facilities are acquired to ensure efficient maintenance.
4. Maximize efficient utility of park components by adopting uniform standards for play equipment and park furniture.
5. Utilize Park Planning Guidelines in the design of all parks and public open spaces.
6. Clearly post park rules and regulations in all parks.
7. Produce park management plans that include staffing, maintenance schedules, equipment, training, quality control, and annual cost.
8. Locate new block, neighborhood, and community parks only in areas that are highly visible from surrounding residential streets.
9. Include park rules and regulations as part of the City's law enforcement code, so that police may enforce observance of these regulations.
10. Utilize greenway trails to increase activity and visibility in parks and neighborhoods.
11. As part of police training, educate all police on park regulations, as specified in the City Code, so that they will know to enforce such regulations.
12. Include cleanup costs in the fees charged for special events.
13. Close parks with security problems after dark. When parks are open at night, provide adequate lighting and park personnel. House caretakers on site where appropriate.

Policies: Funding

1. Finance parkland acquisition by acquiring large tracts of open space and sell appropriate residential home sites to overlook a centralized park. Use the resulting revenues to pay for the open space acquisition.
2. Utilize conservation easements for greenway acquisition.

4 Community Agenda

3. Use special taxes and districts such as community improvement districts (CIDs), special tax districts (STDs), and tax allocation districts (TADs) to increase the quantity and improve the maintenance of parks and public open space.
4. Utilize the existing Planned Development (PD) zoning regulations as a means to maximize public open space potential.
5. Pursue city objectives to acquire and manage land adjacent to streams for both water quality and outdoor recreation.

Natural and Cultural Resources

Natural Resources

Cultural Resources

Since the early 1970's, it has been the policy of the City to delegate to the Urban Design Commission the responsibility for the protection of the City's historic resources and most other historic resource and historic preservation-related issues. The City's current policies regarding historic resources are embodied in several documents.

Policies of the Comprehensive Historic Preservation Program

The current preservation policies for the protection of historic resources in the City are based on The Atlanta Comprehensive Historic Preservation Program, adopted in 1988. This program incorporates eight technical papers as appendices. The program document and the following eight supporting technical papers are hereby incorporated by reference into this Comprehensive Development Plan:

1. Freilich, Robert H. and Terri A. Muren, Growth Management and Historic Preservation.
2. Howard, J. Myrick, Using a Revolving Fund for Downtown Preservation: Recommendations for Atlanta.
3. Howell, Joseph T., Creative Financing Techniques to Facilitate the Renovation of Historic Properties in Atlanta.
4. Petersen, John E. and Susan G. Robinson, The Effectiveness and Fiscal Impact on Tax Incentives for Historic Preservation: A Reconnaissance for the City of Atlanta.
5. Roddewig, Richard J., Economic Incentives for Historic Preservation in Atlanta.
6. Williamson, Frederick C., Atlanta and Historic Preservation.
7. Winter, Nore' V., The Atlanta System of Definitions and Criteria for Designating Historic Preservation Resources.
8. Winter, Nore' V., Design Guidelines for Historic Districts in the City of Atlanta.

Policies of the Historic Preservation Ordinance

This ordinance, adopted by City Council and signed by the Mayor in 1989, establishes and outlines the City's historic preservation program. The ordinance delineates the responsibilities of the Urban Design Commission and its staff, as well as outlines its procedures. The policies of the City of Atlanta Historic Preservation Ordinance are:

1. Effect and accomplish the protection, enhancement and perpetuation of such buildings, sites and districts, which represent or reflect special elements of the City's cultural, social, economic and architectural history.
2. Safeguard the City's historic aesthetic and cultural heritage, as embodied and reflected in such buildings, sites and districts.
3. Stabilize and improve property values of such buildings, sites and districts.
4. Foster civic pride in the beauty and noble accomplishments of the past.
5. Protect and enhance the City's attractions to tourists and visitors and thereby support and stimulate business and industry.
6. Strengthen the economy of the City.
7. Promote the use of such buildings, sites and districts for the education, pleasure and general welfare of the people of the City.
8. Promote attention to sound design principles in areas of new development and redevelopment.
9. Raise the level of community understanding and expectation for quality in the built environment.
10. Implement the City's comprehensive development plan.

Historic Resource-related Policies of the Parks, Open Space, and Greenways Plan

The Atlanta Parks, Open Space and Greenways Plan, adopted by City Council in December of 1993, includes the following policies regarding historic resources:

1. Protect archeological sites, such as Civil War trenches, from artifact hunters.
2. Promote the recognition of the Civil War battlefield on Copenhill, in Freedom Park, as a national battlefield site.
3. Promote the portion of Freedom Park that lays west of Moreland Avenue as a national park that links the Carter Presidential Center with the Copenhill Civil War battlefield and the Martin Luther King Jr. National Historic Site.
4. Support the expansion and improvement of the M. L. King Jr. National Historic Site.
5. Promote the redevelopment of the linear parks in the Druid Hills Neighborhood consistent with the Olmsted Park Master Plan.

4 Community Agenda

6. Develop historic rail corridors, such as the CSX line from Washington Park to I-75/85, as historic greenway trails. Remnants of abandoned rail corridors should be preserved and their former transportation function memorialized by developing them into multi-use trails.
7. Encourage festivals that use significant sites to highlight the history of the neighborhood.

Supporting Policies

The following preservation policies apply to the historic resources in the City and how City agencies deal with these historic resources:

1. Utilize economic incentives to encourage historic preservation.
2. Utilize the Zoning Code to support preservation policies.
3. Incorporate historic resource opportunities into the open space framework plan.
4. Develop mechanisms for supporting historic resource-sensitive development along the Beltline corridor.
5. Promote historic sites and corridors in order to enhance their economic benefits.
6. Generate additional support for historic resources through educational programs.
7. Promote the development of Master Plans for all historic parks that will protect the resources and guide the enhancement of their appearance and recreational potential.
8. Adopt suitable legislation to prevent the further destruction of any parks containing Civil War trenches or archaeological sites.
9. Develop historic transportation corridors, abandoned railroad and trolley lines similar to the Beltline for use as heritage corridor greenways and promote use of these corridors during cultural festivals.
10. Change the current historic preservation regulations regarding non-contributing buildings in Landmark Districts to eliminate the need for the review of their demolition.
11. Regularly update the City's official inventory of historic resources.
12. Improve the nomination and regulation processes provided for by the Historic Preservation Ordinance.
13. Expand working relations with other groups and agencies responsible for Atlanta's historic resources, including the Atlanta Preservation Center, the Georgia Trust for Historic Preservation, the Atlanta History Center, the State of Georgia Division of Historic Preservation, the National Park Service, and citizen-based advocacy groups.

Revision of the existing policies may be required in the future to:

1. Meet the City's future needs;
2. Ensure that the Historic Preservation Ordinance operates efficiently and in an equitable manner; and
3. Fully maximize the contribution that historic resources can make in educating the public, stabilizing residential neighborhoods, revitalizing community and commercial areas, and stimulating tourism."

Transportation

Transportation Goals

Beyond the subject specific goals articulated below, the following concepts are overarching principles that guide City transportation planning :

1. Enhance accessibility and mobility within City
2. Support regional access and connectivity
3. Create an affordable and walkable city
4. Link development to transportation infrastructure
5. Exceed standards for air, water, and environmental quality
6. Maintain and optimize existing transportation infrastructure
7. Ensure a balanced multi-modal transportation approach
8. Link transportation strategies to jobs, land use, recreational, and environmental systems
9. Identify funding, and other resources, to realize priorities

Aviation Policies

1. Maximize Hartsfield-Jackson Atlanta International Airport (H-JAIA) as a major air carrier hub and international service facility.
2. Maintain compatibility of H-JAIA with the surrounding community.
3. Ensure customer satisfaction and service by accepting only reasonably achievable flight departure schedules from air carriers so that the airport is not faced with unnecessary passenger congestion.

4 Community Agenda

4. Support long-term expansion of existing airport facilities and construction of new facilities to accommodate future demand.
5. Protect the traveling public and airport workers from environmentally detrimental agents or conditions.
6. Maintain a safe and secure airport
7. Support economic vitality
8. Deliver quality customer service
9. Assure environmental responsibility

Bicycle and Pedestrian Facilities Policies

Bicycle Facilities

1. Increase bicycle ridership as a viable mode of transportation by providing a network of on-street bikeways that is accessible to all neighborhoods and serves residents, commuters and visitors.
2. Include on-street bicycle facilities with resurfacing, reconstruction, and capacity-adding roadway projects on all arterials and collectors.
3. Promote bicycle safety, education and awareness, and sponsor and engage in community bicycle programs for children and adults.
4. Provide efficient and effective maintenance of all on-street bike facilities, thereby providing optimal commuting and recreational opportunities.
5. Promote the provision of pedestrian and bicycle transportation facilities in redevelopments and new mixed use, commercial and residential developments.
6. Develop a system of multi-use recreational trails within the open space and greenways system, for use by all ages.

Pedestrian Facilities

1. Require sidewalks for all new development and sidewalk repair for new construction.
2. Incorporate sidewalks into design plans for all transportation improvements when feasible and provide pedestrian crossing signals.
3. Reduce vehicular travel speeds city-wide and re-time traffic signals to slow traffic in support of pedestrian crossing needs and safety.

4. Rebuild intersections in high pedestrian traffic areas to reduce crossing distances and improve visual quality; install ADA accessible refuge islands where feasible.
5. Discourage pedestrian bridges and tunnels, except over limited access/grade separated highways, railway corridors and other public rights-of-way where pedestrians are prohibited, to emphasize pedestrian safety and encourage pedestrian activity at the street level.
6. Minimize the number of curb cuts and encourage the use of private alleys or drives to access parking and loading areas
7. Encourage curb cut consolidation to minimize pedestrian and automobile conflicts

Centers, Corridors, and Transit

Mass Transit

1. Encourage and support further expansion of MARTA rail and bus systems.
2. Support the accessibility of transit to city residents at a reasonable cost.
3. Develop a grid of frequent surface transit including streetcars, arterial BRT, and enhanced bus services.
4. Increase the exposure and accessibility of MARTA rail stations through improved signage, additional entrances, and connecting non-motorized facilities..
5. Establish mixed-use zoning around all transit stations addressing minimum development density, maximum parking, bicycle and pedestrian facilities requirements, and urban design guidelines.
6. Promote transit investments oriented to development of walkable communities around station nodes over transit in highway corridors that require a vehicle to access.

Driving and Parking

Surface Streets

1. Support the efficient movement of traffic with sensitivity to all modes of transportation and neighborhood integrity.
2. Support pedestrian activity as a preferred mode of transportation in densely developed areas with accommodation for the handicapped.
3. Support on-street metered parking where feasible.
4. Use traffic signalization improvements and intersection improvements to slow traffic and improve the safety and quality of the pedestrian environment.

4 Community Agenda

5. Assure compatibility of freight operations with existing neighborhoods and streets.
6. Promote the paving of all city streets to control dust pollution and reduce city maintenance costs.
7. Promote and plan for greater street connectivity in major travel corridors.
8. Promote street repaving and expand street cleaning program to improve traffic operations and safety, and enhance the visual environment.

Limited Access Highways

1. Support essential highway improvements, which would improve safety, relieve traffic on City streets and contain provisions for neighborhood protection.
2. Support provisions for high occupancy vehicles (HOV) in freeway design.
3. Support the installation of Changeable Message Signs on all highways.
4. Support projects to reconnect city streets across highways.

Parking Facilities

1. Encourage additional on-street parking throughout Downtown, Midtown and other centers as appropriate.
2. Encourage the redevelopment of surface parking lots into higher-density, mixed-use developments.
3. Encourage mixed-use developments with shared parking amongst the different uses.
4. Encourage the construction of parking decks with retail/commercial, office, or residential uses at the ground level.
5. Encourage participation in Transportation Management Associations to encourage alternative modes of travel, promote shared parking, and reduce traffic congestion and the demand for parking.
6. Limit off-street parking ratios for certain uses within transit station areas.
7. Consider requiring the cost of parking to be unbundled from rent and charged separately in activity centers.
8. Reduce parking requirements for developments providing car sharing.

Equity, Efficiency, and Environmental Quality

Transportation Equity Policies

1. Weigh costs vs. benefits in public decisions, including qualitative assessment of benefits and burdens or projects and impacts to directly impacted populations as well as secondary impacts.
2. Give advantage to projects serving City residents rather than commuters coming into the City such as better sidewalks and bike paths, improving local bus headways, neighborhood parking programs, and installing pedestrian signals.
3. Spread the cost of transportation services across all beneficiaries.

Transportation Efficiency Policies

1. Collect data on all transportation systems and facilities in the City in order to measure multi-modal level of service (MM-LOS), to create improved infrastructure management systems, and to guide investment decisions.
2. Improve linkage and transparency of infrastructure spending decisions with land use decisions and development permission
3. Use Intelligent Transportation Systems (ITS) and congestion management strategies to improve traffic flow on the arterial network in the City without adding roadway capacity
4. Promote an improved understanding of the full costs of the different development types and locations, including identifying economic factors, considering infrastructure costs, and identifying service costs (police, fire, sanitation, etc).

Transportation Environmental Impact Policies

1. Provide alternatives to automobile dependency, such as prioritizing transit, as the first step to achieving air quality.
2. Mitigate polluted runoff from impervious surfaces such as roadways and parking lots through sewer system modernization, stormwater retention; encourage conservation and reduced water consumption in new development.
3. Identify historical sites and sensitive environmental areas such as wetlands, parks, urban forests, and habitats for protection.

4 Community Agenda

4. Provide incentives for development in areas with existing infrastructure; discourage greenfield development.
5. Convert all City vehicles to clean fuel systems.

Funding Transportation Projects

1. Seek and utilize a broad range of federal, state, regional, and local funding sources and financing mechanisms to plan, design, construct, operate, and maintain an effective and safe multimodal transportation network within the City and the Region.
2. Support capitalization of a State Infrastructure Bank (SIB) to fund multimodal transportation projects.
3. Increase the proportion of the MARTA 1-cent sales tax that can be used for transit operations and expand the participating jurisdictions.
4. Promote a referendum on a regional gas tax eligible for spending on transit and other local priorities.
5. Study viability of joint public-private partnerships to expand rail capacity in and around Atlanta for the movement of people and goods.
6. Add requirements for construction of sidewalks and bicycle facilities with new development in all zoning districts.
7. Consider the use of parking fees, congestion pricing, and tolls to support public transit system operations and to discourage SOV driving.
8. Revisit the impact fee ordinance and realign it to provide more resources for financing public projects to mitigate the impacts of new development.
9. Establish area-specific benefit districts to accumulate development impact fees, tax increment financing, parking fees, grant funds, and community improvement district funds, to implement larger scale capital projects with greater impacts than incremental improvements.
10. Replace unpredictable special assessments for neighborhood sidewalk maintenance with an annual sidewalk fee collected with property tax assessments.
11. Support public investments in privately owned common carrier freight rail corridors to create expanded capacity for shared use with passenger trains.

Goods Movement

1. Maintain and improve accessibility and connectivity for in-city and through-city freight traffic, provided that the City's residents and businesses are not unreasonably impacted by freight-related traffic, noise, or air pollution
2. Encourage seamless integration of freight movement across modes
3. Review appropriateness of existing designated heavy vehicle routes and disseminate updated truck map to the freight industry and the public
4. Create a maintenance and improvement program for designated truck thoroughfares
5. Ensure sufficient capacity on access roads for Hartsfield-Jackson Atlanta International Airport including the potential for dedicated truck-only routes for air cargo
6. Support grade separation projects and initiatives for railroad crossing safety enhancements.
7. Ensure that locations of inter-modal terminals and truck-related facilities are environmentally acceptable.
8. Encourage industrial expansion in purpose-built industrial parks that are more efficient to serve by truck than linear industrial development scattered along rail lines.

High Speed, Intercity, and Regional Commuter Rail

1. Support development of intercity and regional commuter rail and bus service centered on the downtown Multi-modal Passenger Terminal (MMPT) as the primary hub.
2. Serve the New Orleans – New York Amtrak Crescent on its current route along the Southern Railroad, potentially with a secondary hub station at 17th St. or Armour Yard.
3. Encourage implementation of north-south passenger rail alignments by adding platforms on the western side of the MMPT build-out design near Philips Arena.
4. Link Atlanta to cities across the Southeast and Gulf Coast with a network of High Speed Rail in existing freight corridors.

Implementing Transportation Projects

1. Maintain all capital project status information in a comprehensive interdepartmental database.
2. Make information available to the community through the Internet on project location, design, schedules, budgets, and public involvement opportunities.

Urban Design

The vision for Atlanta is a City that is a humane and enjoyable place to live, work, play, grow and raise children. The following policies are grouped under eight major goals designed to realize that vision. These goals are:

1. Preservation of neighborhoods.
2. Preservation of cultural, historic and natural resources.
3. Strengthening of Downtown Atlanta as a regional center.
4. Expansion of Atlanta's role as an international city.
5. Encouraging pedestrian, bicycle, and mass transportation.
6. Providing opportunities for human association.
7. Enhancing the visual quality of Atlanta.
8. Implementing the BeltLine

1. Neighborhood Preservation

Atlanta's greatest pride is found in its neighborhoods. They are not simply places to live, but communities for building friendship and mutual support. Safe parks, good schools, historic architectural character and vital neighborhood commercial districts create stable neighborhoods. Urban design supports these elements by enhancing them individually and improving their relationship with one another. Policies to promote this goal are as follows:

- a. Preserve the boundaries and architectural character of Atlanta's existing neighborhoods.
- b. Create stable neighborhoods by protecting and enhancing their historic character and enhancing neighborhood parks, schools and commercial areas.
- c. Discourage land speculation and disinvestment that lead to neighborhood buy-outs, demolition of significant buildings (historic or otherwise) or land vacancy (including surface parking lots).
- d. Protect and preserve existing boundaries between neighborhoods and commercial areas.
- e. Provide primarily single-family neighborhoods with nodal commercial areas, which are of such a size, that all uses are within convenient walking distance of one another.
- f. Protect existing neighborhood-oriented commercial areas from uses and building forms, which are incompatible with the scale, character and needs of the adjacent primarily single-family neighborhoods.
- g. Prevent encroachment of incompatible commercial uses and minimize commercial parking into residential neighborhoods.
- h. Promote the nodal form of commercial and multi-family development to relieve development pressure on existing neighborhoods and to avoid development or expansion of strip commercial areas.
- i. Place reasonable controls on the development of larger scale highway-oriented retail, service, office and dining uses which are intended to serve larger areas of the City than a single neighborhood or a small group of neighborhoods.
- j. Alleviate development pressure on existing neighborhoods by placing reasonable controls on the development and expansion of strip commercial areas within primarily single-family neighborhoods.

- k. Create new neighborhood commercial nodes, in areas so indicated in the Comprehensive Development Plan, which are pedestrian-oriented and provide uses, which primarily serve adjacent neighborhoods.
 - l. Discourage the development of gated communities or those otherwise physically and symbolically separated from the surrounding urban social and physical fabric.
 - m. Integrate new developments into the existing urban fabric, providing connectivity into and expansion of the existing street grid system.
 - n. Encourage multi-family and neighborhood-oriented commercial development that is built up to the public sidewalk or respects historic setbacks, faces the public sidewalk, and has entrances to ground floor units directly accessible to the public sidewalk.
 - o. Encourage the development of multi-family housing within commercial areas.
 - p. Discourage invasive or insensitive road projects and the land speculation that surrounds them. Minimize negative impacts of road projects on neighborhoods and encourage an interconnected street system to provide a variety of route choices and lessen pressure to widen arterial and collector streets.
2. **Preservation of Cultural, Historic and Natural Resources**

Cultural, historic and natural resources preservation and enhancement have become a priority that is woven throughout the City's development policies. Inclusion of these resources in the daily experience enriches the lives of all citizens and generates economic activity and investment in protected areas. Policies to promote this goal are as follows:

- a. Preserve and protect the city's historic buildings and sites.
- b. Preserve historic, cultural and natural resources by integrating them into new and existing developments, parks, greenways and special-event sites while protecting their distinctive qualities.
- c. Discourage land speculation and disinvestment that lead to neighborhood buy-outs, demolition of significant buildings (historic or otherwise) or land vacancy (including surface parking lots).
- d. Encourage infill and rehabilitation development within traditionally commercial areas that include proportionately significant residential uses.
- e. Improve the quality of air and water through provisions for the planting of trees, greenspace protection, bicycle parking and alternative fuel vehicle parking.
- f. Associate future development, both type and intensity, with environmentally sustainable locations and infrastructure.
- g. Conservation Area Boundaries policies:
 - Adopt conservation-area boundaries with guidelines and regulations to minimize the impact of adjacent development.
 - Support the principle of maintaining neighborhoods and conservation-area boundaries through the use of natural and man-made features, which act as barriers and buffers to protect areas that the City has identified for conservation, protection or preservation.
 - Support the use of transition areas as a buffering device where natural or man-made buffers do not exist.

3. **Strengthening of Downtown Atlanta as a regional center.**

Atlanta provides a central place with which the region identifies and which unifies the region. The proposed Downtown parks, plazas and streetscapes will become spaces where people of the region gather to share common experiences and special events. Increased housing Downtown will benefit the existing Downtown neighborhood and continue to promote vitality and safety at all hours. Support for an improved pedestrian environment throughout the City is growing as Atlanta strives to be a world-class city. Policies to promote this goal are as follows:

- a. Develop Atlanta as the central, unifying place for the region.
- b. Encourage a compatible mixture of residential, commercial, entertainment, cultural and recreational uses in Downtown that creates a vital and safe community at all hours.
- c. Encourage a greater intensity of land use in Downtown through the revitalization of underutilized buildings and the use of upper-story space, and the redevelopment of vacant lots and surface parking lots.
- d. Promote high density housing in Downtown to continue to strengthen and revitalize Downtown as a complete and sustainable community.
- e. Provide a range of housing types and prices to meet different housing needs.

4. **Expansion of Atlanta's role as an international city**

Atlanta's vision of its role in the 21st century includes expanding its role as an international city. Policies to promote this goal are as follows:

- a. Preserve and enhance Atlanta's sense of place and heritage expressed through its built environment.
- b. Aspire for award-winning architectural design in all buildings, parks, plazas and streetscapes.
- c. Encourage preservation and creation of existing and new signature streets that define the city's identity.
- d. Promote the continued use of environmentally-friendly "green" building techniques.
- e. Promote the use of public art on the exterior of buildings and in parks, plazas and streetscapes.
- f. Enhance all modes of transportation by providing more opportunities for pedestrian, bicycle and transit usage and enhancing street grid connectivity.
- g. Expand way-finding signage to improve access, identification and connectivity within the City, and create a memorable experience that enhances Atlanta's business, cultural and historic attractions.
- h. Implement the BeltLine as a cultural ring, emerald necklace and a multi-modal transportation system to weave the City's urban fabric.

5. **Encouraging pedestrian, bicycle, and mass transportation.**

A vision for the future of Atlanta includes improving the pedestrian environment and encouraging the use of mass transit and alternative modes of transportation, and reducing the dependency on the automobile. Policies to promote this goal are as follows:

- a. Promote multi-modal transportation, including rail, bus, airplane, bicycle and pedestrian modes.

- b. Elevate the status of the pedestrian by creating safe, enjoyable, accessible and usable parks, streetscapes and greenways.
- c. Develop a system of greenways throughout the City to connect all major parks, stream corridors, and public spaces.
- d. Develop a system of multi-use trails to link greenways and parks and streetscapes. Multi-use trails should be paved concrete and minimum of 12 feet in width.
- e. Provide for a pedestrian-scale environment on streets and sidewalks.
- f. Facilitate development of a pedestrian system with sidewalks, street lights, and street trees.
- g. Provide sidewalks along all public streets consisting of two zones: a street furniture and tree planting zone located adjacent to the curb, and a pedestrian clear zone.
 - Street Furniture Zone – a minimum width of five feet. Said zone is reserved for the placement of street trees and street furniture including utility poles, waste receptacles, fire hydrants, traffic signs, traffic control boxes, newspaper vending boxes, transit shelters, bicycle racks, benches and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
 - Pedestrian Clear Zone – a minimum width of six feet along local streets and 10 feet along arterials/collector streets. Said zone is reserved for pedestrian circulation and passage and shall consist of continuous hardscape that is unobstructed by any permanent objects for a minimum height of eight feet.
- h. Ensure pedestrian-oriented building forms with articulated facades and pedestrian entrances accessible from adjacent sidewalks.
- i. Reserve the space between the building and the sidewalk for pedestrian related uses.
- j. Promote public safety through the provision of pedestrian-oriented street-level active uses accessible from adjacent sidewalks.
- k. Encourage street-level retail activities adjacent to the sidewalk in commercial nodes and along major corridors, and ensure that nearby residents have pedestrian access to such uses.
- l. Encourage mixed-use developments with residential uses to promote walkable communities.
- m. Control and limit strip-commercial development along arterial roads oriented solely to the automobile.
- n. Facilitate safe and convenient bicycle usage by providing multi-use trails and designated bicycle lanes.
- o. Prohibit pedestrian bridges and tunnels, except over limited access/grade separate highways, railway corridors and other public rights-of-way where pedestrians are prohibited, to emphasize pedestrian safety and encourage pedestrian activity at the street-level.
- p. Facilitate safe, pleasant and convenient pedestrian circulation and access management:
 - Encourage a grid of connected streets to improve access and reduce congestion.
 - Encourage creation of pedestrian scale block sizes to enhance circulation and connectivity.
 - Minimize the number of curb cuts and encourage the use of private alleys or drives to access parking and loading areas.
 - Limit the width of curb cuts to ensure safe pedestrian movement.
 - Minimize conflicts between pedestrians and vehicles by encouraging curb cut consolidation and shared driveways.
 - Reduce vehicular congestion by encouraging a smooth, uninterrupted and low-speed flow of traffic.

4 Community Agenda

- q. Establish maximum parking requirements, encourage shared parking and alternative modes of transportation.
- r. Maximize opportunities for on-street parking.
- s. Encourage the use of MARTA through the location of mixed-use development and regional entertainment and cultural facilities around MARTA rail stations.
- 6. **Providing opportunities for human association**

The growth and change that Atlanta has experienced has attracted many newcomers, and has created a city of strangers. Urban design efforts are therefore aimed towards providing greater opportunities for human association. Pedestrian-friendly streetscapes, parks, greenways and plazas encourage social engagement by providing opportunities for interaction during recreation, special events and daily activities. Policies to promote this goal are as follows:

- a. Promote socialization and neighboring by knitting the City together with pedestrian and bicycle corridors and by providing a range of recreational, cultural and special event opportunities throughout the City.
- b. Promote a mix of land uses in Downtown that create a vital and safe community at all hours.
- c. Encourage a built environment that fosters mixed-uses where people can live, work, meet and play.
- d. Maximize opportunities for pedestrian amenities, including parks, plazas, greenways and public art.
- e. Provide safe and sufficient pedestrian-accessible streetscapes, parks, plazas and greenways for active and passive enjoyment.
- 7. **Enhancing the visual quality of Atlanta**

The visual quality of Atlanta affects all other goals. Visual quality helps to preserve and strengthen neighborhoods and civic identity, it contributes to Atlanta's image as an international city, it enhances the pedestrian and vehicular environment, it promotes economic development and stability, and attracts visitors to Atlanta. Policies to promote this goal are as follows:

- a. Create a more beautiful city by enhancing the visual quality of all public spaces.
- b. Enhance the visual quality and beauty of the City through landscaping, varied building and streetscape materials, placement of overhead utilities underground, a clearer and less obtrusive system of signage, greater sensitivity to building scale.
- c. Preserve high points where the city skyline can be viewed and enjoyed.
- d. Encourage the creation of visual focal points along corridors, parks and plazas.
- e. Improve the aesthetics of street and built environments.
- f. Promote visual continuity and an enhanced street environment with street trees and street lights.
- g. Promote landscaping in parking lots, landscaped sidewalk areas and landscaped buffers as a means of lessening the negative visual impacts of strip development.
- h. Encourage site development that creates visual continuity and interest along streets and sidewalks by placing building facades and storefronts adjacent to sidewalks and locating parking to the rear of buildings.
- i. Emphasize gateways with the use of architecture, landscaping and or public art.

- j. Preserve Atlanta's tree canopy and encourage on-site tree replacement as part of any new development. Create spaces appropriate and adequate for large shade trees.
 - k. Encourage the underground placement of overhead wires along parade routes, visually and historically important streets, such as Peachtree Street and Auburn Avenue, and key retail areas, such as Downtown, Midtown, Buckhead and West End.
 - l. Establish an Urban Design Policy document as a framework for infill and new development to create pedestrian-friendly buildings, streets, streetscapes, and parks and plazas.
 - m. Provide citywide streetscape standards to promote pedestrian safety and connectivity, efficiency of maintenance, continuity and beauty of design, and handicapped accessibility.
 - n. Standardize the location and design of street signs and methods for promoting continuity in street names and street identity.
8. **Implementing the BeltLine**

Policies to promote this goal in the area directly zoned with the BeltLine Overlay Zoning and in other areas of the City adjacent to but not directly controlled by the BeltLine Overlay Zoning are as follows:

- a. Preserve a continuous corridor along the BeltLine route of sufficient dimension for the implementation of transit, multi-use trails and greenspace;
- b. Preserve opportunities for connecting trails that reach out beyond the BeltLine to create a broad network of trails throughout the City;
- c. Encourage a grid of smaller blocks and connected streets to improve access to the BeltLine, reduce congestion, and further the urban character of the area;
- d. Preserve the historic physical character of the industrial districts that follow the BeltLine by promoting adaptive re-use of historic structures and encouraging new construction to be consistent with the size, scale and/or character of those buildings;
- e. Promote opportunities for parks, open space, and cultural and institutional buildings in the BeltLine district;
- f. Encourage opportunities for public art and promote the concept of a cultural ring to unify the city's cultural institutions.
- g. Ensure that new construction is compatible with the scale and character of adjacent single family neighborhoods;
- h. Create new mixed use and commercial nodes at BeltLine station areas that are pedestrian and transit-oriented;
- i. Maximize air and water quality, including that which supports the planting of trees, greenspace and watershed protection, and bicycle parking.

Land Use

Current land use policies for the City of Atlanta are grouped in the discussion below by three categories. These are:

- 1. Citywide Land Use Policies

4 Community Agenda

2. Specific Types of Land Use Policies; and
3. Land Use Policies for Neighborhood Planning Units (NPUs).

Land use policies are also included in the Urban Design Element. The Urban Design Element outlines urban design policies for new and infill development in the City in order to ensure that all future development is compatible with a pedestrian-oriented urban environment and to eliminate development that disrupts and is incompatible with the City's urban fabric. The urban design policies emphasize the quality of the street environment, public space, and flexibility of development.

At the same time, the City's land use policies reflect the principles of "New Urbanism" by promoting improved land use planning for neighborhoods. "New Urbanism" reflects the public's desire to live in neighborhoods that offer a wide range of services and activities in small-scale mixed-use environments that provide a sense of intimacy as well as convenience. The principles of New Urbanism are included at the end of this section, prior to the NPU Policies.

ARC's Regional Development Plan Land Use Policies

These land use policies build on and further define the Regional Land Use Policies that were identified in Envision6. These are listed below.

Developed Area Policies

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed-use development, transit-oriented development, infill and redevelopment.
4. At strategic regional locations, plan and retain industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.

Housing and Neighborhood Policies

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
8. Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.

Open Space and Preservation

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, connectivity and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, discourage growth in undeveloped areas

Coordination Policies

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies.
18. Encourage the development of state and regional growth management policy.

Citywide Land Use Policies

The following eight general land use policies have been identified as Citywide guides for future development, and are directed toward the achievement desired land use patterns:

1. Preserve single-family detached residential neighborhoods against encroachment by non-residential or incompatibly scaled residential development.
2. Control and limit strip commercial development.
3. Encourage nodal land use patterns and mixed-use development around certain public transit stations and selected major transportation intersections.
4. Encourage medium-, high-, or very high-density residential development, particularly in areas that are designated for nodal development, and other selected areas.
5. Promote the efficient use of land in order to minimize sprawl.
6. Retain industrial land uses.
7. Enhance the pedestrian infrastructure.
8. Encourage the dispersal of social service agencies throughout the City, including residential facilities for elderly persons, mentally- and physically-disabled persons, and persons who are undergoing rehabilitation

Specific Land Use Policies

Specific types of land use policies have been identified for carrying out the City's general land use policies. They describe implementation measures in greater detail than do general policies. The ten Specific Types of Land Use Policies are:

1. Promote Neighborhood Conservation
2. Encourage Nodal Development
3. Discourage Strip Commercial Development
4. Promote Residential Density Near Available Infrastructure
5. Promote Appropriate for Urban Areas and Minimize Urban Sprawl

4 Community Agenda

6. Develop Transit Station Areas
7. Retain Industrial Land Uses
8. Enhance the Pedestrian System
9. Promote Interjurisdictional Land Use Compatibility
10. Plan Land Use Transition Areas

Sub policies for each of the specific land use policies are detailed below.

1. Promote Neighborhood Conservation
 - a. Discourage neighborhood buyouts, except where they are a matter of City policy. Wherever it is appropriate, planned developments resulting from neighborhood buyouts should be of sufficient size to provide adequate land for the new use and should minimize the likely impacts on adjacent land uses, on the nearby transportation system, and on City utility systems.
 - b. Strengthen the regulations for MARTA transit-station areas and for buffers (natural and man-made) in order to reduce the impacts of the heights and masses of high-density land uses on adjacent low-density residential uses.
 - c. Discourage land speculation and disinvestment activities that lead to neighborhood buyouts, to the demolition of significant buildings (historic or otherwise), or which result in buildings or land becoming vacant.
 - d. Encourage new housing development that is compatible with the character of existing neighborhoods. "Character of neighborhoods" is defined by attributes of the platting pattern, including the layout of streets and blocks, the shapes and sizes of lots, the natural topography, and the presence of mature trees.
 - e. Encourage residential zoning categories that accomplish the following: (a) describe the various residential development patterns and densities which exist in the City; (b) accurately reflect the existing platting pattern of neighborhoods; and (c) contain adequate controls to preserve the character-defining elements of neighborhoods.
 - f. Ensure that the sizes and scales of new homes are commensurate with lot sizes in order to ensure the presence of adequate open space, permeable surfaces, and tree cover on each lot.
 - g. Encourage the development of infill housing at appropriate densities in sparsely developed areas.
 - h. Offer economic incentives to builders and developers in order to assist them in the construction of new low- and moderate-income housing throughout the City.
 - i. Reduce homebuilding costs by adopting appropriate infrastructure construction requirements that are consistent with the protection of the public health and safety.
 - j. Maintain the boundaries of existing single-family neighborhoods in order to prevent encroachment by nonresidential or incompatibly scaled residential land uses.
2. Promote Nodal Development
 - a. Promote nodal development at all existing and proposed development nodes, including expressway interchanges.
 - b. Promote the concentration of different types of public service uses, such as those that are related to health, education, day care, and libraries.
 - c. Minimize the construction and existence of parking facilities near transit stations which currently feature parking facilities in order to encourage the use of the rapid transit system and in order to

- provide land for the development of high-density uses (residential, office and retail) in areas immediately around the station.
- d. Promote pedestrian systems within nodal development areas; and extend these systems outward to adjacent activity centers.
- e. Promote retail development in nodal development areas through zoning and other incentives. These areas include Fairlie-Poplar, West End, Upper Downtown, Midtown, and Greenbriar.
- f. Expand residential use by emphasizing mixed-use development and by replacing demolished residential units with new residential units in nodal development areas.
- g. Limit development densities to levels that can be accommodated by transportation and infrastructure systems.
- h. Incorporate transitional use districts into the planning and design of development nodes.
- 3. Discourage Strip Commercial Development
 - a. Encourage coordinated, planned development activity and discourage the continuation and expansion of strip commercial areas.
 - b. Promote the installation of appropriate and sufficient landscaping in parking lots, landscaped sidewalk areas, and landscaped buffers as a means of lessening the negative visual impacts of strip development.
 - c. Promote the development of a mix of land uses (primarily commercial and residential) along commercial strips so that traffic generation peaks at different times during the day.
 - d. Limit the lengths of strip development along arterial roads.
 - e. Encourage all strip commercial developments to include alternative parking options that do not create urban heat islands, i.e. parking decks
- 4. Promote Residential Density Near Available Infrastructure.

The City assigns high priority to the development of affordable housing for households of all income levels, especially those having low or moderate incomes. These policy recommendations have been prepared to insure that new housing is supported by sufficient infrastructure; is not isolated from retail and other housing-related facilities and amenities; it is in proximity to employment centers and does not adversely impact existing neighborhoods.

 - a. Encourage the development of very high-density uses in nodal development areas around certain transit stations, as is specified in the Urban Framework Plan.
 - b. Encourage the development of high-density housing along major arterial routes that have transit service available to MARTA stations. Assure that adjacent neighborhoods are not adversely impacted and that development guidelines for the area are followed.
 - c. Encourage the development of low- and medium-density multifamily residential uses on vacant or under-utilized tracts wherever they are compatible with surrounding uses
- 5. Promote development appropriate for urban areas
 - a. Minimize urban sprawl and sprawl type developments.
 - b. Encourage residential infill development that is compatible with existing residential uses in order to take advantage of existing community facilities and infrastructure.
 - c. Encourage appropriate neighborhood commercial uses as components of existing and future residential development.

4 Community Agenda

- d. Promote the safe and orderly flow of traffic through the City by improving planned connections between proposed and existing streets, in conjunction with new development, and encourage the provision of local rather than arterial street access to residential subdivisions.
 - e. Ensure that adequate recreational facilities, parks, and multi-purpose open spaces are available in conjunction with new land development.
- 6. Develop Transit Station Areas

The City of Atlanta is committed to the development of mixed uses around MARTA transit stations in an effort to minimize urban sprawl, to reduce traffic congestion, to provide efficiency in public services, and to encourage the development of self-contained living and working environments. Mixed-use development should be promoted around all MARTA transit stations as well.
- 7. Retain Industrial Land Uses

Many industrial buildings within industrial areas of the City, including heavy manufacturing facilities and warehouses, were constructed decades ago when traditional types of industrial activities were more prominent. Changes in technology have caused these buildings to become obsolete for some industrial uses. As a result, many of them have been vacant or partially vacant. However, a significant number of these buildings are still structurally sound, thus they are physically suitable for adaptive reuse. Now, due to changes in the real estate market and business trends, such buildings have renewed economic potential. In order to stimulate the reuse of these industrial buildings and to retain industrial uses the City has established the following four sub-policies:

 - a. Promote the adaptive reuse or redevelopment of vacant, underutilized, obsolete, or structurally-deteriorated industrial and commercial properties in order to increase the possibilities for introducing modern industrial uses to increase the compatibility of these areas with the surrounding land uses.
 - b. Provide landscaped or architectural buffers in order to minimize potentially adverse impacts of existing and proposed industrial uses on residential areas. Ensure that light industrial areas are redeveloped only after a Phase II Environmental Assessment has taken place and after any required remediation measures, have been completed.
 - c. Encourage the redevelopment of underused industrial areas which have sufficient existing street and utility infrastructure rather than the expansion of development in areas that are undeserved by streets and utility connections.
 - d. Maintain industrial land uses by discouraging encroachment of incompatible land uses in industrial areas, encouraging redevelopment of obsolete industrial buildings to new industrial uses instead of a non-industrial uses.
 - e. Discourage the conversion of industrial land uses to non industrial land uses.
- 8. Enhance the Pedestrian System

The City of Atlanta seeks to encourage increased pedestrian travel as an alternative to short trips that would otherwise be made by automobile. In order to foster such activity, land uses need to be situated in such a manner that pedestrian access to them becomes attractive.

 - a. Encourage street-level retail activities in order to maximize the use of streets by pedestrians.
 - b. Ensure that sidewalks are constructed on and around properties for which new development is planned.
 - c. Design and signalize street intersections for the safe and convenient crossing by pedestrians.

- d. Ensure that new construction meets Federal, State, and local handicapped accessibility guidelines.
 - e. Coordinate with the Public Works and Arborist Departments to maintain all sidewalks that may come under disrepair due to tree roots and construction.
9. Promote Inter-jurisdictional Land Use Compatibility
The following sub-policy promotes the development of land uses within the City of Atlanta that would be compatible with those of adjacent and nearby jurisdictions.
- a. Promote coordinated planning efforts with neighboring jurisdictions (local governments).
10. Plan Land Use Transition Areas
Where land use classifications exist which permit the occurrence of development having incompatible characteristics, such as incompatible height, density, scale, appearance, or character, they may be separated by representatives of other land use classifications which permit the occurrence of certain types of development that have intermediate characteristics, and which may act as transitional land use areas. The positioning of such “transitional land uses” is a highly desirable land use practice for protecting sensitive areas, and it is to be encouraged wherever it is possible.

Principles of New Urbanism

Below are the principles for New Urbanism established by the Congress for New Urbanism. These are not City of Atlanta policies. However, they reflect many of the concepts that City of Atlanta would like to achieve.

The region: Metropolis, city, and town

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

4 Community Agenda

7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The neighborhood, the district, and the corridor

1. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
2. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
3. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
4. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
5. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.
6. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
7. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
8. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.
9. A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The block, the street, and the building

1. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

2. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.
3. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.
4. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
5. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.
6. Architecture and landscape design should grow from local climate, topography, history, and building practice.
7. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
8. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.
9. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

NPU Policies

Land Use Policies for the Neighborhood Planning Units (NPU)

In addition to the preceding citywide land use policies, individual land use policies have been established for each Neighborhood Planning Units (NPU's). As part of the development of the ASAP, each NPU was asked to submit amendments/revisions to the NPU policies. These policies have not been reviewed by Bureau of Planning staff yet. Prior to the next draft, BoP staff will review these and recommended approval or denial of these for inclusion in the ASAP. The NPU policies are listed below.

NPU A

A-1 Reserve the single-family character of NPU 'A', including the following neighborhoods: Paces, Mount Paran-Northside, Chastain Park, Tuxedo Park, Moores Mill, Margaret Mitchell, Randall Mill, and West Paces Ferry-Northside.

A-2 Maintain the boundaries of the I-75/West Paces Ferry commercial node. Incorporate pedestrian amenities and encourage street-level retail uses in order to maximize pedestrian activity. Treat low- and medium-density residential areas as buffers for surrounding single-family neighborhoods. Maintain the existing scale of the structures in the commercial district.

A-3 Preserve the single family residential character of the neighborhoods surrounding Chastain Park, a unique single-family residential and historic area, as well as the only significant park and green space in North Atlanta. Maintain the boundaries of the Roswell Road commercial area as a medium density corridor. Maintain the maximum allowable density of the Chastain Park Civic Association neighborhoods at the current R-3 zoning. Recognize the historic Sardis Church and the Georgia Power substation as the established

4 Community Agenda

buffers between Roswell Road commercial area and the single-family residential areas surrounding Chastain Park. Preserve the current residential zoning of all gateway streets from Roswell Road to Chastain Park, including West Wieuca, Interlochen, Laurel Forest, Le Brun, and Powers Ferry Roads.

A-4 Limit the development of office-institutional uses to the northwest quadrant of the I-75/Mount Paran Road/I-75 Interchange and prevent the development of additional commercial use property in this area.

A-5 Preserve the single-family residential character of existing neighborhoods surrounding the I-75/Moores Mill Road Interchange.

A-6 Protect the environment and preserve the character of the Paces neighborhood west of Nancy Creek by promoting single-family residential development having a maximum density of 0.5 units per acre.

A-7 Limit multi-family uses on Northside Parkway from the Cobb County Line to Moores Mill Road.

A-8 Preserve the existing zoning boundaries of the Paces Civic Association neighborhood.

A-9 Maintain the existing zoning boundaries of the Randall Mill neighborhood in which the Paces West Town Homes and the Longcourte cluster housing development serve as the transitional use between the office/commercial center and the one-acre, single family housing along West Paces Ferry Road, East Beechwood Drive and Randall Mill Road.

A-10 Establish a broader scope Chastain Park Trust or amend the existing Chastain Park Amphitheatre Trust- to be funded, in part, by additional event-based impact fees- for the additional purpose of mitigating event-related costs (park and adjacent neighborhood infrastructures, noise, traffic, safety and waste issues from more than 60 concerts in a six-month season) as well as supporting the full implementation of the Chastain Park Master Plan.

A-11 Prevent the further degradation of the residential neighborhoods in NPU-A by opposing the conversion of residential properties to non-residential uses, except in those very limited situations where such conversion is required by applicable law due to the existing, established non-residential use of all surrounding property.

A-12 Maintain the historic and residential character of West Paces Ferry Road.

A-13 Ensure that all development and redevelopment within NPU-A occurs only with due regard to: (i) the safety of our citizens and visitors; and (ii) the maintenance of our environmental ecosystems.

A-14 Encourage the development of a trailhead at the Northeast Corner of Mount Paran Road and Northside Parkway so as to facilitate the extension of the Silver Comet Trail into this area.

A-15 Preserve the existing residential and historic character of the Tuxedo Park Civic Association, and maintain the existing zoning boundaries with a maximum density of R-3 zoning. Preserve the woodland and park-like character of Tuxedo Park. Prevent the creation of new subdivided lots on land that is topographically challenged. Preserve the current residential zoning of all gateway streets from Roswell Road to Tuxedo Park and South Tuxedo Park including Blackland Road, Karland Drive and Lakeland Drive. Preserve the historical and residential character of Blackland Road.

NPU B

B-1 Implement minimum standards for “open” space and “green space” in lieu of “open space” only. Minimum standards should be based on square feet of development in all categories except single family residential (R-1 through R-5).

B-2 Preserve the historic integrity of the Brookhaven, Garden Hills, Peachtree Heights East, Peachtree Park, and Tuxedo Park neighborhoods, as well as the West Paces Ferry Road commercial district.

B-3 Maintain the Southern Railroad and MARTA tracks as the firm boundary of the Lenox MARTA Station development node. Discourage nonresidential uses on the southern boundary of the Pine Hills neighborhood.

B-4 Maintain the CSX Railroad and MARTA tracks as the firm southern boundary of the Lenox station development node. Permit no residential uses to encroach upon the Pine Hill neighborhood south of this boundary. Maintain current CDP zoning and land-use densities in Pine Hill (single family and multi-family). Protect single-family uses in the interior of the neighborhood and limit multi-family uses to those properties having frontage along Lenox Road.

B-5 Maintain residential-only uses along both sides of the Roxboro Road corridor from Peachtree Road to East Paces Ferry Road. Permit only low-density development (O-8 U/A) on lots on the east side of Roxboro Road and medium-density development on the west side of Roxboro. Maintain the existing uses and densities along the Peachtree Road corridor from Roxboro Road to the DeKalb County Line. Permit no nonresidential use to encroach upon Ridgedale Park or Brookhaven neighborhoods.

B-6 Maintain Lenox Road/Phipps Boulevard (also know as the Buckhead Loop/ Wieuca Road Connector) as the firm boundary between residential land use north of the boundary and mixed-use land use south of the boundary. Permit no non-residential uses to encroach upon the single-family uses of the North Buckhead neighborhood north of Lenox Road. also know as the Buckhead Loop/Phipps Boulevard/Wieuca Road Connector.

B-7 Within the capacity of the existing sewer, transportation, and storm water systems, permit development of high-density residential and mixed-uses development in the development nodes that are associated with the Buckhead, Lenox, and Lindbergh MARTA stations. Encourage development that is located in designated mixed-use districts to consist of residential and commercial (office and /or retail) uses that have a ratio of at least 1:1 with development to be phased so that residential space is developed in advance or concurrent with, an equivalent amount of commercial (office and retail) space.

B-8 Contain strip commercial use along Peachtree, Piedmont and Roswell Roads. Promote the redevelopment of existing commercial strips along these corridors so as to enable the reduction of curb cuts and turn-lanes, as well as the improvement and consolidation of points of automobile access to the development and the utilizing of Neighborhood Commercial Zoning. Maintain existing land use along and existing land uses and densities along the Roswell Road corridor. Protect the integrity of R-LC (Residential-Limited Commercial) Districts on East Paces Ferry Road, east of the Buckhead Village and west of Piedmont Road, East Shadowlawn, Pharr Road at Hardman Court, Hardman Court, Lookout Place,

4 Community Agenda

Grandview Avenue, North Fulton Drive and Piedmont Road between Pharr Road and East Wesley Road from encroaching by commercial zoning districts. Encourage pedestrian connectivity and bicycle lanes along all major connections.

B-9 Implement Special Public Interest (SPI) District regulations that are contained in the study entitled “A Vision for Buckhead Village” using recommendations by the Buckhead Action Committee in the “Buckhead Action Plan” related to transportation, pedestrian safety and appeal, and street scapes. Maintain the diversity of low-density commercial uses and promote a mix of multi-family residential housing types in the same building, with parking included within the Buckhead Village. Maintain high-density commercial and residential uses north of Buckhead Village along the Peachtree corridor; promote transitional zones between residential neighborhoods using mid and low-rise mixed-use development. Encourage all development in the area covered in the “Buckhead Action Plan” to be in accordance with the guidelines set forth in the final adopted version of the “Buckhead Action Plan” by incorporating appropriate elements into the CDP.

B-10 Support and promote the Buckhead Action Committee’s Livable Centers Initiative.

B-11 Implement requirement that all infrastructure and development criteria for a proposed project shall be evaluated in the context of existing development, as well as currently approved/permitted development which has not yet been constructed.

B-12 Revise SPI regulations and CDP to promote moderately priced housing units in transition zones between single-family residential and higher-density uses

B-13 Promote the LEED principles within commercial developments or sustainable construction including:

- Emphasis on use of public transportation
- Emphasis on alternative power sources
- Emphasis on water re-use or grey water
- Emphasis on recycled and reclaimed materials for construction
- Emphasis on heat island mitigation through use of green roofs.

NPU C

C-1 Maintain, but do not expand (either geographically or by permitting change to more intense land use designations) land use classifications [as shown on the CDP Land Use Map for NPU-C dated 12-10-03 (“2003 Map”)]for the commercial development node at Howell Mill Road and Northside Parkway, including existing low and medium density designations surrounding it as buffers for single family neighborhoods.

C-2 Protect existing single family land uses throughout the NPU. As part of this policy prohibit commercial and multi-family encroachment in all single family land use designations shown (or subsequently added to) the 2003 map. This prohibition includes, but is not limited to, the following single family areas: 1) north of

the intersection of Howell Mill Road and Collier Road to the intersection of Howell Mill Road and Greendale Road; 2) eastward and northeastward from the intersection of Howell Mill Road and Collier Road to the intersection of Collier Road and Anjaco Drive; and 3) eastward and northeastward from the intersection of Moores Mill Road and the right of way of Seaboard Railroad to West Paces Ferry Road.

C-3 Provide landscaped or architectural buffers that are of sufficient scale and depth between diverse land uses in order to minimize higher-density impacts on single-family residential areas.

C-4 Do not expand geographically the non-single family residential land use designations as shown on the 2003 Map, in order to prevent expansion of the non-single family designations into single family residential designated areas of NPU-C. This includes the commercial and industrial designations which lie along and adjacent to the Peachtree Road, Collier Road/Howell Mill and Bolton Road/Moores Mill corridors.

C-5 Encourage the redevelopment of the retail districts in the Howell Mill/Collier Road and the Bolton Road/Moores Mill areas into pedestrian friendly and attractive retail areas serving surrounding neighborhoods, rather than a larger service area. Comprehensive master planning should be undertaken for these areas in order to encourage unified, rather than parcel, planning and projects.

C-6 Maintain the single family residential character of properties surrounding the Moores Mill Interchange on Interstate 75.

NPU D

D-1 Protect the single-family and low-density residential areas in NPU-D, including the following neighborhoods: Underwood Hills Park, Bolton, Riverside, Whittier Mill Village, Hills Park, and Berkeley Park.

D-2 Restrict commercial and further multi-family development on the East Side of DeFoor Avenue. Encourage residential land use on the west side of DeFoor Avenue as the industrial uses become obsolete.

D-3 Maintain low-density residential land use in the area of the Berkeley Park Neighborhood that lies between Howell Mill Road and Northside Drive, pending clarification of MARTA's plans for the Northwest Line and the proposed Northside Station.

D-4 Preserve the historic and single-family integrity of the Whittier Mill Village Historic District.

D-5 Introduce a transitional buffer zone between single-family uses and industrial uses to help to protect the Whittier Mill Historic District from adjacent development.

D-6 Encourage the re-designation of properties that are in proximity to the Whittier Mill site and the Chattahoochee River from industrial to open space to enable the development of a recreation and conservation district within the Chattahoochee River Corridor and floodplain.

D-7 Review the industrially-classified properties to determine the potential for vacant and underutilized to be reclassified to residential

4 Community Agenda

- D-8 Where industrial uses are to remain, provide landscaped or architectural buffers to minimize their impacts on residential areas.
- D-9 Encourage the addition of a second roadway through Riverside to handle industrial and by-pass traffic.
- D-10 Encourage the development of James Jackson into a major commercial corridor in the NW quadrant.
- D-11 Encourage the utilization of undeveloped land along the Chattahoochee River for a park and bike trail.
- D-12 Encourage the re-zoning of the Riverside area from R-4A to R-4.
- D-13 Support the creation of neighborhood commercial zones within the Riverside community.
- D-14 Support improvements to Bolton Road with the addition of sidewalks and other streetscape measures.

NPU E

- E-1 Maintain Tenth Street as the boundary between the Georgia Tech campus and the Home Park Neighborhood.
- E-2 Promote the development of housing and accessory commercial uses in the Upper Midtown area in accordance with density, height, and design guidelines that serve to protect the character of Piedmont Park and adjoining residential neighborhoods. The Upper Midtown area is bounded by Fourteenth Street on the west. Promote low-rise, high-density residential development in the portion of the Upper Midtown area that is bounded by Piedmont Park, Tenth Street, and Piedmont Avenue; and mid-rise, high-density residential development along the western frontage of Piedmont Avenue (North of 10th Street). Promote residential development elsewhere in the Upper Midtown area at densities, heights, and scale that increase from Piedmont Avenue to Juniper Street. Protect views of and from Piedmont Park and Downtown Atlanta through design guidelines relating to setbacks and the orientation of buildings.
- E-3 Promote medium-density residential use (17-29 units/acre) in the area that is bounded by Piedmont Avenue, Westminster Drive, and the Southern Railroad.
- E-4 Preserve the historic integrity of the Ansley Park, Brookwood Hills, Georgia Tech, Midtown, Morningside, Brookwood, and Piedmont Park neighborhoods.
- E-5 Encourage mixed-use nodal development that is centered on the MARTA stations which are located within the Peachtree Road corridor. Promote the use of the Midtown Development Guidelines.
- E-6 Encourage street-level retail uses in order to maximize pedestrian activity and facilitate the development of a pedestrian system.
- E-7 Provide mixed-use development (with residential space at a 1:1 ratio with non-residential) in the area that is located west of the Southern Railroad between City Hall East (formerly known as “the Sears site”) on Ponce de Leon Avenue and Midtown Plaza. Maintain the low-density residential (0-8-units/acre) character of the Midtown neighborhood along St. Charles Avenue and Greenwood Avenue.

E-8 Preserve the single-family and low-density residential character of the Ansley Park, Sherwood Forest, Brookwood Hills, Ardmore, Loring Heights, Midtown, Brookwood, and Home Park neighborhoods.

E-9 Protect the residential character of the Inwood Circle neighborhood.

E-10 Support the long-range use of the Southern Railroad right-of-way that exists between Ansley Mall and Ford Factory Square for open space usage. Secure this right-of-way if or when the railroad use is abandoned.

E-11 Provide landscaped or architectural buffers between diverse land uses in order to minimize impacts on residential areas.

NPU F

F-1 Restrict industrial uses along Cheshire Bridge Road and retain only those industrial uses that are compatible with surrounding development patterns along the Norfolk Southern Railroad right-of-way, Dutch Valley Road and Cheshire Bridge/Lindridge Road area. Provide landscaped or architectural buffers to minimize the potential impacts on residential areas.

F-2 Protect the historic integrity and single-family character of Virginia-Highland, Atkin Park, Morningside-Lenox Park, Piedmont Heights and Lindridge Martin Manor neighborhoods and the low density residential character of the St. Charles-Greenwood neighborhoods.

F-3 Consolidate strip commercial uses in order to create unified development having a minimum number of curb cuts. Discourage the occurrence of further strip development on Ponce de Leon Avenue, Monroe Drive, Piedmont Avenue, and Cheshire Bridge Road.

F-4 Contain the small commercial districts along North Highland Avenue and Virginia Avenue within existing boundaries. Discourage uses having parking requirements that would adversely impact adjacent single-family and low-density residential neighborhoods.

F-5 Encourage neighborhood commercial uses on Cheshire Bridge Road by downzoning them from C-2 to C-1.

F-6 Discourage the rezoning of existing residential property to commercial zoning.

F-7 Encourage new mixed-use and pedestrian oriented development along Cheshire Bridge road.

F-8 Discourage high density residential uses in areas designated as Low Density Commercial in the Land Use Map.

NPU G

G-1 Preserve the single-family and low-density residential character of the Scotts Crossing, Lincoln Homes, Almond Park, and Carey Park neighborhoods.

G-2 Prevent the encroachment of industrial and commercial uses into residential areas.

4 Community Agenda

G-3 Contain strip commercial uses along Bankhead Highway. Consolidate strip commercial uses so as to create a unified development having a minimum number of curb cuts and turn lanes.

G-4 Retain industrial uses, and provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.

NPU H

H-1 Preserve the single-family residential character of NPU-H, including the Carroll Heights, Fairburn Heights, Adamsville, and Bolder Park Neighborhoods.

H-2 Encourage infill development that is compatible with surrounding uses.

H-3 Support unified development of the Adamsville commercial area and its associated community facilities without encroaching into adjacent residential areas.

H-4 Encourage the development of office-institutional uses along Martin Luther King Jr. Drive from the Adamsville commercial area to the existing commercial use at the I-285 interchange without encroaching into adjacent residential areas.

H-5 Maintain the boundaries of commercial, industrial, and institutional uses without encroaching into low-density residential areas.

H-6 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

H-7 Retain industrial uses. Provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.

H-8 Preserve, protect, and maintain floodplain areas in their natural states.

H-9 Support Fulton County in the acquisition of a clear zone for the Fulton County/Brown Field Airport, which is located at the northern end of the Carroll Heights neighborhood, as is depicted on the land use map for NPU-H.

NPU I

I-1 Preserve the single-family residential character of NPU-I, including the Collier Heights, Westhaven, Peyton Forest, Chalet Woods, Florida Heights, Westwood Terrace, Beecher Hills, Audubon Forest, Cascade Heights, and West Manor neighborhoods.

I-2 Encourage infill development that is compatible with surrounding areas.

I-3 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

I-4 Support redevelopment and unification of commercial and multifamily uses along Martin Luther King Jr. Drive and Bankhead Highway without encroachment into adjacent low density and single-family residential areas.

I-5 Encourage concentrated, high-intensity mixed-use development in the Hightower /Hamilton E. Holmes Station development node.

I-6 Support expansion of the Cascade Springs Nature Preserve in order to protect its integrity.

I-7 Protect the integrity of all Greenways' within NPU ~ I.

I-8 Build environmental friendly subdivisions.

I-9 Minimize clear cutting when building new subdivision.

I-10 Protect, preserve and maintain our waterways ~ maintain the 75 foot buffer zone; no encroachment.

I-11 Build green whenever possible.

NPU J

J-1 Preserve the single-family and low-density residential character of the Grove Park, West Lake, Dixie Hills, and Center Hill neighborhoods.

J-2 Encourage medium-density commercial and residential uses in proximity to the Bankhead MARTA Station.

J-3 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

NPU K

K-1 Preserve the single-family and low-density residential character of the following neighborhoods: Hunter Hills, Mozley Park, Knight Park/Howell Station, Bankhead, Westin Heights, and Washington Park Historic District.

K-2 Provide landscaped and/architectural buffers between commercial/industrial and residential uses.

K-3 Prevent encroachment of commercial uses into residential areas , and prevent other zoning designations which would allow greater densities in currently designated single family and low density residential areas.

K-4 Clearly illustrate the borders of Mozley Park, Maddox Park, Washington Park, Knight Park (and the proposed quarry park) as permanent protected green space on the City of Atlanta's Map of Neighborhoods.

K-5 Support the redevelopment/revitalization of neighborhood commercial nodes with a focus on mixed-use developments which serve nearby neighborhoods.

4 Community Agenda

K-6 Support the creation of Neighborhood Commercial Nodes around commercial intersections with a focus on retail and mixed-use development serving nearby neighborhoods in NPU-K.

K-7 Encourage and support the rezoning of all I-2 property to a mixed-use classification as deemed appropriate by residents of NPU-K.

K-8 Preserve and protect currently designated green spaces, neighborhood parks and play lots.

NPU L

L-1 Preserve the low-density residential character of the English Avenue and Vine City neighborhoods.

L-2 Preserve the historic integrity of the Vine City neighborhood.

L-3 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

L-4 Maintain the boundaries of commercial, industrial, and institutional uses without encroachment into low-density residential areas.

L-5 Encourage concentrated, high-intensity, mixed-use development in the Ashby Street Station Area Development Node.

L-6 Encourage mixed-use development on property that is located between the Vine City Station, Martin Luther King Jr. Drive, and Northside Drive.

NPU M

M-1 Encourage high-density mixed-use development in the commercial areas that are associated with the Civic Center and Civic Center MARTA Station. Residential uses that are associated with these areas should be provided at a 1:1 ratio with nonresidential uses.

M-2 Promote the preservation of Castleberry Hill as a loft housing residential use within a commercial district.

M-3 Promote a low-density mixed-used (commercial, office, entertainment, and residential) development pattern along Auburn and Edgewood Avenues in the Butler Street/Auburn Avenue neighborhood.

M-4 Preserve the historic integrity of the Fairlie-Poplar, Sweet Auburn, Old Fourth Ward, Terminus, and Grady Memorial neighborhoods, as well as the Castleberry Hill National Register District and the Baltimore Block and Martin Luther King Jr. landmark districts.

M-5 Promote the highest density of development in the Central Business District around the MARTA transit stations: Garnett, Five Points, Dome/GWCC/Philips Arena/CNN Center, Georgia State, Peachtree Center, and Civic Center.

M-7 Encourage street-level retail uses in order to maximize pedestrian activity and to facilitate vibrant and active public spaces that link neighborhoods with Downtown.

M-8 Promote and expand low- and medium-density residential uses in the Old Fourth Ward neighborhood, emphasizing increased single-family home-ownership.

M-9 Encourage the reuse or redevelopment of vacant, under-utilized, obsolescent, and/or structurally deteriorated industrial and commercial properties that are associated with the historic railroad corridors bordering the Butler Street/Auburn Avenue and Old Fourth Ward neighborhoods. Promote mixed-use developments that would increase compatibility with the surrounding residential land uses while generating modern industries, businesses, and employment opportunities for center-city residents.

M-10 Control the development of businesses, such as liquor stores, labor pools, and adult entertainment establishments as well as social service providers to ameliorate their concentration within the City Center and encourage their geographic distribution throughout the entire city .

NPU N

N-1 Encourage development in Inman Park consistent with and in support of the specific guidelines established by the Inman Park Historic Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20J, Inman Park Historical District, and the applicable policy statements contained in the District 2 Railroad Corridor Study.

N-2 Maintain the Little Five Points Neighborhood Commercial District (NC-1) boundaries to prevent the encroachment of non-residential uses into surrounding residentially zoned areas.

N-3 Prohibit the expansion of industrial and commercial uses along DeKalb Avenue through Inman Park and prohibit the expansion of commercial uses at Hurt & Edgewood, at Austin & Elizabeth, at N. Highland & Bernina, at Highland & Colquitt and at Waddell & Edgewood into the existing surrounding residentially zoned areas.

N-4 Encourage non-invasive, community sensitive mixed use, development and/or re-development of formerly industrial and commercial property along the DeKalb Avenue corridor through Inman Park, enhancing and encouraging compatibility with the “small-town/downtown” character of the neighborhood.

N-5 Promote the re-zoning of commercial properties along DeKalb Avenue (from Clifton Road east to Ridgecrest) to Neighborhood Commercial in order to encourage destination-oriented and pedestrian-friendly activity through mixed-use development.

N-6 Maintain all of Poncey-Highland's existing Low Density Residential zoning designations, and specifically, maintain all Single-Family zoning designations.

N-7 Encourage the redevelopment of the southeast corner of North Highland and North Avenues in accordance with the Neighborhood Commercial District zoning classification, preserving the existing commercial building at 599 North Highland Avenue.

4 Community Agenda

N-8 Evaluate, promote & support development of a neighborhood sensitive parking garage within the boundaries of Little Five Points, NC-1, complying with the design guidelines established and included in the NC-1 Ordinance.

N-9 Maintain the Bass Playing Field as open space used for community recreation.

N-10 Discourage “park for hire” surface parking lots within the Inman Park Historic District to insure against unsightly and incompatible development.

N-11 Discourage the development of new surface parking lots within the Poncey-Highland neighborhood district.

N-12 Encourage the use of existing neighborhood alleys for parking access to private homes, trash pickup and utility lines. Where and when appropriate, encourage and support such expanded use.

N-13 Encourage that watershed and drainage impacts are afforded equal importance as land use planning and development decisions and other planning functions, such as transportation. Request that this consideration take place well before the construction permit stage.

N-14 Encourage the continued development of vacant infill lots in Cabbagetown as single-family and duplex residences compatible in scale and character with the existing fabric of the neighborhood.

N-15 Encourage the development of the Memorial Drive edge of Cabbagetown in keeping with the commercial nature of the area and in conjunction with the overall vision of the Memorial Drive/MLK Drive Revitalization Plan adopted by City Council 10/1/01 (01-R-0921).

N-16 Encourage development on Memorial Drive between Boulevard and Pearl Street in a mixed-use urban pattern with housing and retail uses and with a maximum building height of 2-3 stories in keeping with the scale of adjacent residences.

N-17 Encourage development along Carroll Street in Cabbagetown with shops at street level and residential above through the continued renovation of mixed-use buildings, the construction of new infill buildings and the development of the parking area immediately west of Carroll Street, currently owned by Fulton Bag and Mill Lofts.

N-18 Encourage redevelopment of the block containing the existing truck yard (Memorial, Estoria, Tye, Pearl and Gaskill Streets) in accordance with the adopted Memorial Drive/MLK Drive Revitalization Plan with particular attention to the context of new development with the adjacent residential structures and the possibility of extending Chastain Street to provide additional access and sites for residential development.

N-19 Encourage the redevelopment of Pearl Street as an internal neighborhood street of single-family and duplex housing. New development should be accomplished with sensitivity to both the scale and character of existing single family and duplex structures.

N-20 Encourage and facilitate development within Reynoldstown that is consistent with principals and policies outlined in the Reynoldstown Master Plan, adopted by City Council January 16, 2001.

- N-21 Encourage the development of affordable housing as a high priority in Reynoldstown
- N-22 Limit Commercial Zoning to the C-1 classification to eliminate commercial development out of scale with the Reynoldstown neighborhood.
- N-23 Limit development of mixed-use project to parcels zoned for such use.
- N-24 Encourage buffering of existing and new residential developments in the Reynoldstown area from more intensive non-residential development.
- N-25 Support mixed-income developments in Reynoldstown.

NPU O

- O-1 Preserve the single family and low density residential character of NPU-O.
- O-2 Promote transportation oriented development to include:
 - a.) Promote alternative transportation initiatives.
 - b.) Discourage the widening of roadways.
- O-3 Promote installation of underground utilities.
- O-4 Provide landscaped architectural and noise pollution buffers to minimize the impact of non residential and mixed uses on residential areas.
- O-5 Preserve and maintain all watershed buffers at a minimum 75 feet.
- O-6 Prevent encroachment of commercial and other uses into single family and low density residential areas.
- O-7 Reject administrative subdivides of parcels less than 10,000 square feet, including lots of record.
- O-9 Discourage spot zoning
- O-10 Kirkwood Land Use Policies
 - 1. Promote mixed use residential-low density commercial uses of the western side of Rogers Street NE (90-206 Rogers Street NE).
 - 2. Promote the use of 225 Rogers Street NE as greenspace, historical site, and mixed use low density commercial and residential.
 - a. Promote preservation of the original Pratt-Pullman structures as a historical site in the northerly portion.

4 Community Agenda

- b. Promote mixed residential - light commercial uses in the southerly portion of 225 Rogers Street NE exclusive of greenspace.
 - c. Promote greenspace use of the eastern margin of 225 Rogers Street NE containing 75' stream buffer and mixed use path.
3. Promote single family residential uses from 1758-1770 Wade Avenue.
4. Promote higher density commercial and residential uses in the Memorial Drive Corridor from Eastside Drive to Howard Street SE.
 - a. Promote high density commercial uses of the Renaissance Plaza Shopping Center ("Wayfield's") site including 1511- 1655 Memorial Drive and extending south to I-20.
 - b. Promote very high density residential uses of the area bounded by 1675-1685 Memorial Drive, Maynard Terrace, Clifton Street, and I-20.
 - c. Promote mixed use residential - low density commercial uses from 1460-1648 Memorial Drive.
 - d. Promote medium density commercial uses from 1674-1770 and 1828-1950 Memorial Drive.
 - e. Promote single family residential use of 1800-1820 Memorial Drive.
5. Preserve single family residential uses in the Memorial Drive Corridor from Howard Street SE to 1st Avenue.
6. Promote medium density commercial uses of the Eastlake MARTA Station Commercial District from Leland Terrace and Park Place to Clifford Avenue and College Avenue with a maximum height of 3-4 stories.
7. Promote low density commercial uses of College Avenue from Rocky Ford Road to Howard Street NE.
8. Inclusion of 2023 Oakview Road SE within NC-3 District and uses.
9. Promote preservation of the following historical structures and sites:
 - a. Pratt-Pullman Yard original industrial structures, 225 Rogers St. NE
 - b. Bailey's Hardware, 2161 College Avenue
 - c. Kirkwood School, 138 Kirkwood Road
 - d. Turner Monumental AME Church, 66 Howard Street, NE
 - e. Israel Baptist Church, 2071 Hosea Williams Drive
 - f. Pentocostal Church of God, 110 Howard Street NE
 - g. Ingram Temple Church of God in Christ, 1953 Hosea Williams Drive
 - h. Fleming Hardware and General Store, 260 Howard Street NE
 - i. Crim High School, 256 Clifton Street SE
 - j. Ice House, 239 Locust Street
 - k. Clay Family Cemetery, Clifton Street NE
10. Preservation for public park and greenspace uses of the following:
 - a. Bessie Branham Park, 2051 Delano Drive

- b. Gilliam Park, 1650 Wade Avenue
 - c. Wesley Coan Park, 1530 Woodbine Avenue, SE
 - d. Eastside Greenway Park, 1807 Dixie Street
 - e. Dekalb Memorial Park, 353 Wilkinson Drive
 - f. Oakview Park, the median of Oakview Road from it's origin to Rocky
 - g. Ford Road and from Hosea Williams Drive to city limits.
 - h. The Eastside Trolley PATH mixed use trail
11. Implementation of the Kirkwood 2006 CDP Streets, Traffic, and Sidewalks submissions.
 12. Implementation of the Kirkwood 2006 CDP Parks and Greenspaces submissions.

O-11 East Lake Land Use Policies

1. Promote mixed use residential and low density commercial uses of the parcels bounded by Cottage Grove Avenue S.E., Third Avenue S.E., and Memorial Drive from 2410 to 2450 Memorial Drive.
2. Promote mixed use residential and low density commercial uses in the Memorial Drive Corridor from 2411 to 2451 Memorial Drive.
3. Promote mixed use residential and low density commercial uses in the Memorial Drive Corridor from 2454 to 2496 Memorial Drive.
4. Promote mixed use residential and low density commercial uses of the parcels comprising the intersection of 2nd Avenue and Hosea Williams Drive including 2358 to 2380 Hosea Williams Drive, 2343 to 2373 Hosea Williams Drive, and 50 Second Avenue S.E.
5. Promote mixed use residential and low density commercial uses in the Candler Road Corridor from 177 to 367 Candler Road and including 2876 to 2889 Memorial Drive (at Candler Road and Memorial Drive).
6. Preserve current single family residential uses in the Memorial Drive Corridor from 1st Ave SE to Candler Road SE.
7. Promote preservation of the following historical structures and sites:
8. Victorian Residential Structure at 2348 Hosea L Williams Drive (1910)
 - a. Commercial Structure at SE Corner of 2nd Ave and Hosea L Williams Drive (1935)
 - b. Zaban Community Center, 241 Daniel Ave. SE, East Lake Park
 - c. 246 Daniel Ave SE (1898 & 1894), Possible Home of Bobby Jones (Charles Watts Meadors Boarding House)
 - d. 227 East Lake Drive, Scott Hudson Home (Funeral Home, 1924).
 - e. 226 East Lake Drive, Second Shepard Home (1920)
 - f. 236 East Lake Drive, First Shepard Home (1914)

4 Community Agenda

- g. 2594 Alston Drive, Dr. Sterling Home (1907)
 - h. 2806 Alston Drive, Bailey Home (1931). First cinderblock home in Atlanta.
 - i. 2704 Alston Drive (1912)
 - j. 2724 Alston Drive, Senkbelt Home (1916)
 - k. 2740 Alston Drive, Watts Gunn
 - l. 2542 Alston Drive (1907)
 - m. 2820 Alston Drive, Fulbright Home (1907)
 - n. 2811 Alston Drive (1910)
 - o. 245 3rd Ave SE, Flanagan Home (1917)
 - p. 2641 Pharr Rd NE (1915)
 - q. 132 East Lake; William T. Gentry House, Inventor of Pay Phone (1910)
 - r. 2720 Memorial Drive; Gentry's Daughters Home (1912)
 - s. 2740 Memorial Drive; Gentry's Daughters Home (1910)
 - t. 98 Candler Rd (1900)
 - u. 2898 Salmon Avenue (1924)
 - v. Commercial structure at SE Corner of 2nd Avenue and Hosea Williams Drive
 - w. 249 Club Place (1913)
 - x. 112 East Lake (1925)
8. Preservation for public park and greenspace uses of the following:
- a. East Lake Park, including opposing the sale or division of any section of that park.
 - b. Willow Wood Green Space @ North end of intersection of Willow Wood Circle and Roseclair Drive.
 - c. Promote, expand, and preserve mixed use path connections to other greenspaces and parks in the area.

O-12 Edgewood Land Use Policies will be based on the "JOINT NPU-O LAND USE POLICIES" above.

NPU P

P-1 Preserve the single-family residential character of NPU P, including the neighborhoods of Niskey Lake, Kings Forest, Heritage Valley, and Ben Hill.

P-2 Encourage residential infill development that is compatible with adjacent development.

P-3 Maintain the boundaries of existing commercial districts, and prevent the encroachment of commercial uses into residential areas.

P-4 Support unified development of the Ben Hill commercial area and its associated community facilities.

P-5 Support the reuse of the existing rock quarry, as is identified in the reclamation plan.

NPU R

R-1 Preserve the single-family residential areas of NPU-R, including the Adams Park and Southwest Atlanta neighborhoods.

R-2 Encourage residential infill development that is compatible with adjacent development.

R-3 Support unified development of the Campbellton Road commercial corridor, including Greenbriar Mall and Campbellton Plaza, without encroaching into adjacent residential areas.

R-4 Consolidate strip-commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

R-5 Support unified development in the Greenbriar commercial area, with an emphasis on concentrated mixed-use development.

R-6 Restrict uses in the industrial land use category to allow business parks only. Such business parks shall include complementary groupings of office, warehousing, distribution, and light manufacturing uses, provided that such light manufacturing activity is limited to the processing or assembly of completed parts or components into finished or semi-finished products. Such uses shall not involve any hazardous materials or excessive noise, odor, vibration, or other negative impacts. Further, such uses shall exist in a park-like setting and shall be situated in such a manner as to preclude the occurrence of any adverse impacts on any nearby residential uses.

NPU S

S-1 Preserve the single-family and low-density residential character of the Venetian Hills and Oakland City neighborhoods.

S-2 Preserve the historic integrity of the Oakland City neighborhood.

S-3 Prevent the encroachment of commercial uses into adjacent single-family and low-density residential neighborhoods.

S-4 Create opportunities for commercial property owners and merchants to improve their properties through a uniform and coordinated method that links the character, design standards, and historic nature of the community.

S-5 Install and improve sidewalks throughout the NPU-S neighborhoods including from Oakland City Station to neighborhoods and Campbellton Road.

S-6 Encourage the rezoning of properties within the NPU that are currently incompatible with residential uses to a more compatible zoning district.

S-7 Encourage the development of a Neighborhood Commercial Zoning District for the Cascade/Beecher commercial node to promote new high quality retail services to the area.

S-8 Encourage the adoption of local design standards that would enhance the identity of the retail community.

4 Community Agenda

S-9 Improve the pedestrian access by developing and improving sidewalks and streetscapes within the Cascade/Beecher commercial node.

S-10 Encourage Mixed-use, economic development attracting more commerce into NPU S.

S-11 Support the development of infill housing that is consistent with the lot coverage, floor-to-area ratio, building height, and wall/fence height of nearby home.

NPU-T

T-1 Preserve the single-family and low-density character of the Westview, Just Us, Ashview Heights, and West End neighborhoods.

T-2 Promote the orderly expansion of Atlanta University Center and preserve the historic character of the West End neighborhood.

T-3 Support the expansion of Atlanta University Center colleges in accordance with a master plan to be approved by the City of Atlanta.

T-4 Encourage the development of concentrated, high-intensity mixed use development in the West End Station Area Development Node.

T-5 Support the development of street-level retail uses along Ralph D. Abernathy Drive from Lee Street to Ashby Street.

T-6 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

T-7 Promote medium density residential (0-16 units/acre) development of the Brown High School site in a manner that preserves the historic integrity of the West End neighborhood.

T-8 Promote the residential quality of neighborhoods and foster and assist citizens with homeowner acquisition, rehabilitation/renovation, and sales of real property.

T-9 Support the unified development of the Abernathy commercial district, extending into the Cascade commercial district to Donnelly Street, without encroaching into adjacent residential areas.

T-10 Support the finalization of redevelopment plans for the Sears Building and the Candler Warehouse.

NPU V

V-1 Preserve and promote the low-density residential character of the Adair Park, Pittsburg, Mechanicsville (south of Georgia Avenue), Summerhill (south of Georgia Avenue), and Peoplestown neighborhoods by encouraging a mix of incomes and housing types in the redevelopment of NPU-V.

V-2 Encourage mixed-use and neighborhood commercial development activities in the Georgia Avenue, Ralph David Abernathy Boulevard, Atlanta Avenue, and McDaniel Street (as were proposed in the respective neighborhood redevelopment plans) areas in order to reestablish the historical small-town ambiance of these areas.

V-3 Retain industrial uses that are compatible with their surrounding development patterns. Provide landscape or architectural buffers in order to minimize their impacts on residential areas.

V-4 Promote and expand low-density mixed-use (commercial, residential, office, and office) development patterns that are compatible with the surrounding residential areas and are located along major transportation routes.

V-5 Promote mixed-use and commercial development on Capitol Avenue in order to create a vital connection to the Downtown area.

V-6 Encourage the environmental rehabilitation and reuse or redevelopment of the Candler Warehouse. Promote light industrial, loft housing, and/or office usage of this property.

V-7 Maintain the land-use boundaries that were identified in the redevelopment plan for NPU-V in order to minimize the adverse effects of special events parking on neighborhoods.

V-8 Promote increased MARTA access to Turner Field (also known as Braves Stadium) in order to reduce the continued need for parking in NPU-V neighborhoods and to enhance the further development of the community.

NPU W

W-1 Preserve the single-family and low-density character of the Ormewood Park, East Atlanta, Woodland Hills, Custer Avenue, McDonough, Guice, Benteen, Boulevard Heights, and Grant Park neighborhoods.

W-2 Preserve the historic integrity of the Grant Park neighborhood and the Oakland Cemetery Historic District.

W-3 Promote low-density residential development of the Hoke Smith High School property in a manner that preserves the historic integrity of the Grant Park neighborhood.

W-4 Encourage mixed use development along the Memorial Drive and Moreland Avenue corridors. Consolidate strip- commercial uses in order to create a unified development pattern having a minimum number of curb cuts and turn lanes.

W-5 Maintain the boundaries of the existing commercial uses along Hill Street from I-20 to Memorial Drive. Prevent the encroachment of these uses into adjacent residential areas.

W-6 Support the development of a limited access road from I-20 to the CSX landport facility between Memorial Drive and Boulevard. Minimize the adverse impacts of the CSX landport facility on adjacent residential areas.

4 Community Agenda

W-7 Support and promote the continued commercial revitalization efforts for the East Atlanta business district.

W-8 Encourage and foster the revitalization of NPU-W by annually reviewing the City's NPU-W 15-year Recommended Land Use Map.

W-9 Promote the redevelopment of the Williams Brothers/Blue Circle property north of Glenwood Avenue and east of Boulevard as a mixed housing/retail commercial area. Promote this area as a viable location for major grocery and anchor stores, with supporting smaller retail/restaurant businesses. These new commercial uses should serve to provide an appropriate transition from commercial to adjacent residential areas.

W-10 Support the adoptive reuse of the facilities comprising the former John B. Gordon School, John Slaton School, and Anne E. West School for residential and neighborhood-oriented commercial purposes, and preserve the historically significant components of the structures.

W-11 Encourage the preservation and promote the use of the Entrenchment Creek floodplain as open space and the site of a 25-acre park and adjacent PDH housing.

W-12 Support a restriction on the siting of impound lots, landfills, municipal trash transfer stations and other similar facilities in NPU-W

NPU X

X-1 Preserve the single-family character of the Capitol View, Capitol Manor, Sylvan Hills, Perkerson and Hammond Park neighborhoods.

X-2 Preserve the historic integrity of the Capitol View neighborhood.

X-3 Support unified development in the Cleveland Avenue/I-75 and the Lakewood Freeway/I-75/85/Langford Parkway Interchange areas, with emphasis on concentrated mixed-use development.

X-4 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

X-5 Maintain the boundaries of industrial uses on Murphy Avenue and prevent industrial encroachment into adjacent single-family residential areas.

X-6 Encourage the creation and development of a Master Plan for NPU-X.

X-7 Encourage the support of Perkerson Park.

X-8 Encourage and promote low density commercial and neighborhood commercial land uses at the following intersections: Avon at Murphy, Dill Avenue at Murphy, Deckner at Murphy, Birch at Deckner, Lakewood at Murphy and Metropolitan Parkway west side immediately north of Casplan, across from the Atlanta Metropolitan College.

NPU Y

Y-1 Preserve the single-family and low-density residential character of the Chosewood Park, High Point, Joyland, Betmar LaVilla, South Atlanta, and Lakewood Heights neighborhoods.

Y-2 Promote the redevelopment of the Lakewood Fairgrounds property as an entertainment/sports center. Preserve the historic fairground buildings.

Y-3 Consolidate strip commercial uses to create a unified development pattern having a minimum number of curb cuts and turn lanes.

NPU Z

Z-1 Preserve the single-family and low-density residential character of the Thomasville, Norwood Manor, Leila Valley, Rebel Forest, Polar Rock, Lakewood, Orchard Knob, and Pennington Park neighborhoods.

Z-2 Promote the industrial and low-density commercial development of property that is located between I-285 and the City Limits that is impacted by airport noise.

Z-3 Promote industrial development east of the existing residential uses on Forest Park Road.

Z-4 Promote commercial development at the I-75/Cleveland Avenue Interchange.

Z-5 Preserve floodplain areas along South River, William's Creek, and Poole Creek as open space.

Z-6 Consolidate strip commercial uses to create a unified development pattern having a minimum number of curb cuts and turn lanes.

Z-7 Retain industrial uses. Provide landscaped or architectural buffers in order to minimize the impacts of industrial uses on residential areas.

Appendix A Land Use Maps

Appendix B Fact Sheets

Fact Sheet #1



The Atlanta Strategic Action Plan ASAP *Partial Update*

What is the ASAP?

Starting this year, the City of Atlanta's Comprehensive Development Plan (CDP) will be renamed the **Atlanta Strategic Action Plan (ASAP)**. The Atlanta Strategic Action Plan will guide the growth and development of the City, set forth development goals, policies and objectives for the City and its neighborhoods, while framing the future for a successful and prosperous Atlanta.

Why a Partial Update?

The Bureau of Planning is launching a **Partial Update** of the 2007 Comprehensive Plan. The State planning agency, the Georgia Department of Community Affairs (DCA), is requiring that the City of Atlanta only adopt a **Partial Update** of the 2007 Comprehensive Plan. The full update for the new ASAP will begin later this year. It will be completed and submitted to the Georgia DCA in October, 2009.

What does the Partial Update consist of?

The Atlanta Strategic Action Plan includes three components:

- (1) Community Assessment,
- (2) Community Participation and
- (3) Community Agenda.

The Plan will address the following topics:

- An assessment of the State's Quality Community Objectives (QCO),
- An analysis of Areas Requiring Special Attention,
- Seven Plan Elements
 - Population
 - Economic Development
 - Housing
 - Community Facilities
 - Natural and Cultural Resources
 - Transportation and
 - Land Use
- An Implementation Program, and
- The City's future Land Use Map.

Fact Sheet #1

How to get Involved?

The Bureau of Planning will be working with neighborhoods and community groups in the development of the plan. We are encouraging your participation and are interested in your feedback to some key questions, for example:

- What are the issues and opportunities in your community?
- Where shall redevelopment occur?
- Are there appropriate locations for infill development?
- Are changes to the land use map recommended?
- How should we grow as a City?
- What neighborhood character and design elements do we want?
- Where should we promote commercial/retail development?

There will be opportunities for input at various stages in the planning process. The schedule of meetings and information about other ways to provide input will be distributed through the NPU's and other community organizations. If you would like to be added to our contact list to receive meeting notification, please send contact information to the email below.

What's the time schedule?

The Atlanta Strategic Action Plan Update process will take place between March and August, 2007. After a 60-day review process by the Atlanta Regional Commission and the Georgia Department of Community Affairs, the ASAP must be adopted by the City Council by October 31, 2007.

Additional Information

More information about the plan and the process can be found on the Bureau of Planning's website at:

<http://www.atlantaga.gov/government/planning/burofplanning>.

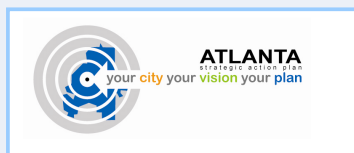
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Fact Sheet #2 – Population



The Atlanta Strategic Action Plan ASAP *Partial Update*

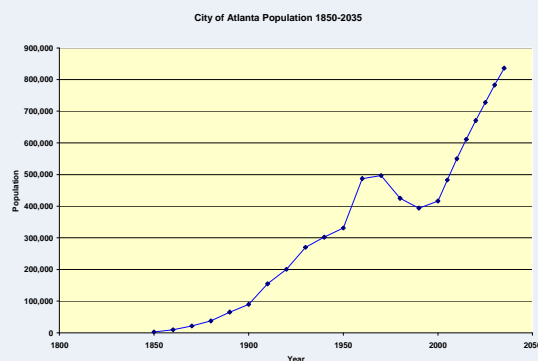
Population Forecasting Sources and Methods

The City of Atlanta Department of Planning and Community Development Bureau of Planning developed 2005-2030 population forecasts using a building permit model. Building permits issued for new housing units are a leading indicator of population growth. This model was calibrated to the 1990 to 2000 US Census. The net new units were obtained from the Bureau of Buildings KIVA permit tracking system and assigned to the corresponding census tract. The net new housing units reflect building unit creations minus demolitions. The net new housing units are added to the previous year's housing units to get each new year's estimate of housing units. From the total housing units are subtracted the number of vacant units to obtain households. Households times average household size yields total household population to which is added group quarters population to get total population. Population gained thru annexations is also added.

The model assumes that there will be a gradual reduction in the number of permits issued reflecting the increasing difficulty in obtaining permits and the decreasing availability of suitable land available for development and redevelopment. From 2000-2006 the actual number of net new housing units permitted was used. From 2007 onwards, the average number of net new housing units was reduced to arrive with new housing units for each year. The tract level growth was driven by the Atlanta Regional Commission forecasting model net unit change after 2010.

Total Population

The City of Atlanta has an estimated 2007 population of almost half a million. It is the 35th largest city in the US based on the 2005 US Census population estimate. In 2005, the US Census Bureau revised population estimate for the City of Atlanta was 483,108, close to the City's population in the 1970s. In



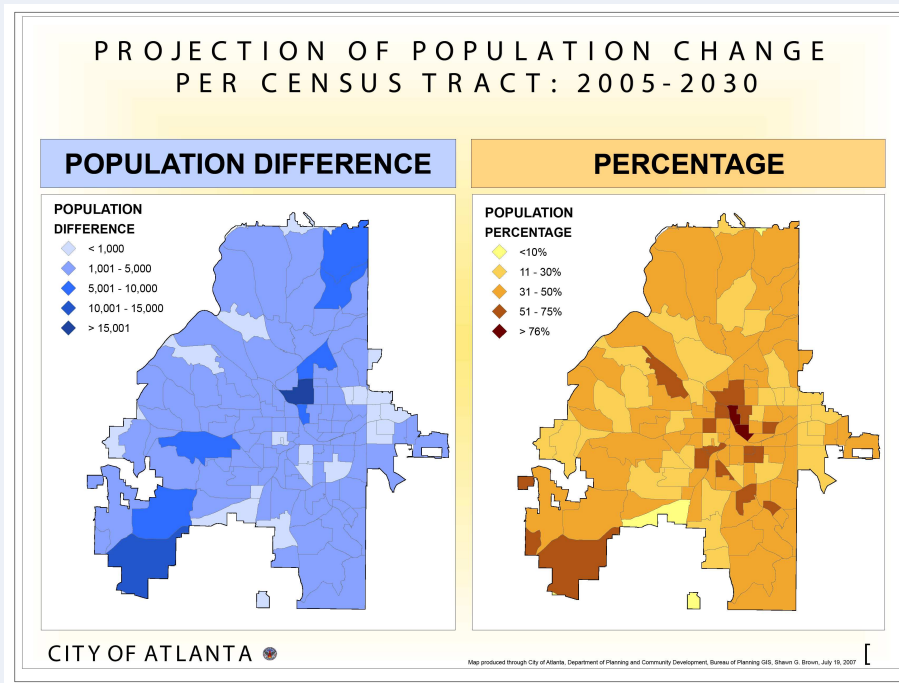
the 1990's, the City of Atlanta's population started increasing after several decades of decline. Between 1990 and 2000, the City of Atlanta added 22,457 residents, a growth rate of 5.7%, for a 2000 population of 416,474. Between 2000 and 2005, the City's population grew by an estimated 66,634 people, a 16% rate of growth. While all areas of the City grew, growth was concentrated in certain parts of the City, particularly Midtown and Buckhead. Based on the City of Atlanta's population forecast, the City of Atlanta is expected to add almost 300,000 residents by 2030 to a population of 782,952, an increase of

62% (see charts and maps below).

Fact Sheet #2 – Population

Year	Population	Population Change	Growth Rate
1950	331,314	29,026	9.60%
1960	487,455	156,141	47.13%
1970	496,973	9,518	1.95%
1980	425,022	-71,951	-14.48%
1990	394,017	-31,005	-7.29%
2000	416,474	22,457	5.70%
2005	483,108	66,634	16.00%
2010	549,908	66,800	13.83%
2015	611,356	61,448	11.17%
2020	670,617	59,262	9.69%
2025	727,786	57,169	8.52%
2030	782,952	55,166	7.58%
2035	836,201	53,248	6.80%
2040	887,614	51,413	6.15%

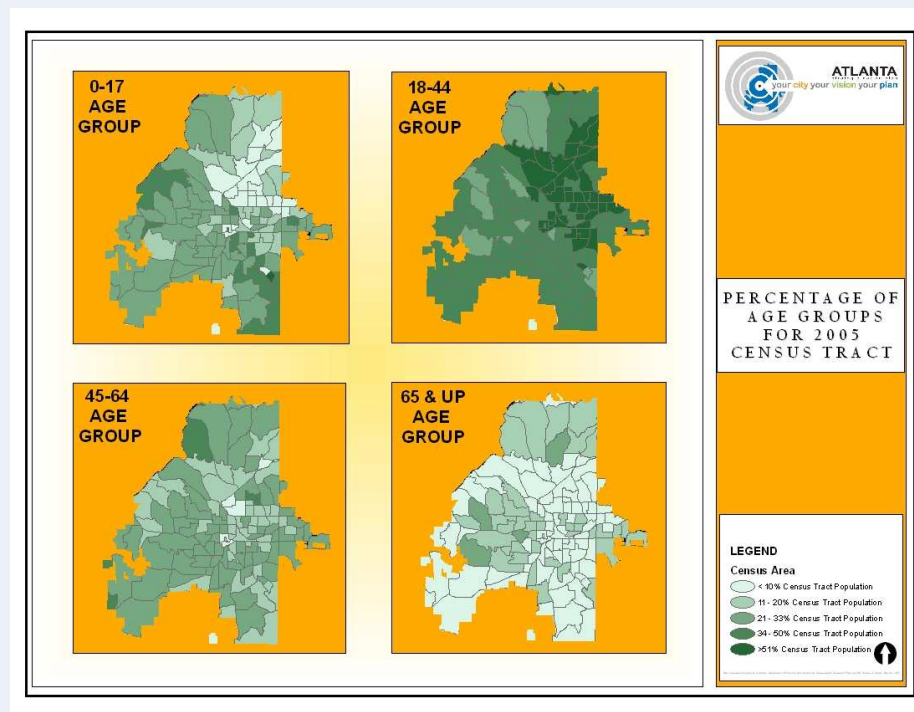
Source: US Census & CoA DPCD



Fact Sheet #2 – Population

Age Distribution

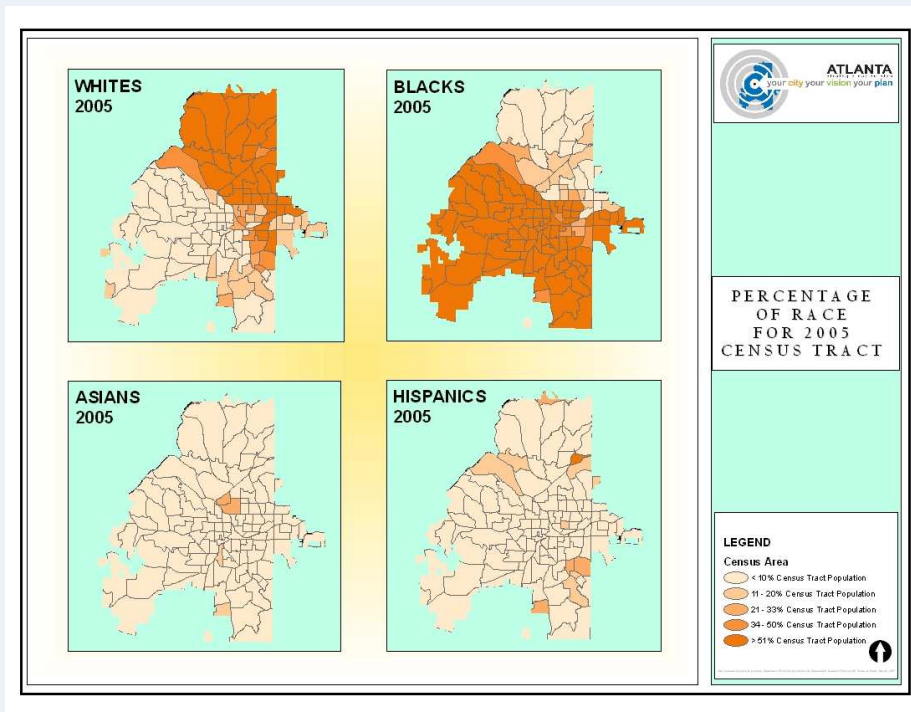
The City of Atlanta is a young city. The average age of the city's residents is 34.7, younger than the 36.4 average age of the US population. Almost half of the population is between 18 and 44 years old. However, like the US population, the City of Atlanta population is aging. The population is distributed into the following stages of life: Preschool 0-4, School Age 5-7, Family Forming 18-44, Peak Earning 45-64, Younger Seniors 65-84 and Older Seniors 85 & over. Between 2005 and 2030, the percent of the population under 17 will be decreasing. Percent of population 18-44 and 45-64 will also be decreasing. The percent of the population 65-85 will increase to 12.5% and the population over 85 will go up to 2.4%. This trend may indicate that some of the people moving into the city are empty nesters/ retirees and that the population is aging in place and not moving to another area. The distribution of the population by age is shown in the map below.



Fact Sheet #2 – Population

Race and Ethnicity

According to the American Community Survey, the 2005 racial and ethnic composition of the City of Atlanta is 58.6% Black, 36.2% White, 2.02% Asian and 3.1% are other races or two or more races. Hispanic or Latino (any race) comprises 4.7% of the population. The City of Atlanta racial composition is changing. The black population declined by 8,573 between 1990 and 2000. Between 2000 and 2005, the number of blacks increased by 27,633. However, as a percentage of the population, the percent black decreased from 61.4% in 2000 to 58.6% in 2005. The number and the percentage of whites increased between 1990 and 2000 from 31% to 33.2%. Between 2000 and 2005, the white population increased to 36.2% of the population. If these growth trends continue, between 2025 and 2030, the percent of the population that is white and black will be almost the same. The racial composition of the census tracts in the City of Atlanta are shown in the map below.



For additional information see the Population Chapter of the Atlanta Strategic Action Plan at <http://www.atlantaga.gov/government/planning/asap.aspx> or contact Jessica Lavandier at 404-865-8522.

Fact Sheet #3 – The Industrial Sector



The Atlanta Strategic Action Plan ASAP *Partial Update*

The Industrial Sector - Jobs

The industrial sector is an essential component of the City of Atlanta's economic base. Not only does the industrial sector fuel the growth and development of the City and provides needed services and goods to the City's residents, visitors and workers, it also provides high paying jobs to the City's workforce. Moreover, the property taxes collected from industrial uses may off set the cost of providing services to non-industrial uses.

Rail access via the CSX & Norfolk Southern's extensive rail network, high train frequency, the Interstate System with three Interstates through downtown, air cargo facilities at Hartsfield Jackson Atlanta International Airport (HJAIA) and proximity to the Port of Savannah make the City of Atlanta and the Atlanta Region the distribution hub for the Southeastern US.

In 2006, almost 64,000 jobs, equal to 15% of all jobs in the City of Atlanta, were in the industrial sector. The numbers of jobs in each of the components of the industrial sector are: construction: 9,716 jobs, manufacturing: 19,372 jobs, wholesale: 18,114 jobs and transportation and warehousing: 18,383 jobs. Moreover, almost 20% or the resident workforce (approximately 38,000 city residents) are employed in the industrial sector. The number of residents employed in each industry is: construction: 10,899, manufacturing: 10,839, wholesale: 5,384 and transportation and warehousing: 10,668. Jobs in the industrial sector pay higher than the average monthly salary of all of the employment sectors. The average monthly salary for industrial sector jobs is \$5,463. It is higher than the citywide average of \$4,895. Within the industrial sector, the average monthly salaries are: construction: \$4,697, manufacturing: \$7,457, wholesale: \$6,607 and transportation and warehousing: \$3,092.

Industrial Sector - Issues

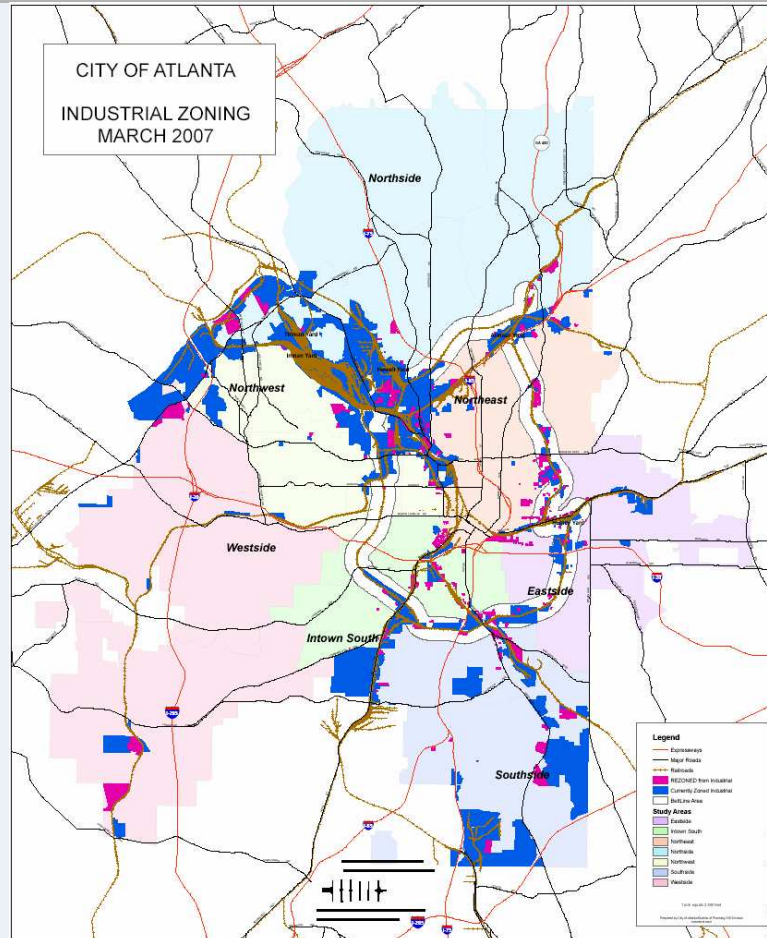
Industrial business and uses face obstacles in the City of Atlanta. Some of these are:

- Older buildings, many with low ceiling height that do not meet today's needs;
- Small parcel sizes – 2.6 avg;
- High costs of land, development/redevelopment, cost of doing business and high rental rates;
- Safety and security concerns from employers;
- Loss of industrial businesses - a healthy mix of industrial uses are needed to stay competitive;
- Lack of places to eat and shop for employees;
- Transportation network does not meet current needs;
 - Road conditions and geometry are difficult for trucks (Bolton Rd., Howell Mill Rd.)
 - Not in proximity to MARTA
- Industrial land needed for Operational Departments;
- Issues with the Community (no vote at NPU, no advocate for Industrial users, image problem);
- Changing Land Use :conflicts with residential uses and loss of industrial land uses.

Industrial Land Use and Zoning

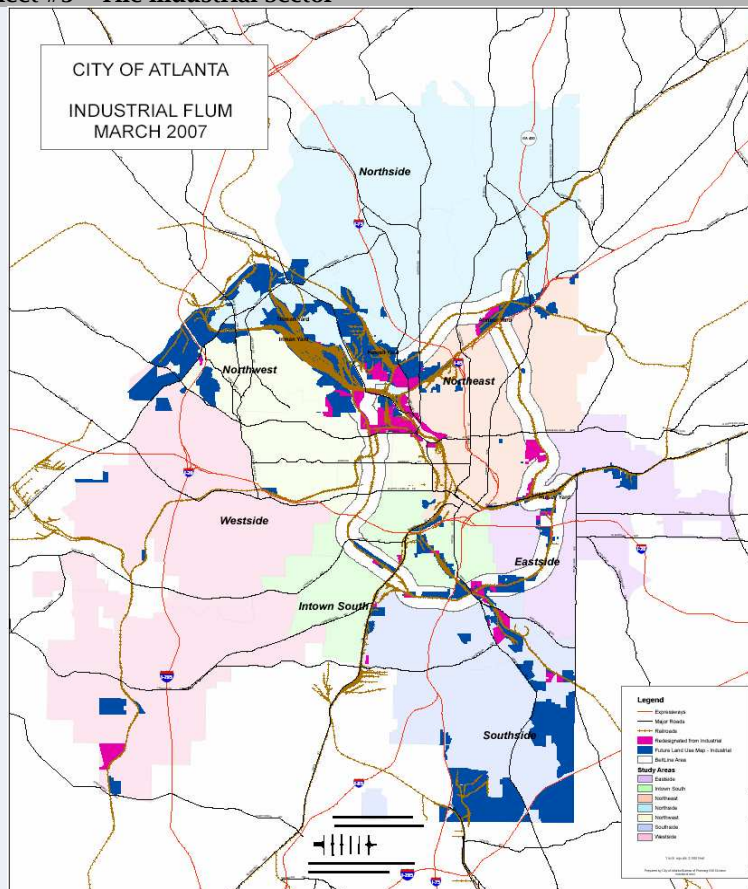
Industrially zoned land is concentrated along the rail corridors, in Northwest Atlanta, along the proposed BeltLine and south of downtown, and along the cargo entrance at HJAIA in Southeast Atlanta. Ten percent, or 8,776 acres, of the City's land is zoned industrial. However, since 2000, 10% or 950 acres of industrially zoned land, has been rezoned to other uses (see map below).

Fact Sheet #3 - The Industrial Sector



Approximately 7,246 acres, or 8.5% of all land, are designated as Industrial in the Land Use Map. Since 2002, 1,040 acres, or 14%, have been re-designated from Industrial to another use (see map below). Once an industrially zoned parcel is not designated as industrial, the parcel can be rezoned for non-industrial uses. Some of the re-designations are the result of various plans such as the Westside LCI and the Bolton/Moores Mill LCI.

Fact Sheet #3 - The Industrial Sector



Initiatives to Preserve Industrial Uses

In an effort to retain industrial uses, the City of Atlanta and the Atlanta Development Authority are undertaking several initiatives to develop an Industrial Policy. These are:

Land Use and Zoning

- Strengthening the Land Use Policies in the Comprehensive Plan (ASAP).
- Considering a moratorium on land use changes on parcels designated Industrial.
- Limiting changes on parcels designated as Industrial in the Land Use Map.
- Re-evaluating previous changes to land use map and UEZ sites.
- Creating a Business Park Land Use category.
- Developing urban design guidelines for industrial uses that include buffers and transitional uses.

Annexation/Acquisition of Industrial land:

- Evaluating annexation of industrially zoned property: Honor Farm, Fulton Industrial Boulevard, closed City landfills, Georgia Power Plant McDonough.

Operating Departments:

- Evaluate co-locating City facilities with other industrial uses
- Adopting design guidelines/standards for the City's facilities.

Appendix C Community Meeting Comments

April 30, 2007

The *April 30, 2007* Community Meeting was held at the Rosel Fann Recreation Center at 365 Cleveland Ave. The meeting was held for the Eastside (NPU's N, O & W), Intown South (NPU's T, V & S) and Southside (NPU's X, Y & Z) study areas. Approximately 34 people attended the meeting. The comments from the meeting are listed below.

Economic Development

- Concern over the loss of industrial base. Industrial sector provides good jobs for those without a college education.

Housing

- Concern over the loss of housing stock and affordable housing.
- New mixed income communities don't have enough housing for low income/displaced residents.

Community Facilities

- Construction of housing outpaces availability of infrastructure
- Don't wait for development to build infrastructure
- Cost of land is increasing, hard to buy land

Historic Resources

- Show recent designated buildings on map Excelsior Mill, Telephone factory, Ford Factory, Troy Perless.
- Could you show potential historic buildings on the map?
- Worried about the demolition of older homes, often replaced with larger homes
- List historic landmarks (cemeteries) to educate community
- Develop policy to document historic sites – city and state should work together to catalog sites.

Transportation

- Need to preserve/set aside land for future R-O-W.
- Zoning recommendations don't address accessibility. Need more access curbs, particularly mid-block.
- Traffic calming: use 4 way stops, flashing yellow lights, traffic lights should be set to calm traffic.
- The City has neglected its rail road.
- Traffic lights seem to favor east/west movement over north/south.
- Need better planning for the disabled

Planning process

- When does the input from residents get implemented?

C Community Meeting Comments

- Why do new plans when current needs aren't addressed?
- Is BoP adequately staffed to do the comprehensive plan?
- Are there plans to train community members?

Maps

- Is the historic resources building on line?
- Could BoP mail site maps along with Land Use maps to NPUs

May 3, 2007

The *May 3, 2007* Community Meeting was held at the Peachtree Hill Recreation Center at 308 Peachtree Hills Road. The meeting was held for the Northside (NPUs A, B, C & D) and Northeast (NPUs E, F & M) study areas. Approximately 17 people attended the meeting. The comments made at the meeting are summarized below.

Natural Resources

- Code enforcement needs to be increased to monitor erosion control. Should have bigger fines and stronger/aggressive enforcement.
- Is a stormwater utility being considered?

Community Facilities

- Should have separate funding source for parks. Funds are available for planning but not for implementation.
- Many neighborhoods have submitted plans with previous CDPs, however, the plans are not implemented and the projects don't move forward.

Transportation

- Bicycle facilities conflict with traffic calming measures.
- City of Atlanta needs a better mass transit system.
- Impact fee delivery area should be established so that impact fee funds are spent in area where impact fees are collected.
- Concerned over streets being narrowed.

Land Use

- Need to protect single family neighborhoods.

Planning process

- Will the ASAP include NPU plans?
- How will NPUs provide input in the planning process?

May 10, 2007

The *May 10, 2007* Community Meeting was held at the Adamsville Recreation Center at 3201 Martin Luther King Jr. Dr. The meeting was held for the Northwest (NPUs G, J, K & L) and Southwest (NPUs H, I, P, Q & R) study areas. Approximately 33 people attended the meeting. The comments made at the meeting are below.

Housing

- What is the difference between affordable and workforce housing?
- It is difficult for a single person to find reasonably priced housing.
- Rent for apartments are as high as cost of a home.

Natural Resources

- Concern over the loss of tree canopy. Why are sites cleared cut for development while homeowners have difficulty obtaining a permit for removing trees on their parcel?
- The Tree Ordinance should protect tree canopy from development process. Minimum amount of trees necessary for development should be removed instead of removing all trees from a site that will be developed.
- Need conservation subdivision.

Community Facilities

- City of Atlanta seems to be interested in purchasing parks along Beltline and along streams (Watershed Mgmt) and not interested in purchasing land next to an existing park.

Transportation

- What is the process of obtaining traffic calming funds?
- Traffic calming/street humps make vibrations of MARTA buses worse. Should have smaller MARTA buses.
- Do citizens have to pay for speed humps?
- Why is CoA not focusing on Marietta st./Blvd/Perry/Hollywood Rd?

Land Use

- Concerned that ZRB overturns decisions of NPUs

Planning process

- What happens to LCI plans, how are they incorporated?
- How can one obtain a copy of the recommendations?

July 17, 2007

C Community Meeting Comments

The *July 17, 2007* Community Meeting was held at the Rosel Fann Recreation Center at 365 Cleveland Ave. The meeting was held for the Eastside (NPU's N, O & W), Intown South (NPU's T, V & S) and Southside (NPU's X, Y & Z) study areas. Approximately 31 people attended the meeting. The comments from the meeting are listed below.

Transportation

- Transportation in the city is not world class

Housing

- Speculative new housing is boarded up when it is not sold. This creates public safety concern.
- Could a moratorium be placed on permitting new housing until the existing vacant new homes are sold?
- Quality of new construction appears to be poor.
- Affordable Housing
- Quality of newly-build homes in Southeast Atlanta
- Few new affordable housing units being built
- Housing costs
- Housing costs seem to be inflated
- Need for design standards for multifamily
- Code enforcement of homes that are in neglect
- Vacant housing
- Definition of sustainability

Aging Population

- Assistance for older residents living in historic neighborhoods
- Senior housing
- New developments not designed for needs of seniors
- Senior Tax abatement
- Need incentives to build senior housing
- Concern over seniors being pushed out of AHA

Economic Development

- Jobs/Employments
- Need Jobs for Students with Debt
- High drop out rate
- Need jobs for a changing population
- Train students to be better citizens

Development

- Building code overhaul
- Pre-purchase agreements before developers build
- West End needs updated design standards, in kind doesn't match existing materials
- Concerned that Lakewood buildings not protected in RFP
- Improve fire code

Historic Preservation

- Historic Resources
- New housing sticks out in West End
- Can overlays be done instead of historic designations?

Greenspace

- Need Funding for greenspace

July 19, 2007

The *July 19, 2007* Community Meeting was held at the Peachtree Hill Recreation Center at 308 Peachtree Hills Road. The meeting was held for the Northside (NPU's A, B, C & D) and Northeast (NPU's E, F & M) study areas. Approximately 11 people attended the meeting. The comments made at the meeting are summarized below.

Population

- Low income citizens dispersed to other areas where there is lack of transportation/Grady
- Explanation of how population numbers were derived on website?

Transportation/Transit

- Problem with the suburban buses that crowd downtown streets when staging before dropping or picking up passengers
- Who's really paying for MARTA?

Greenspace

- Problems with COA & GA Power cutting down trees-we need a reason why
- Who do you call to stop this and is it against the law
- Differentiate between Open Space and Greenspace
- Initiative to connect developers to greenspace
- Greenspace needs its own category

Land Use

- Definition of single-family neighborhood

C Community Meeting Comments

- Are we going to implement trust fund of SPI-16?
- Need to develop several mixed use districts

Housing

- Closing of Roosevelt & Palmer Houses
- Senior housing priority over those with disabilities
- Bedford Pines has 722 units of affordable housing
- 74 Section 8 properties near the Old Fourth Ward district
- Lack of senior housing

Public Participation

- City Council wants to hear from citizens—communication makes a difference

Community Facilities/Solid Waste

- Who is doing the oversight?
- Waste Storage facilities
- Transfer stations (future of)
- Recycling for multifamily units

July 25, 2007

The *July 25, 2007* Community Meeting was held at the Adamsville Recreation Center at 3201 Martin Luther King Jr. Dr. The meeting was held for the Northwest (NPU's G, J, K & L) and Southwest (NPU's H, I, P, Q & R) study areas. Approximately 24 people attended the meeting. The comments made at the meeting are below.

World Class City:

- We have 3 research universities – add institutions to that list, AUC counts too.

Land Use

- Industrial Land Use Policy – has it been identified?
- We need to have a spine and not give up our industrial line.
- In the FLUM, we need more residential land use categories. We need to be able to set densities above 17 units per acre.
- C4 and C5 needs to be gone.
- If the FLUM doesn't reflect existing uses, should we make requests for changes? How can we have a FLUM that doesn't reflect existing uses?

Housing:

We have no affordable housing policy. How can you plan without a policy? We see so much housing going up, who are these houses for? Why are they not affordable? Where do you plan to put this affordable housing? We're filled up, every nook and cranny.

- Define "affordable", because \$100,000 isn't affordable for me or my neighbors.
- We need a citywide discussion of residential housing density. WE need to put it where WE want it.
- These new homes going up will last for 10 years. Then what?
- What is the residential scale ordinance?
- Westlake neighborhood is being destroyed. We need to renovate existing houses before we create new affordable housing. Homes are just sitting vacant.
- Why aren't we building out of brick? It lasts longer.

Population:

- What number are we actually shooting for? It will determine densities.

Process:

- It's OUR city, we need to take the data and present it to council. YOU'RE currently taking that data away from us and determining the plan by yourselves.
- You've taken the pride of authorship. A few people are making all the plans.
- Redo the ASAP each year, take a particular section and redo it. Parks year one, Transportation year two, etc. And use the neighborhoods, not consultants.

Development:

- If we give away density, as an incentive, we're not considering the increase use of that infrastructure. If its too hard for a developer to build somewhere, let them leave. They don't need any incentives.
- We need traffic studies required for new development. Our roads are of poor construction and infrastructure is bad. The weight of the vehicles is too much.
- Developers need to work with Public Works to get appropriate permits.
- Development is driven by population forecast. Are we doing anything to lower our population forecasts and slow down development?

Subdivisions:

- Subdivisions are being built, the streets flood, and nothing is done.
- We shouldn't give out new permits until what is wrong is fixed.
- R4 zoning is a problem for subdivisions. They clear cut the trees and create run off. We need a way to make sure developers can develop only a certain percentage of the site.
- Add tree replacement to the plan, but still they won't mature for another 10+ years.
- When do developers have to meet with the community? I didn't get a chance to approve my neighbors lot addition.
- We need to look at building permits more. Houses are being built in flooded areas. Its only fair to citizens.

C Community Meeting Comments

Parks:

- Designate new areas for open space to save our trees. Protect from development.

Community Facilities:

- Why isn't health included? Medical facilities?

Appendix D Population

Table D.1 Census Tracts Included in each NPU

NPU	Census Tracts
NPU A	97.00, 98.00, 99.00, 102.06 and 102.07
NPU B	93.00, 94.01, 94.02, 95.00, 96.00 and 100.00
NPU C	89.01 and 90.00
NPU D	88.00 and 89.02
NPU E	4.00, 5.00, 6.00, 10.00, 11.00, 12.00, 13.00, & 91.00
NPU F	1.00, 2.00, 14.00, 15.00, 92.00, & 201.00
NPU G	86.01, 86.02, 87.01, & 87.02
NPU H	78.05, 78.06, 78.07, 78.08, & 82.02
NPU I	79.00, 80.00, 81.01, 81.02 & 82.01
NPU J	83.01, 83.02 & 85.00
NPU K	7.00, 23.00, 24.00, 40.00 & 84.00
NPU L	8.00, 22.00, 25.00 & 26.00
NPU M	17.00, 18.00, 19.00, 21.00, 27.00, 28.00, 29.00, 33.00, 35.00 & 36.00
NPU N	16.00, 30.00, 31.00, 32.00, 202.00, 203.00 & 204.00
NPU O	8.00, 22.00, 25.00 & 26.00
NPU P	77.02, 78.02 & 103.03
NPU R	76.02 & 77.01
NPU S	61.00, 62.00, 66.02, & 76.01
NPU T	37.00, 38.00, 39.00, 41.00, 42.00, 43.00 & 60.00
NPU V	44.00, 46.00, 48.00, 55.01, 56.00, 57.00, 58.00 & 63.00
NPU W	49.99, 50.00, 52.00, 53.00, 69.00 & 209.00
NPU X	65.00, 66.01, 74.00, 75.00 & 108.00
NPU Y	52.02, 64.00, 67.00 & 68.01
NPU Z	68.02, 70.01, 70.02, 71.00, 72.00 & 73.00

Table D.2 City of Atlanta 2000-2035 Population Forecasts by Census Tract

Census	Share in	2000	2005	2010	2015	2020	2025	2030	2035
Tract	Atlanta	Population	Population	Population	Population	Population	Population	Population	Population
1.00	100.00%	4,153	4,296	4,405	4,509	5,152	5,766	6,398	6,955
2.00	100.00%	5,448	5,643	5,725	5,897	6,071	6,379	6,775	7,028
4.00	100.00%	1,670	2,000	2,378	2,831	3,250	3,488	3,845	4,182
5.00	100.00%	3,705	7,146	9,155	10,699	11,909	12,879	13,520	14,557
6.00	100.00%	2,707	3,167	3,243	3,523	3,932	4,171	4,695	5,113

D Population

Census	Share in	2000	2005	2010	2015	2020	2025	2030	2035
Tract	Atlanta	Population	Population	Population	Population	Population	Population	Population	Population
7.00	100.00%	3,551	3,487	3,433	3,997	4,464	4,766	4,992	5,251
8.00	100.00%	1,564	3,242	4,588	4,759	5,072	5,402	5,646	5,884
10.00	100.00%	9,223	15,921	20,181	25,518	29,554	33,637	37,261	41,004
11.00	100.00%	2,569	3,365	4,420	5,454	6,147	6,362	6,434	6,898
12.00	100.00%	4,195	6,011	7,983	8,678	8,844	9,395	9,806	10,263
13.00	100.00%	3,897	4,193	4,298	4,538	4,595	5,135	5,603	5,911
14.00	100.00%	2,130	2,337	2,425	2,627	2,796	2,833	2,860	2,953
15.00	100.00%	4,206	4,412	4,489	4,866	5,098	5,199	5,302	5,458
16.00	100.00%	1,390	1,648	1,788	2,220	2,521	2,641	2,738	2,964
17.00	100.00%	2,506	3,408	4,137	4,447	4,657	5,324	5,834	6,196
18.00	100.00%	3,553	3,833	4,052	4,536	4,742	4,973	5,080	5,277
19.00	100.00%	2,121	2,273	2,804	4,045	4,708	5,282	5,818	6,597
21.00	100.00%	1,573	1,745	2,568	4,566	5,905	7,050	8,110	9,276
22.00	100.00%	1,105	1,163	1,212	1,882	2,345	2,648	2,925	3,338
23.00	100.00%	2,714	2,835	2,978	3,211	3,593	3,869	4,281	4,584
24.00	100.00%	2,467	2,727	2,889	3,025	3,226	3,665	3,967	4,216
25.00	100.00%	1,981	1,764	2,262	2,718	3,109	3,449	3,809	4,147
26.00	100.00%	1,378	1,379	1,494	1,654	1,862	2,132	2,472	2,719
27.00	100.00%	587	684	776	1,541	2,161	2,831	3,377	3,917
28.00	100.00%	2,859	3,055	3,488	4,069	4,613	5,532	6,096	6,652
29.00	100.00%	1,333	2,067	2,857	3,392	3,700	3,973	4,214	4,615
30.00	100.00%	1,968	3,228	4,382	4,557	4,619	4,746	4,813	4,945
31.00	100.00%	1,626	2,163	2,499	2,666	2,845	3,056	3,293	3,472
32.00	100.00%	1,498	1,948	2,312	2,632	2,858	3,075	3,293	3,550
33.00	100.00%	2,499	2,810	2,326	3,138	3,756	4,156	4,524	5,032
35.00	100.00%	3,710	3,678	3,580	4,078	4,491	4,967	5,688	6,177
36.00	100.00%	1,502	1,582	2,095	2,407	2,514	2,566	2,627	2,790
37.00	100.00%	1,432	1,513	1,550	1,684	1,870	2,089	2,313	2,477
38.00	100.00%	2,273	2,470	2,734	2,688	2,870	3,144	3,388	3,562
39.00	100.00%	2,426	2,529	2,580	2,750	3,150	3,570	3,921	4,214
40.00	100.00%	3,166	3,204	3,214	3,510	3,895	4,311	4,706	5,061
41.00	100.00%	2,565	2,955	3,134	3,265	3,400	3,791	4,143	4,379
42.00	100.00%	2,493	2,816	3,179	4,148	4,892	5,359	5,728	6,328
43.00	100.00%	2,770	2,380	4,517	6,158	6,717	6,919	6,992	7,537

Census	Share in	2000	2005	2010	2015	2020	2025	2030	2035
Tract	Atlanta	Population	Population	Population	Population	Population	Population	Population	Population
44.00	100.00%	1,717	1,957	2,380	2,799	3,150	3,444	3,712	4,014
46.00	100.00%	1,156	1,485	1,536	1,726	1,885	2,034	2,164	2,320
48.00	100.00%	2,259	2,028	2,569	2,893	3,128	3,367	5,483	6,306
49.00	100.00%	2,041	1,809	2,513	3,169	4,049	4,678	5,183	5,804
50.00	100.00%	1,921	2,029	2,183	2,581	2,876	3,123	3,355	3,613
52.00	100.00%	3,475	4,140	4,766	5,436	5,873	6,267	6,540	6,915
53.00	100.00%	2,892	3,389	3,693	3,968	4,095	4,138	4,199	4,331
55.01	100.00%	2,368	3,033	3,451	3,754	4,274	4,854	5,313	5,761
55.02	100.00%	1,229	1,542	2,267	2,861	3,297	3,624	3,976	4,403
56.00	100.00%	1,674	2,039	2,372	2,466	2,555	2,707	2,850	2,968
57.00	100.00%	1,382	1,752	2,812	3,048	3,255	3,480	3,630	3,845
58.00	100.00%	2,230	2,343	2,666	2,867	3,221	3,549	3,844	4,110
60.00	100.00%	4,263	4,459	4,566	4,708	4,989	5,303	5,753	6,025
61.00	100.00%	4,326	4,534	4,644	4,809	5,104	5,486	6,045	6,371
62.00	100.00%	1,614	1,749	1,856	2,087	2,442	2,798	3,142	3,426
63.00	100.00%	1,879	2,268	2,705	3,266	3,728	4,113	4,435	4,861
64.00	100.00%	2,972	3,189	3,366	3,435	3,924	4,548	5,024	5,398
65.00	100.00%	4,674	4,927	5,137	5,194	5,403	5,754	6,202	6,458
66.01	100.00%	2,425	2,581	2,684	2,772	3,240	3,726	4,136	4,459
66.02	100.00%	1,405	1,471	1,494	1,625	1,890	2,165	2,444	2,660
67.00	100.00%	3,893	4,764	6,240	6,708	7,229	7,762	8,271	8,788
68.01	100.00%	2,648	2,254	2,279	2,374	3,580	4,133	4,741	5,265
68.02	100.00%	1,896	1,969	2,010	2,051	2,455	2,918	3,257	3,536
69.00	100.00%	3,302	4,634	5,738	6,161	6,736	7,238	7,600	8,025
70.01	100.00%	4,971	5,257	5,650	5,950	6,729	7,356	7,932	8,422
70.02	100.00%	4,584	5,052	5,551	5,897	6,378	7,011	7,667	8,140
71.00	100.00%	3,923	4,086	4,830	5,090	6,025	7,188	7,847	8,509
72.00	100.00%	4,162	4,313	4,685	4,778	5,133	5,686	6,223	6,604
73.00	100.00%	7,396	9,328	10,388	10,886	11,923	12,843	13,706	14,423
74.00	100.00%	4,158	4,186	4,238	4,193	4,545	5,011	5,402	5,645
75.00	99.08%	3,799	4,470	4,769	4,851	5,021	5,160	5,354	5,507
76.01	100.00%	6,973	7,489	7,679	7,861	7,966	8,113	8,353	8,498
76.02	100.00%	2,848	3,013	3,080	3,497	3,866	4,259	4,622	4,986
77.01	96.33%	8,328	10,159	11,002	13,086	14,843	16,289	17,619	19,132

D Population

Census	Share in	2000	2005	2010	2015	2020	2025	2030	2035
Tract	Atlanta	Population	Population	Population	Population	Population	Population	Population	Population
77.02	91.75%	7,146	9,069	14,313	16,090	17,593	18,672	19,897	21,170
78.02	36.90%	2,460	4,203	5,708	6,457	7,037	7,600	8,189	8,779
78.05	62.41%	2,600	2,849	2,965	3,178	3,267	3,408	3,603	3,748
78.06	99.95%	5,241	6,028	6,402	6,767	7,329	7,833	8,507	8,936
78.07	100.00%	3,610	3,992	4,181	4,765	5,214	5,747	6,353	6,818
78.08	100.00%	4,016	4,366	4,583	4,752	5,190	5,659	6,077	6,407
79.00	97.34%	4,245	6,119	6,961	7,560	8,204	8,850	9,524	10,134
80.00	100.00%	5,728	5,988	6,092	6,368	6,718	7,112	7,720	8,086
81.01	100.00%	1,121	1,157	1,176	1,375	1,665	1,944	2,204	2,433
81.02	100.00%	6,579	8,139	8,901	10,132	11,214	12,207	13,203	14,201
82.01	100.00%	5,713	6,062	7,280	7,549	7,772	8,002	8,531	8,836
82.02	100.00%	4,344	4,587	4,691	5,221	5,892	6,561	7,222	7,745
83.01	100.00%	3,844	4,084	4,253	4,492	5,113	5,808	6,510	7,012
83.02	100.00%	2,813	3,005	3,143	3,573	4,019	4,548	5,076	5,538
84.00	100.00%	5,410	5,266	5,273	5,493	6,125	6,793	7,478	8,001
85.00	100.00%	4,798	5,285	5,723	6,048	6,834	7,554	8,219	8,780
86.01	100.00%	5,811	6,431	7,292	7,702	8,010	8,538	8,923	9,267
86.02	100.00%	3,625	4,526	5,061	6,094	6,729	6,888	7,349	7,908
87.01	100.00%	326	975	1,559	1,753	1,930	2,119	2,279	2,445
87.02	100.00%	4,085	4,803	5,270	5,348	5,415	5,574	5,795	5,936
88.00	100.00%	2,972	5,090	6,868	7,720	8,419	8,936	9,298	9,898
89.01	100.00%	7,399	7,777	7,912	8,087	8,298	8,476	8,696	8,863
89.02	100.00%	4,859	5,984	7,019	7,341	7,457	7,556	7,630	7,777
90.00	100.00%	3,602	4,020	4,321	4,527	5,037	5,760	6,393	6,878
91.00	100.00%	7,235	7,543	8,876	9,818	10,586	11,471	12,293	13,057
92.00	100.00%	4,055	4,401	5,494	6,276	7,011	7,774	8,344	8,952
93.00	100.00%	4,751	5,345	6,166	6,530	6,808	7,123	7,464	7,759
94.01	100.00%	6,078	6,968	7,871	9,210	9,911	10,305	10,598	11,261
94.02	100.00%	4,172	4,570	6,235	6,609	6,966	7,224	7,358	7,503
95.00	100.00%	7,539	8,744	9,626	10,796	11,448	11,764	11,993	12,473
96.00	100.00%	8,564	11,520	13,475	14,577	15,371	16,164	16,908	17,689
97.00	100.00%	3,930	4,120	4,218	4,659	5,782	7,109	8,173	9,059
98.00	98.84%	7,624	8,074	8,410	9,141	10,027	11,200	12,417	13,366
99.00	100.00%	4,491	4,707	4,843	5,506	6,646	7,887	8,943	9,835

Census	Share in	2000	2005	2010	2015	2020	2025	2030	2035
Tract	Atlanta	Population	Population	Population	Population	Population	Population	Population	Population
100.00	91.44%	7,674	9,814	12,561	14,447	16,003	17,408	18,386	19,674
101.01	0.99%	133	137	140	143	145	147	148	150
102.06	0.22%	11	11	11	13	14	15	16	17
102.07	10.40%	1,035	1,085	1,129	1,156	1,246	1,332	1,447	1,521
103.03	29.25%	1,710	2,346	2,911	3,437	4,219	4,936	5,617	6,215
113.01	0.90%	54	79	88	51	92	96	101	105
201.00	74.72%	1,489	1,545	1,551	1,944	2,090	2,200	2,255	2,412
202.00	100.00%	2,198	2,280	2,175	2,531	2,686	2,789	2,904	3,056
203.00	100.00%	3,257	3,597	3,787	4,030	4,150	4,244	4,458	4,640
204.00	100.00%	2,124	2,411	2,537	2,646	2,664	2,757	2,883	2,972
205.00	100.00%	3,203	3,566	3,893	4,068	4,183	4,358	4,520	4,661
206.00	100.00%	2,167	2,847	3,190	3,476	3,515	3,612	3,742	3,872
207.00	100.00%	2,619	2,857	3,111	3,594	3,912	4,148	4,329	4,612
208.01	100.00%	2,714	3,059	3,233	3,722	4,121	4,434	4,739	5,050
208.02	100.00%	3,560	3,829	4,023	4,859	5,517	5,865	6,162	6,644
209.00	100.00%	6,440	7,072	7,477	7,997	8,308	8,619	8,760	9,037
224.03	0.00%	4	4	4	4	4	4	4	4
Total:		416,474	483,108	549,908	611,356	670,617	727,786	782,952	836,201

Table D.3 City of Atlanta 2000-2035 Population Forecast Change by Census Tract

	%Hsg.Units	00-05	05-10	10-15	15-20	20-25	25-30	30-35
Census	Share in	Population	Population	Population	Population	Population	Population	Population
Tract	Atlanta	Change	Change	Change	Change	Change	Change	Change
1.00	100.00%	143	109	103	643	614	632	556
2.00	100.00%	195	82	172	174	308	396	253
4.00	100.00%	330	378	452	420	238	357	337
5.00	100.00%	3,441	2,009	1,543	1,211	969	641	1,037
6.00	100.00%	460	76	280	409	238	524	419
7.00	100.00%	-64	-54	563	468	301	226	259
8.00	100.00%	1,678	1,347	170	313	331	243	238
10.00	100.00%	6,698	4,260	5,338	4,036	4,083	3,624	3,743
11.00	100.00%	796	1,055	1,034	693	215	71	464
12.00	100.00%	1,816	1,972	695	166	551	412	456
13.00	100.00%	296	105	240	57	540	468	308
14.00	100.00%	207	88	202	170	37	27	93

D Population

	%Hsg.Units	00-05	05-10	10-15	15-20	20-25	25-30	30-35
Census	Share in	Population	Population	Population	Population	Population	Population	Population
Tract	Atlanta	Change	Change	Change	Change	Change	Change	Change
15.00	100.00%	206	78	376	232	101	104	155
16.00	100.00%	258	140	432	301	119	97	226
17.00	100.00%	902	728	310	209	667	510	362
18.00	100.00%	280	219	484	206	231	106	197
19.00	100.00%	152	530	1,241	663	574	536	779
21.00	100.00%	172	823	1,998	1,338	1,146	1,060	1,166
22.00	100.00%	58	48	670	464	303	276	414
23.00	100.00%	121	143	233	382	276	412	303
24.00	100.00%	260	161	136	201	440	302	249
25.00	100.00%	-217	497	457	391	340	359	338
26.00	100.00%	1	115	160	208	270	340	247
27.00	100.00%	97	92	765	620	671	546	539
28.00	100.00%	196	433	581	544	919	564	556
29.00	100.00%	734	789	535	308	274	241	401
30.00	100.00%	1,260	1,154	175	62	127	67	132
31.00	100.00%	537	336	168	179	211	237	179
32.00	100.00%	450	364	321	225	217	218	257
33.00	100.00%	311	-484	812	619	400	368	508
35.00	100.00%	-32	-98	498	413	476	721	489
36.00	100.00%	80	513	312	107	52	61	163
37.00	100.00%	81	37	134	186	219	223	164
38.00	100.00%	197	264	-45	181	274	244	175
39.00	100.00%	103	51	170	399	420	351	293
40.00	100.00%	38	10	296	385	416	395	355
41.00	100.00%	390	180	130	136	391	352	236
42.00	100.00%	323	363	969	744	467	369	600
43.00	100.00%	-390	2,138	1,641	560	202	73	545
44.00	100.00%	240	423	419	351	293	268	302
46.00	100.00%	329	52	190	159	150	130	156
48.00	100.00%	-231	541	324	235	239	2,116	823
49.00	100.00%	-232	704	656	880	629	505	621
50.00	100.00%	108	155	398	295	247	232	258
52.00	100.00%	665	626	671	437	394	273	375

	%Hsg.Units	00-05	05-10	10-15	15-20	20-25	25-30	30-35
Census	Share in	Population	Population	Population	Population	Population	Population	Population
Tract	Atlanta	Change	Change	Change	Change	Change	Change	Change
53.00	100.00%	497	304	275	127	43	62	132
55.01	100.00%	665	418	302	521	579	460	448
55.02	100.00%	313	724	594	436	327	352	427
56.00	100.00%	365	333	94	88	152	143	118
57.00	100.00%	370	1,060	235	207	225	150	215
58.00	100.00%	113	323	201	354	328	295	266
60.00	100.00%	196	108	142	281	314	450	272
61.00	100.00%	208	110	165	295	382	559	326
62.00	100.00%	135	107	231	355	356	345	284
63.00	100.00%	389	437	561	463	385	322	426
64.00	100.00%	217	177	69	489	624	476	374
65.00	100.00%	253	210	56	209	352	448	256
66.01	100.00%	156	103	88	467	486	410	323
66.02	100.00%	66	23	131	265	275	279	216
67.00	100.00%	871	1,475	469	521	533	509	517
68.01	100.00%	-394	25	94	1,206	553	608	524
68.02	100.00%	73	41	41	404	463	339	280
69.00	100.00%	1,332	1,105	423	575	501	363	425
70.01	100.00%	286	393	300	779	627	576	490
70.02	100.00%	468	499	346	481	633	656	472
71.00	100.00%	163	744	260	934	1,163	659	662
72.00	100.00%	151	373	92	356	553	537	381
73.00	100.00%	1,932	1,060	499	1,037	920	863	716
74.00	100.00%	28	52	-45	352	466	392	243
75.00	99.08%	671	299	81	170	139	194	153
76.01	100.00%	516	190	182	106	146	240	145
76.02	100.00%	165	66	417	369	393	363	364
77.01	96.33%	1,831	843	2,084	1,758	1,446	1,330	1,513
77.02	91.75%	1,923	5,244	1,777	1,503	1,080	1,224	1,273
78.02	36.90%	1,743	1,504	749	580	563	589	590
78.05	62.41%	249	116	213	89	140	196	145
78.06	99.95%	787	374	365	562	504	674	429
78.07	100.00%	382	189	584	448	534	606	465

D Population

	%Hsg.Units	00-05	05-10	10-15	15-20	20-25	25-30	30-35
Census	Share in	Population	Population	Population	Population	Population	Population	Population
Tract	Atlanta	Change	Change	Change	Change	Change	Change	Change
78.08	100.00%	350	218	169	438	470	417	330
79.00	97.34%	1,874	843	598	645	646	674	610
80.00	100.00%	260	104	276	350	394	608	366
81.01	100.00%	36	19	200	290	278	261	229
81.02	100.00%	1,560	761	1,231	1,083	993	995	999
82.01	100.00%	349	1,218	269	223	230	529	305
82.02	100.00%	243	104	530	671	669	661	523
83.01	100.00%	240	169	240	620	695	702	502
83.02	100.00%	192	138	430	446	530	527	463
84.00	100.00%	-144	7	220	632	668	685	523
85.00	100.00%	487	438	326	785	720	665	561
86.01	100.00%	620	860	410	308	528	385	344
86.02	100.00%	901	535	1,033	635	159	461	558
87.01	100.00%	649	585	193	177	189	160	166
87.02	100.00%	718	468	78	67	159	221	142
88.00	100.00%	2,118	1,777	852	699	517	362	600
89.01	100.00%	378	136	175	211	178	219	167
89.02	100.00%	1,125	1,035	322	116	99	75	147
90.00	100.00%	418	301	206	510	722	634	484
91.00	100.00%	308	1,333	942	768	885	822	764
92.00	100.00%	346	1,093	782	736	763	570	607
93.00	100.00%	594	821	365	278	314	342	295
94.01	100.00%	890	904	1,339	700	395	293	663
94.02	100.00%	398	1,665	374	358	258	133	146
95.00	100.00%	1,205	882	1,171	652	316	229	480
96.00	100.00%	2,956	1,955	1,102	794	793	744	782
97.00	100.00%	190	99	441	1,123	1,327	1,064	887
98.00	98.84%	450	336	731	885	1,173	1,217	950
99.00	100.00%	216	135	664	1,140	1,241	1,057	892
100.00	91.44%	2,140	2,747	1,886	1,557	1,404	979	1,288
101.01	0.99%	4	3	3	2	1	1	2
102.06	0.22%	0	0	1	1	1	2	1
102.07	10.40%	50	43	27	90	86	114	74

	%Hsg.Units	00-05	05-10	10-15	15-20	20-25	25-30	30-35
Census	Share in	Population	Population	Population	Population	Population	Population	Population
Tract	Atlanta	Change	Change	Change	Change	Change	Change	Change
103.03	29.25%	636	566	525	782	718	681	598
113.01	0.90%	25	9	-37	41	3	5	4
201.00	74.72%	56	6	393	146	110	55	157
202.00	100.00%	82	-105	356	154	103	115	152
203.00	100.00%	340	190	244	119	94	214	182
204.00	100.00%	287	126	109	18	93	127	89
205.00	100.00%	363	328	175	115	176	162	140
206.00	100.00%	680	343	286	39	98	130	130
207.00	100.00%	238	254	483	318	236	182	283
208.01	100.00%	345	174	489	399	313	305	311
208.02	100.00%	269	194	836	659	348	297	482
209.00	100.00%	632	405	520	311	310	141	277
224.03	0.00%	0	0	0	0	0	0	0
Total:		66,634	66,800	61,448	59,261	57,169	55,166	53,249
Total Population		483,108	549,908	611,356	670,617	727,786	782,952	836,201
% growth		16.00%	13.83%	11.17%	9.69%	8.52%	7.58%	6.80%

Appendix E Resolutions



Atlanta Strategic Action Plan