



New Beginnings

Chosewood Park Redevelopment Plan

April 6, 2010

PERKINS
+ WILL



Acknowledgements

Chosewood Park Neighborhood Association

John Moores – President
Simon Reynolds – Vice President
Jessica Toral – Secretary

City of Atlanta Elected Officials

Mayor Kasim Reed
Cesar Mitchell – Council President
Carla Smith – District 1
Kwanza Hall – District 2
Ivory Lee Young, Jr – District 3
Cleta Winslow – District 4
Natalyn Mosby Archibong – District 5
Alex Wan – District 6
Howard Shook – District 7
Yolanda Adrean – District 8
Felicia A. Moore – District 9
Clarence T. Martin – District 10
Keisha Bottoms – District 11
Joyce Sheperd – District 12
Michael Julian Bond – Post 1 At Large
Aaron Watson – Post 2 At Large
H. Lamar Willis – Post 3 At Large

City of Atlanta Planning Staff

Department of Planning and Community Development
James Shelby – Commissioner

Bureau of Planning
Charletta Wilson Jacks – Director
Garnett Brown – Assistant Director, Strategic Planning
Jessica Lavandier – Senior Planner, Strategic Planning
Chuck Shultz - NPU Y Planner

Project Team

David Green, AIA – Perkins + Will
Geoff Boyd, ASLA – Perkins + Will
Ryan Gravel, AICP – Perkins + Will
Jeff Williams – Perkins + Will
Cassie Branum – Perkins + Will
Aaron Fortner, AICP – Market + Main
Lakey Boyd, AICP – Market + Main
David Burt – Market + Main

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Department of Planning & Community Development
55 Trinity Avenue, Suite 1450
Atlanta, GA 30303
<http://www.atlantaga.gov/Government/Planning.aspx>



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Overview

Future BeltLine Corridor

Overview

Background

The Chosewood Park Redevelopment Plan is a study that truly dedicates its vision, recommendations and implementation strategies for the residents and business owners of Chosewood Park. To date, there has never been a comprehensive neighborhood plan that strictly addressed its goals. This plan is a collaborative process between the Chosewood Park Neighborhood Association (CPNA) and the City of Atlanta. The Plan is a result of a four month process, from December 2009 to March 2010, that identifies a vision for the neighborhood with a focus on future land use, transportation and open space considerations.

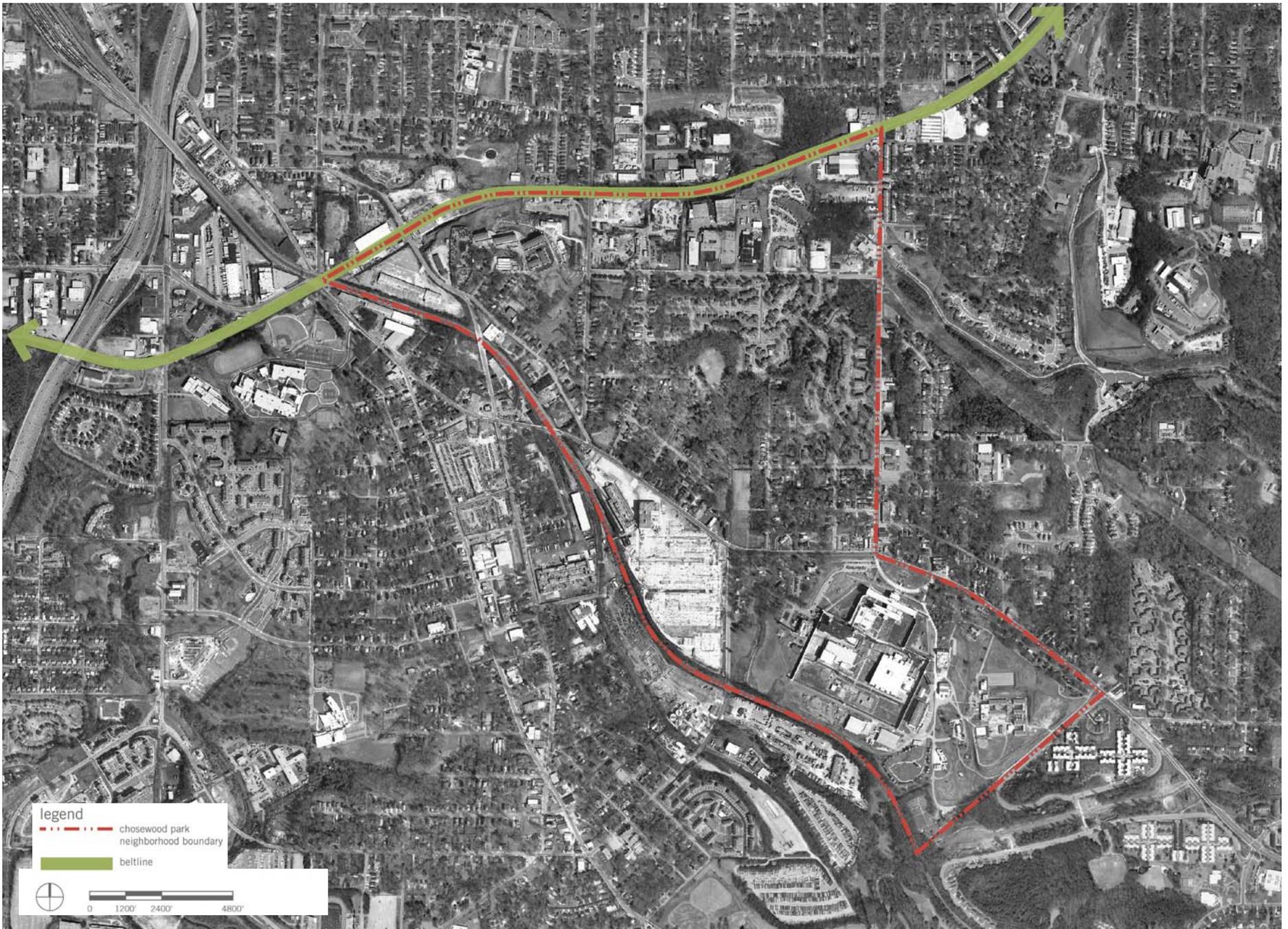
Study Area Description

Located in the southeast section of the City of Atlanta, Chosewood Park neighborhood is a part of NPU Y, Council District 1. The neighborhood is bounded by the major road corridor of Boulevard to the east, a semi-active rail line to the north that is projected to be the future BeltLine corridor and an active rail line to the south and west. Along with Boulevard, McDonough Blvd., an arterial street, is the other significant road corridor within the community. Secondary corridors include Hill St., Englewood Ave., Milton Ave. and Sawtell Ave. Adjacent neighborhoods include Grant Park to the north, South Atlanta to the south and west, and Boulevard Heights and Benteen Park to the east. The neighborhood is similar to many of the communities in south Atlanta. The core of the community is an existing single-family residential fabric that dates back to the early 1900's. Larger industrial tracts and multi-family developments border the edges of the neighborhood, often creating physical boundaries between neighbors. There is an existing neighborhood park located at the center of the existing single-family core, accessible from Nolan St.

At one time, major industries in the area included the GM/Lakewood Plant, an auto assembly plant fronting McDonough Blvd and Sawtell Ave at the southern edge of the neighborhood. Opened in 1927, the plant grew in size from 30 acres to almost 78 acres spread across the railroad tracts into the surrounding neighborhood of South Atlanta. At its height of production, the plant employed nearly 5,000 workers. Consistent with many urban auto plants, the plant began to downsize as newer larger facilities were built in the surrounding region and in 1990 it ceased operation. Since then the site has operated in various other industrial uses, most recently as a recycling center and tractor trailer holding yard. Although development is planned for the 40 acre tract located within Chosewood Park, the site is currently unoccupied. Chosewood Park is also home to the Atlanta Federal Penitentiary. Built in 1902, the main building is a neo-classical building that provides a distinctive and grand terminus to Boulevard. Over the years, the penitentiary has housed many notable persons including Al Capone and Marcus Garvey and was the site of a Cuban uprising in 1987. Additionally, the Department of Watershed Management and Public Works maintain a facility on over 16 acres at the intersection of Hill St. and Englewood Ave.

Previous Planning Efforts

Chosewood Park has never had a master plan specific to its boundaries. As part of a group of neighborhoods, the community has been involved in a series of larger study groups and initiatives. Recently, Atlanta BeltLine, Inc (ABI) developed Subarea plans for the communities adjacent to the BeltLine corridor. These plans worked with the findings of the BeltLine Redevelopment Plan, completed in 2005, then drilled down in detail within the defined districts along the proposed corridor, grouping multiple neighborhoods together. The Subarea studies focused on the need



Chosewood Park

for improved connectivity, land use and general redevelopment issues concerning non-single-family residential parcels within a 1/2 mile planning area of the corridor. Since the Subarea plans were recently completed, the Chosewood Park Redevelopment Plan will utilize those findings as well as other previous City studies while identifying and addressing additional elements and areas within the neighborhood not previously addressed and specifically focusing on Chosewood Park's issues and visions.

1.0 Atlanta Strategic Action Plan

In 2008, the Atlanta Comprehensive Development Plan (CDP) was updated and renamed the Atlanta Strategic Action Plan (ASAP). ASAP establishes City data and policy covering areas of Quality Community Objectives, Areas Requiring Special Attention, Population, Economic Development, Housing, Natural and Cultural Resources, Community Facilities and Services, Intergovernmental Coordination, Transportation System, Urban Design, Land Use and the Community Agenda. The projects listed for Chosewood Park and / or NPU-Y projects that affect the neighborhood are as follows:

Land-Use Policies

- » Preserve single-family and low density residential character
- » Promote commercial development nodes on Boulevard and Englewood Ave
- » Promote redevelopment of industrially designated land south of the BeltLine with civic and institutional uses

Wastewater Collection & Treatment - Short Term Work Program

- » Flint River Force Main Phase 2 & 3
- » Parks
- » Chosewood Parks improvements - begun in 2008 and scheduled to be completed in 2010

Streetscapes

- » No streetscape improvements identified for Chosewood Park

The Comprehensive Development Plan (CDP) has identified additional pedestrian improvements not identified in the ASAP. The 2004 pedestrian improvements are as follows:

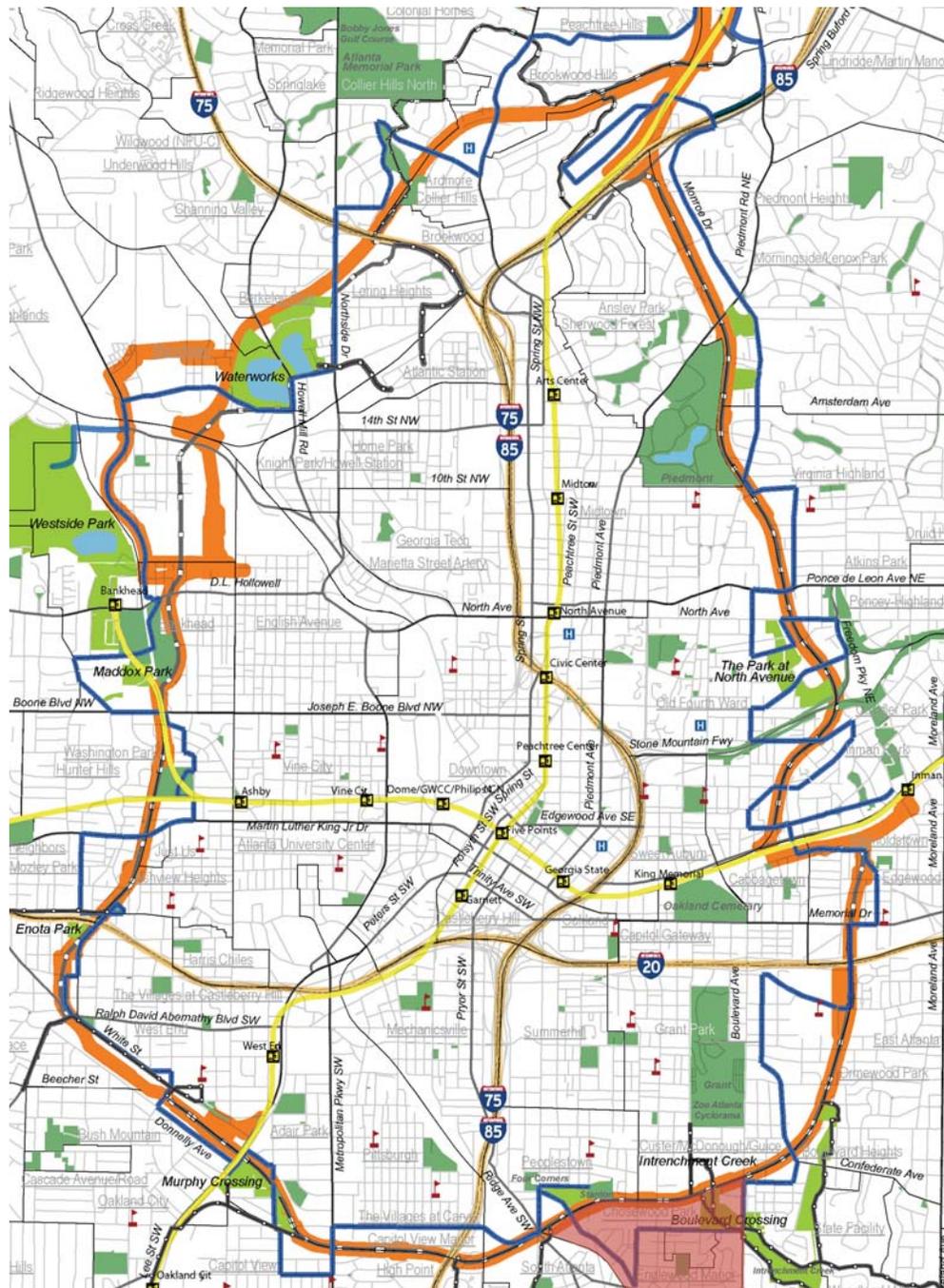
- » Boulevard from McDonough Blvd. to Hamilton Ave.
- » McDonough Blvd. from Moreland Ave. to Sawtell Ave.
- » Chosewood Park Neighborhood
- » Hill St., Atlanta Ave. to Milton Ave.
- » Chosewood Park Greenway and Trail (Path connects Chosewood Park south to Lakewood Park)

2.0 Connect Atlanta Plan

The Connect Atlanta Plan (CAP), adopted in 2008, is the City's first comprehensive transportation plan. The purpose of the plan is to develop a rational Comprehensive Transportation Plan (CTP) which "insures mobility, continued economic growth, and desired quality of life for citizens and visitors alike". Together with the ASAP, these two documents dictate City of Atlanta public policy as it relates to transportation infrastructure improvements. Those transportation recommendations found in both documents pertaining to the Chosewood Park neighborhood are as follows:

Street Improvements

- » Tier One: Grant St. Extension (New Street) - Extend Grant St. to connect across the BeltLine (public and private initiative)
- » Tier One: Boulevard Three Lane Conversion (Road Diet) -



legend

- chosewood park neighborhood boundary
- schools
- marta
- interstate highways
- proposed parks
- existing parks
- major roads
- beltline trail
- beltline tour route
- beltline corridor

Entire BeltLine Route, Source: Atlanta BeltLine Inc.

Lane reduction to allow for on-street parking with bulb-outs and left turn lanes

- » Tier Two: Cherokee Ave. Extension (New Street): Extend Cherokee Ave from Grant Park south to Englewood Ave. (BeltLine Project)

Bicycle Plan Segments

- » Hill St.: From Ormond Ave. in Grant Park to McDonough Blvd. (Secondary Connection)
- » McDonough Blvd.: From Jonesboro Rd. in South Atlanta to Moreland Ave. (Core Connection)
- » Sawtell Ave.: From Jonesboro Rd. in South Atlanta to McDonough Blvd. (Secondary Connection)

3.0 Southside Redevelopment Plan

The Southside Redevelopment Plan; “A Vision for the 21st Century” was developed as a comprehensive plan for the eight neighborhoods of southeast Atlanta. Guiding planning principles, streetscape enhancements, open space improvements, community facilities improvements as well as redevelopment projects were developed for each subarea. Specific recommendations for public improvements within Chosewood Park included:

- » Chosewood Park Greenway that connected the neighborhood park south to Lakewood Village Center
- » Boulevard Streetscape improvements and bike lanes
- » McDonough Blvd Streetscape improvements and bike lanes
- » Chosewood Park (neighborhood park) recreation improvements
- » Trailhead plaza at the intersection of McDonough Blvd and Sawtell Ave.

Redevelopment Projects

- » Single-family rehab and infill
- » Village center at Milton Ave. / Hill St. & McDonough Blvd. intersection
- » Redevelop Englewood Manor apartments
- » Mixed-use development at former GM/Lakewood Plant
- » McDonough Blvd. commercial node at Gault St.

4.0 BeltLine Redevelopment Plan 2005

The BeltLine Redevelopment Plan was a city wide initiative to proactively plan for the BeltLine, a 22 mile transit corridor, pedestrian greenway and economic development generator that would link many of the city’s neighborhoods together through a pedestrian and transit corridor. The project began as a thesis paper developed by Ryan Gravel, while a student at Georgia Tech and has grown into one of the City’s most significant initiatives. The Redevelopment Plan focused on multiple projects along the corridor, including a significant redevelopment proposal for the existing industrial parcels adjacent to the BeltLine north of Englewood Ave. between Boulevard to the east and Hill St. to the west. The concept proposed increased residential density, better connectivity, a mix of uses and additional greenspace. The Redevelopment Plan identified the following public improvements for Chosewood Park:

- » Develop Intrenchment Creek Park, a 132 acre park bounded by Englewood Ave. and Boulevard in Chosewood Park and in Grant Park
- » Develop a secondary greenway at Intrenchment Creek Park to the east extension of Cherokee Ave. from Grant Park to Englewood Ave. in Chosewood Park
- » Proposed streetscape on Boulevard from Confederate Ave.

in Grant Park to Englewood Ave.

- » Extend Sawtell Ave. north to Englewood Ave. (to align with Cherokee Ave. extension)
- » The Redevelopment Plan was accompanied by the creation of Tax Allocation District (TAD) associated with the BeltLine to leverage funding for needed public improvements through future redevelopment.

5.0 BeltLine Subarea Plans Two & Three

Recently, Atlanta BeltLine, Inc. (ABI), the implementation authority for the City, completed the Subarea plans for many of the neighborhoods adjacent to the BeltLine corridor including Chosewood Park. These plans began with the foundation developed by the BeltLine Redevelopment Plan in 2005 and then drilled down in detail. The studies focused on the need for improved connectivity, land use and general redevelopment issues concerning non-single-family residential parcels within a 1/2 mile planning area of the corridor. Five of the ten Subarea Plans were adopted by the City of Atlanta in 2009. Since these plans were recently completed, involved an extensive amount of public meetings and addressed a majority of the land area of the neighborhoods, those findings will be the foundation for the Chosewood Park Redevelopment Plan. Significant recommendations include:

BeltLine Transit & Trails

- » Intersection improvements at Englewood Ave. and Boulevard
- » “Road diet” on Boulevard north of the Englewood Ave. intersection
- » Intersection improvements at McDonough Blvd. and Gault St.
- » Intersection improvement at McDonough Blvd. and Hill St.

/ Milton Ave.

- » Cherokee Ave. extension from Grant Park south to Englewood Ave.
- » Gault St. extension from Englewood Ave. to McDonough Blvd.
- » Grant St. extension from Grant Park south to Englewood Ave.
- » Improved sidewalks and lighting throughout the neighborhood.

Parks

- » Proposed BeltLine Park (currently identified as Boulevard Crossing Park), a 22 acre greenspace adjacent to the BeltLine at the intersection of Boulevard and Englewood Ave.
- » Existing neighborhood park expansion (land acquisition completed in 2009).

Land Use

- » Multiple future land use designation changes from industrial to higher-density residential and mixed-use designations.



Vision + Goals

Site of Future Boulevard Crossing Park

Vision + Goals

During the Chosewood Park Visioning session in January 2010, the participants began work on identifying the issues hampering their community as well as opportunities that the neighborhood possesses. From this engagement, a series of Vision statements and Goals were developed. These statements were further developed at the stakeholders meetings and then refined over a series of additional neighborhood sessions.

Vision Statement

The Chosewood Park of tomorrow is a community set apart by its uniqueness, diversity, stability and vibrancy. The neighborhood is safe and walkable, with clean and extensive sidewalks providing connections to shops, restaurants, businesses and community spaces throughout the neighborhood. Due to the increase in home ownership opportunities, the single-family core of the neighborhood is strong, stable and active. People of all ages throughout the community gather at the many public gathering spaces, from the parks and gardens to the central meeting space. As a BeltLine community, Chosewood Park provides unmatched access and connectivity to Atlanta's shopping, working, recreational and cultural opportunities – giving the community both a close-knit intimacy along with the feeling of big city living. Tomorrow's Chosewood Park is a model of diversity, opportunity, affordability, safety and community pride.

Community Goals

For the purposes of achieving both the vision statements of the plan and the specific recommendations of the plan, the following goals have been established.

- » Establish the Chosewood Park neighborhood as a place with a unique identity
- » Leverage Chosewood Park's uniqueness to foster a sense of pride for neighborhood residents
- » Capitalize on Chosewood Park's location and proximity within the city as a convenient and strategic place for both businesses and residences
- » Create a connected and walkable neighborhood
- » Create a neighborhood with a diversity of uses that facilitates convenience and accessibility for all ages
- » Create a vibrant and identifiable public realm, including outdoor gathering spaces for both smaller informal events and larger neighborhood gatherings
- » Increase home ownership opportunities within the neighborhood focusing specifically on workforce and mixed-income options
- » Increase new home ownership opportunities within the neighborhood by leveraging existing vacant lots and developing compatibly scaled infill residential units
- » Collaborate with the City and the Atlanta Development Authority in developing, testing and implementing a home ownership program that increases the amount of owner occupied homes within the neighborhood
- » Remain proactive in the planning for and development around the future BeltLine
- » Leverage the impact of the BeltLine and subsequent Boulevard Crossing Park for creating positive physical change and increased transit-oriented density within the neighborhood



Preserve Single Family Core



Encourage higher density developments



Develop engaging public spaces



Create a walkable neighborhood retail node

- » Provide neighborhood-serving retail development at strategic locations within the neighborhood
- » Improve neighborhood safety through appropriate environmental design strategies, improved urban design controls and improved neighborhood communication
- » Reconfigure distressed industrial sites into new mixed-use communities that seamlessly integrate into the fabric of the neighborhood
- » Leverage public infrastructure improvements made at dangerous intersections to facilitate walkability within the neighborhood and to create dynamic gateways into the neighborhood
- » Develop a community events facility for the neighborhood for the purposes of promoting community pride, stability and involvement



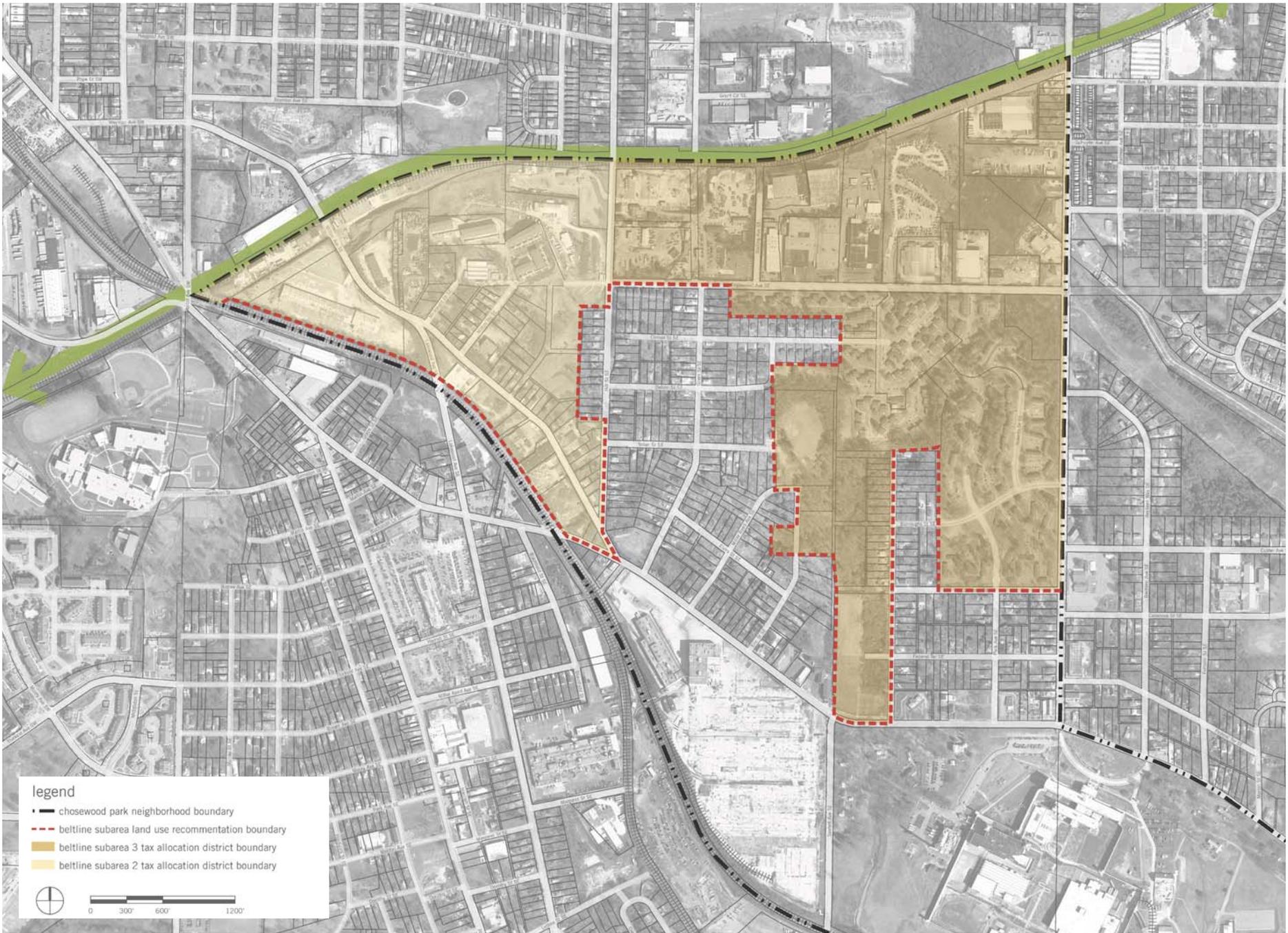
Proposed Boulevard Crossing Park, Source: Atlanta BeltLine Inc.

Public Involvement

In order for a plan to be successful, it must have community acceptance. Without this public collaboration, future decisions are often a reactionary stance rather than a proactive platform. As consultants, staff members and neighborhood representation changes, the framework of the master plan must reflect the community's vision to move forward. Chosewood Park benefitted from the significant planning process that was performed as part of the Subarea plans for the BeltLine Corridor in 2007-2008. During this process the neighborhood actively engaged and participated in over twenty public meeting between the two sub-areas. During this planning process, about 70% of the non-single-family residential parcels within the neighborhood were investigated and assessed with specific recommendations for future land-use, transportation, connectivity and greenspace. For the Chosewood Park Redevelopment Plan, this meant that much of the neighborhood issues had been identified and an implementation process established. The goal of the public involvement process for the Redevelopment Plan focused on crafting a specific vision for the residents and businesses of Chosewood Park as well as addressing the remaining 30% of land area not investigated during the Subarea process.

The following, in chronological order, demonstrates the public involvement process for the Redevelopment Plan:

- » December 14 - Stakeholders Meeting
- » December 14 - Chosewood Park Neighborhood Association (CPNA) - Introduction to Process
- » January 11 - CPNA Visioning Meeting
- » February 4 - Stakeholders Meeting
- » February 8 - CPNA Meeting - Presentation of Goals and Draft Recommendations Input
- » March 8 - CDNA Meeting - Presentation of Recommendations



Chosewood Park Subarea Two & Three (Tax Allocation District Boundary)



Existing Conditions

Intersection of McDonough Blvd and Sawtell Ave

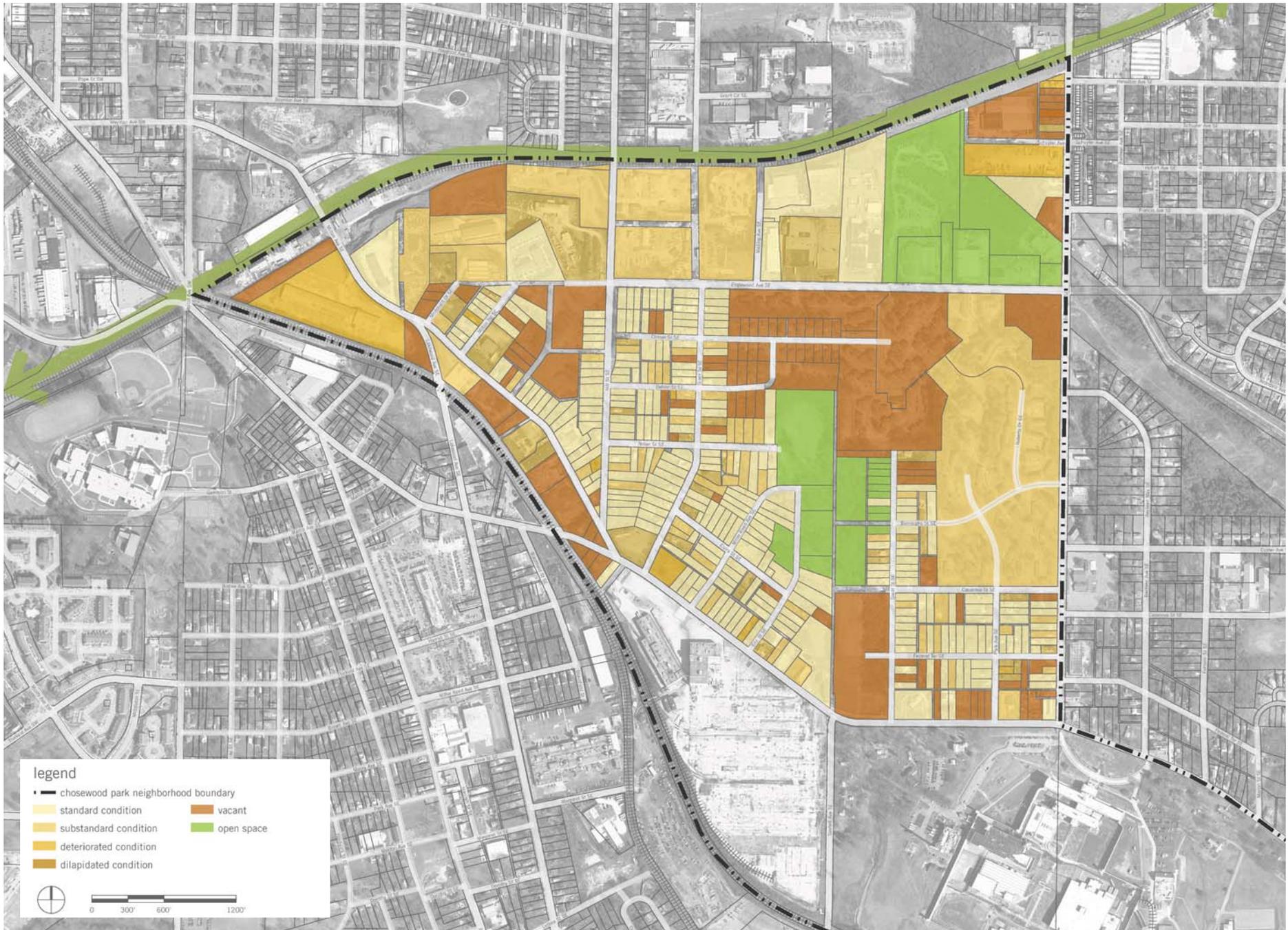
Existing Conditions

Building Conditions

The existing structures within the neighborhood were studied to determine the physical conditions of the buildings. The assessment was based on a “windshield” field survey performed in December 2009. Each building was rated on the following classifications:

- » Standard - Minor structural or conditional issues
- » Substandard - Minor repairs and one significant structural issue
- » Deteriorated - Buildings with more than one significant structural issue
- » Vacant - Parcels with no structures
- » Open Space - City designated park space

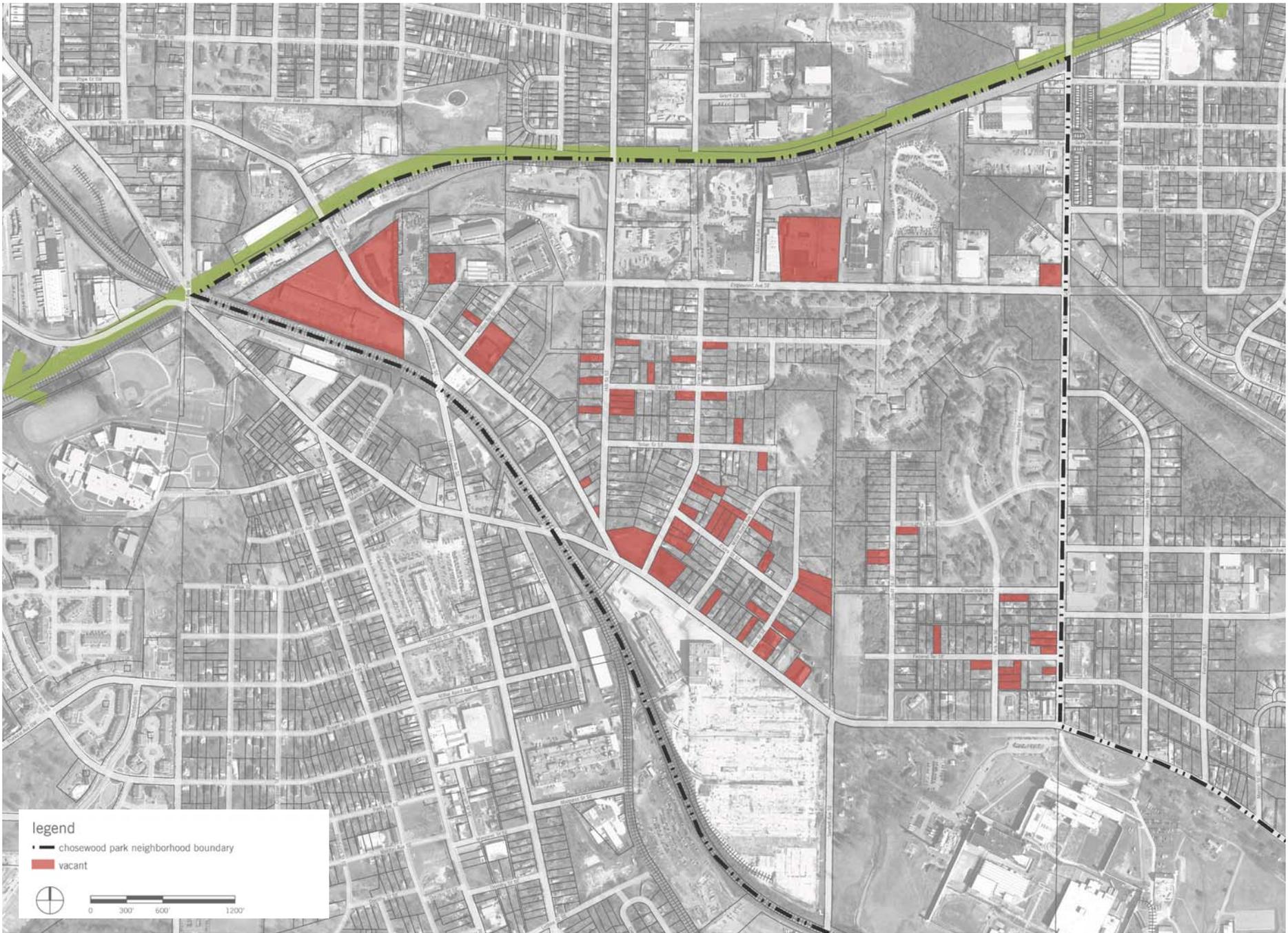
With the recent demolition of the former Atlanta Housing Authority’s (AHA) Englewood Manor housing complex, the inactive former GM/Lakewood Plant and other neglected industrial parcels, there is a significant amount, over 30%, of vacant and underutilized parcels within the study area. While the former housing complex had substantial security issues and the truck traffic and noise impact of the auto plant were significant impacts on the neighborhood, the vacancy of these parcels is also having a significant impact on the quality of life within the community for residents as well as the negative perception of the neighborhood from potential homebuyers and businesses. Additionally, just under 40% of the neighborhoods existing structures are considered substandard or worse.



Chosedwood Park Building Conditions

Building Occupancy

During the existing conditions inventory of the buildings, the field survey checked for signs of occupancy based on a clear evidence of habitation by legitimate occupants. This criteria included parked cars, yard maintenance, window curtains, delivery of mail and newspapers, etc. The initial survey was then reviewed at a neighborhood meeting for additional input and / or confirmation of those findings.



Chosewood Park Building Occupancy

Transportation

There are two significant transportation corridors within the Study Area; Boulevard and McDonough Blvd. McDonough Blvd is a vital east-west connection between Moreland Ave. to the east and I-75/85 to the west. Historically, it has been utilized for industrial traffic including the former GM/Lakewood Plant, but more recently as a connection for the industrial based business parks on south Moreland Ave. wanting faster access to I-75/85. This route allows traffic to avoid utilizing the Atlanta perimeter interstate in order to proceed north on the I-75/85. Throughout Chosewood Park, McDonough Blvd. has substandard drive lane widths, often lacks significant sidewalks and has become increasingly dangerous as industrial traffic increases and more buildings along the corridor become vacant. Significant improvements have been identified by the City for the corridor but lack of funding has stalled implementation. Additionally, improvements were targeted as part of two key rezonings, the former GM/Lakewood Plant site and the former GM/Lakewood Plant parking lot site, but both projects have been delayed due to the current and uncertain economic state. Uses along the corridor vary, including commercial, industrial and single-family homes. All three uses have been negatively impacted by the existing conditions of the street.

The other significant street within the neighborhood is Boulevard, which is the eastern boundary to the neighborhood. Boulevard provides a major north-south connection within the larger context of the city's transportation network. Within the community, the road is four lanes with a mix of land uses, including single-family homes, apartments, office, gas stations and distressed retail stores. The existing building placement, more than its traffic volume, has negatively affected the urban fabric of the corridor, created an unsightly and unsafe condition for pedestrians. The existing sidewalks are in poor condition and have been identified in

various City planning efforts as needing significant improvements. A majority of the neighborhood lays within the BeltLine Overlay Zoning District. As graphically illustrated on page 29 and page 31 of this study, new development and street improvements shall be required to implement the streetscape requirements of the BeltLine Overlay ordinance.

Key Intersections

The key intersections within the neighborhood include:

- » Boulevard and McDonough Blvd.
- » Boulevard and Englewood Ave.
- » Hill St. and Englewood Ave.
- » McDonough Blvd., Hill St. and Milton Ave.
- » McDonough Blvd. and Sawtell Ave.
- » Milton Ave. and Lakewood Ave.

Avenue/ Mixed-Use (AV/MU-90)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	Yes
Width of Median	12'
Right-of-Way	90'

Utility: To be located underground or in easement behind buildings.

Avenue/Residential (AV/R-78)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	6'
On-street Parking (from face of curb)	7.5'
Median	No
Width of Median	
Right-of-Way	78'

Utility: To be located underground or in easement behind buildings.

Boulevard/Mixed Use (BL/MU-112)



Number of Lanes	4
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	10'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	Yes
Width of Median	12'
Right-of-Way	112'

Utility: To be located underground or in easement behind buildings.

Boulevard/Single Family (BL/SF-112)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	5'
Sidewalk	6'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	Yes
Width of Median	34'
Right-of-Way	112'

Utility: To be located underground or in easement behind buildings.

Future Plans

Recent plans and future public and private projects identify McDonough Blvd. and Boulevard as corridors with mixed-use land uses. Increased density is seen as an opportunity to increase housing options within the community, increased density that will attract much needed retail goods and services as well as changing the perception of the neighborhood. Additionally, these corridors will allow the existing single-family fabric to be separated from the traffic associated with these corridors. Both corridors lay within the BeltLine Overlay Zoning District. The ordinance has strict requirements regarding the public realm, with dimensions and components of the sidewalk zone identified and how buildings are located in relationship to the street. As new development occurs, the neglected appearance of these streets should dramatically change. Additionally, streetscape improvements have been identified in the ASAP and Connect Atlanta Plans but due to a lack of funding, no timetable for implementation has been identified.

Street/Multi-Family (ST/MF-60)



Number of Lanes	2
Width of Lanes	11'
Bike Lanes	No
Sidewalk	6'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5'
Median	No
Width of Median	
Right-of-Way	60'

Utility: To be located underground or in easement behind buildings.

Street/Single Family (ST/SF-50)



Number of Lanes	2
Width of Lanes	10'
Bike Lanes	No
Sidewalk	6'
Planting Strip/ Amenity Zone	5'
On-street Parking (from face of curb)	7.5' only one side
Median	No
Width of Median	
Right-of-Way	50'

Utility: To be located underground or in easement behind buildings.

Alley (AL-20)



Number of Lanes	1
Width of Lanes	12'
Bike Lanes	No
Sidewalk	No
Planting Strip/ Amenity Zone	4'
On-street Parking (from face of curb)	No
Median	No
Width of Median	No
Setback	5'
Right-of-Way	20'

Utility: To be located underground or

Railroads

There is an active rail line, which is owned by Norfolk Southern, that defines the south and western limits of Chosewood Park. In addition, there is a semi-active CSX rail line that defines the northern limits of the neighborhood. This line currently serves one user, a concrete plant located in Grant Park, a predominately residential neighborhood north of Chosewood Park. This line is a critical component to the future of the BeltLine.

Transit

There is a significant transit initiative proposed along the northern edge of the community. The BeltLine project is a 22 mile corridor that encircles the City, connecting a majority of intown communities together through a pedestrian trail network and a future transit line. Currently, the existing transit infrastructure is limited within Chosewood Park to MARTA bus service with only two routes serving the community. This is subject to change as the new routes will be approved for the entire city in the Summer of 2010.

Existing routes include:

- » Route # 4 McDonough Blvd / Moreland Ave - Service begins at Five Points transit station, continues to Thomasville community south of Chosewood Park and ends at Inman Park / Reynoldstown Transit Station.
- » Route #49 Thomasville: Service begins at Five Points transit station downtown, continues to Thomasville community south of Chosewood Park and returns to Five Points transit station.

Pedestrian & Bicycle Circulation

The existing pedestrian connectivity is very limited. Within the existing single-family fabric, the blocks are relatively short and

walkable, even without dedicated sidewalks. Pedestrian traffic is minimal. Pedestrian access is limited to the existing neighborhood park and a lack of visibility into the park limits its usage. The former AHA complex and adjacent multi-family complex were developed within superblocks making pedestrian connectivity difficult and unsafe. The significant transportation corridors sidewalks of Boulevard, Englewood Ave., and McDonough Blvd. are minimal and do not provide a sufficient nor safe pedestrian environment. There are no dedicated bike lanes within the community. The proposed plans for the BeltLine indicate numerous opportunities for increased connectivity through new development block patterns, greenway / bike trial routes and streetscape improvements.



Intersection of Boulevard and the future BeltLine corridor

Infrastructure

The water and sewer infrastructure in Chosewood Park is being upgraded as part of the Department of Watershed Management's Clean Water Atlanta Program. Between 2005-2011, the City's water main replacement program will replace the existing water services for many of the neighborhoods major corridors, including Boulevard, Hill St, Milton Ave. and Sawtell Ave. In addition, the Department of Watershed Management is upgrading the Boulevard Sewer Trunk connection between Grant Park to the north and the Custer Ave. facility in neighboring Benteen Park community. The City is actively upgrading parts of the existing sewer infrastructure as part of the "Find & Fix" initiative. The area of improvement is focused west of Hill St.

Community Facilities

With the demolition of Englewood Manor, a former AHA housing complex and the closure of the Milton Ave. Service Center, there are few community facilities located with the neighborhood. Chosewood Park is a small neighborhood park located close to the geographic center of the community. The park provides a multi-use field, basketball courts, tennis court and playground equipment. Additionally, over half the park is set aside for passive recreation with pedestrian trails and significant tree canopy. In 2009, through proactive planning by many of the neighborhood leaders, the park doubled in size from 8.5 acres to 16.5 acres through the use of public funds to purchase an additional area from an adjacent landowner. Use of the park is limited due to its surrounding conditions, lack of accessibility and perception of safety. Additionally, the Department of Public Works and the Department of Watershed Management have a facility on Hill St. at Englewood Ave.



Chosewood Park

Land Use + Zoning

The core of the neighborhood is existing single-family residential, zoned R-4A. The edges of the neighborhood are currently a mix of industrial, multi-family, commercial and single-family uses. There is a large existing multi-family housing complex as well as the former AHA housing complex along Boulevard and Englewood Manor. Both are zoned RG-2. In recent years there has been some significant rezonings within the neighborhood, including the rezoning of the former GM/Lakewood Plant from industrial to a very high-density mixed-use zoning. Most of the recent rezonings have utilized the City's newer Quality of Life zoning categories, which places a larger emphasis on the development of the public realm.

Current Zoning

The existing zoning for Chosewood Park neighborhood is as follows:

1.0 Neighborhood Core

- » Single-family residential is predominately R4-A

2.0 Boulevard

- » Multi-family is zoned RG-2
- » Commercial core at McDonough Blvd is zoned C-1 and C-2 with conditions
- » Single-family residential (R-4A) between commercial zoning and multi-family zoning

3.0 McDonough Blvd.

- » Commercial zoning across from penitentiary, west of Boulevard, is C-2 with conditions.
- » Mixed-use zoning for former GM/Lakewood Plant (MRC-3) and a portion of the former GM/Lakewood Plant employee parking lot

- » Mix of single-family residential (R-4A) and commercial zoning (C-1C & C-2C) across from former GM/Lakewood Plant.

4.0 Englewood Ave.

- » Industrial zoning (I-1C) north of Englewood Ave to the BeltLine corridor.
- » Mix of single-family (R-4) and multi-family (RG-2 & MR-4A) residential to the south of Englewood Ave.

5.0 West of Hill St.

- » Mix of mixed-use, industrial and single-family zoning.
- » Mixed-use zonings are City's Quality of Life districts.
- » Existing Hill St. Lofts are zoned RG-3.

Current Future Land Use

An overview description of land use controls in place for the Chosewood Park community is listed below. Of note, a minimal amount of industrial land is proposed to remain in the future vision for the community as identified by the CDP and BeltLine Sub Area Plans.

1.0 Neighborhood Core

- » Single-family residential
- » Low-density residential near commercial node at Boulevard and McDonough Blvd.

2.0 Boulevard

- » High-density residential stepping down to medium-density residential for former Englewood Manor and existing multi-family complex.

- » Low-density commercial at intersection of McDonough Blvd.
- » Low-density residential between multi-family and commercial.

3.0 McDonough Blvd.

- » Low-density commercial across from penitentiary
- » Single-family residential across from the former GM/Lakewood Plant
- » Medium-density mixed-use at the site of the former GM/Lakewood Plant
- » High-density commercial at the site of the former GM/Lakewood Plant employee parking lot

4.0 Englewood Ave

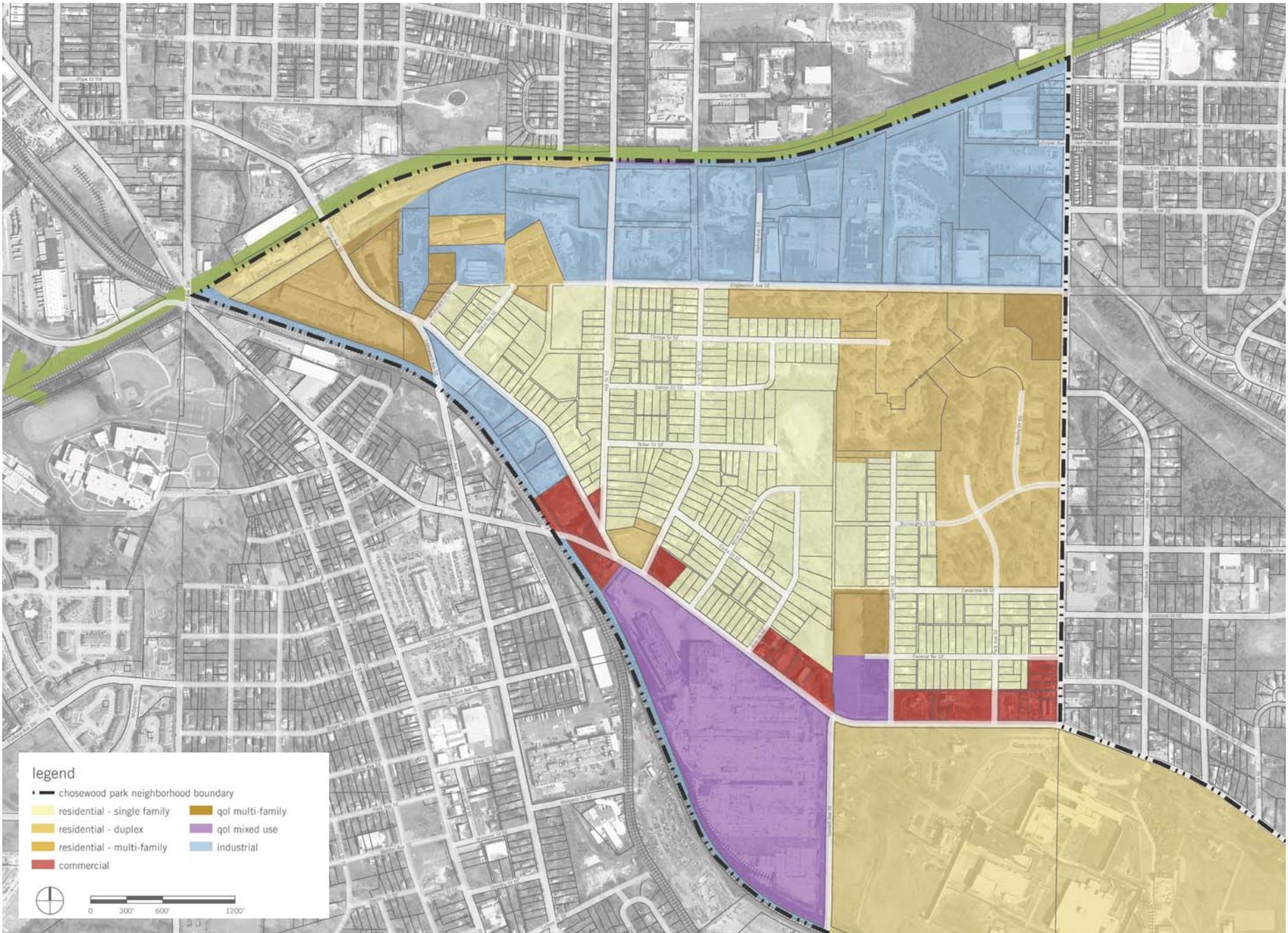
- » Openspace north of Englewood Ave. at the site of the proposed Boulevard Crossing Park
- » High-density residential and varying levels of mixed-use north of Englewood Ave.
- » Medium-density mixed-use and single-family residential south of Englewood Ave.

5.0 West of Hill St

- » Existing single-family residential to remain.
- » Mix of high-density and medium-density mixed-use

6.0 Park

- » Open space designation



Chosewood Park Existing Zoning

Urban Design + Historic Resources

The Chosewood Park community dates back to the early 1910's beginning at the intersection of McDonough Blvd. and Hill St. The federal penitentiary, located at the intersection of Boulevard and McDonough Blvd. was opened in 1902. As the GM / Lakewood Plant began to take shape in 1928, the neighborhood grew from these nodes north towards the city. At one time, a street car line connected Chosewood Park and the adjacent neighborhood of South Atlanta north to the city. As late as the 1950's vast areas of undeveloped land remained between the northern limits of Chosewood Park and the Grant Park neighborhood to the north. Beginning in the 1960's and 1970's this land would be developed into industrial facilities along the existing CSX rail line yet most of these facilities did not utilize the rail line. The neighborhood doesn't have great access to the interstates with I-75 to the west being accessible from University Ave. The industrial uses located in Chosewood Park because of its proximity to the auto plant. The Atlanta Housing Authority (AHA) built low income housing in 1971. Englewood Manor utilized the concept of large superblocks prevalent in planning practice at that time. With the closing of the GM/Lakewood Plant in 1990, industrial uses have slowly closed or abandoned the community all together leaving vast areas of vacant and distressed properties. The former AHA housing complex, a significant negative impact on the community was demolished in 2009 as part of the housing authority's Quality of Life initiative. Existing retail remains minimal with no structures dating pre-1950 remaining. With the closure of the plant, most of the original architecturally significant buildings associated with the original plant along have been demolished. The remaining significant historic resource within the community is the Atlanta Federal Penitentiary.

There has not been significant redevelopment within the community

in decades. While the majority of the existing single-family residential fabric has good examples of early century bungalows, areas within the core have been subject to poor infill housing practices with new homes of substandard quality and design along with substandard renovations. Positive new development has been limited to a few quality infill homes and one multi-family development, Hill Street Lofts built in 2005. While the lofts provided new, quality multi-family housing within the community, the lack of connectivity and integration into the existing fabric has limited the positive impact the development has had on the surrounding area.

Evidence of Distress + Blight

The State of Georgia enables the use of specific tools of redevelopment through the Redevelopment Powers Law (O.C.C.G.A 36-44). This law allows local municipalities to undertake specific actions to improve the "public, health, safety, morals and welfare" of a specifically designated and qualifying area. For the City of Atlanta to be able to enact these State provided powers, the City and Council must make an official declaration that a particular area is qualified based on the indicators of "slum and blight". The following elements are those indicators that qualify this area to be designated as a Redevelopment Area per the Redevelopment Powers Law.

Deteriorated Buildings

Redevelopment Powers Law "Any urbanized or developed area in which the structures, buildings, or improvements, by reason of dilapidation, deterioration, age, or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of



Atlanta Federal Penitentiary built in 1902

conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, high unemployment, juvenile delinquency, or crime and is detrimental to the public health, safety, morals, or welfare;”

70% of all parcel area within the neighborhood is of Substandard, Deteriorated, Dilapidated or Vacant condition. This number is too high and as such specific actions as contained within this plan must be taken to remedy this condition.

Inadequate Street Layout

Redevelopment Powers Law “Any urbanized or developed area which by reason of the presence of a predominant number of substandard, slum, deteriorated, or deteriorating structures; the predominance of defective or inadequate street layout, inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment; the faulty lot layout in relation to size, adequacy, accessibility, or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; the diversity of ownership, tax, or special assessment delinquency exceeding the fair value of the land; diversity of ownership on defective or unusual conditions of title which prevent or encumber the free alienability of land; or the existence of conditions which endanger life or property by fire and other causes; or any combination of the foregoing, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or employment opportunities; or constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in its present condition and use;”

While a healthy portion of the neighborhood contains a typical urban neighborhood street grid pattern of small blocks and increased connectivity that efficiently disperses movement throughout the community, portions of the northern, eastern, southern and western edges of the community suffer from extreme disconnection, leaving relative areas of isolation in these portions of the neighborhood. The existing industrial parcels along Englewood Ave, the superblock configuration of the former AHA complex, the Gladstone Apartments, the former GM/Lakewood Plant and former GM/Lakewood parking lot prevent movement within the community, creating areas of isolation and dead-end streets. These areas are associated with issues of crime and disinvestment.

Vacant Lots

Redevelopment Powers Law “Any area located within an urbanized or developed area which is substantially underutilized by containing open lots or parcels of land or by containing a substantial number of buildings or structures which are 40 years old or older or by containing structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity of the area or by having development impaired by airport and related transportation noise or by related environmental factors or an area in which there is a shortage of housing that is affordable for persons of low or moderate income which the local legislative body designates as appropriate for community redevelopment or by any combination of the foregoing factors;”

Almost 30% of the neighborhood's land area is vacant, including two large, single-owner parcels. In the northern half of the neighborhood, the former Englewood Manor has been demolished by the AHA. There are no current plans or timetable as to when it will be redeveloped. In the southern half of the study area,

the former GM Lakewood Plant is a 40 acre gray field site that is currently vacant. Within the northwestern location of the neighborhood numerous industrial parcels are vacant.

Incentivizing Private Development

Redevelopment Powers Law “A Redevelopment Plan explains the grounds for a finding by the local legislative body 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 or that the redevelopment area includes one or more natural or historical assets which have not been adequately preserved or protected and such asset or assets would not reasonably be anticipated to be adequately preserved or protected without the approval of the redevelopment plan,”

Key areas of the Chosewood Park neighborhood are in need of concentrated private investment in the form of development, redevelopment, preservation and improvement. There has been limited, significant private investment within the neighborhood in decades. The creation of and adoption of a Redevelopment Plan for the community will serve as an additional tool for incentivizing private investment.

Due to overall poor housing conditions, a lack of street connectivity, a large number of vacant lots and a need to lure additional private investment into the community, the Chosewood Park neighborhood qualifies as a Redevelopment Plan Area per the “Redevelopment Powers Law” (O.C.C.G.A 36-44).



Demographic Overview

Operating industrial parcel along Milton Ave

Demographic Overview

Understanding the demographics of an area is critical to formulating an appropriate plan. It is important to have an accurate picture of what Chosewood Park is today in order to plan for its future. There are four key geographies that were reviewed for this analysis: Chosewood Park, City of Atlanta, Fulton County, and Atlanta MSA.¹

Socioeconomic Characteristics Summary

On the next page is a table that profiles current selected socioeconomic characteristics being considered in this analysis. Those that deserve specific highlighting include the following.

- » Chosewood Park's population grew substantially (30%) between 1990 and 2000, at a rate well above the City of Atlanta as a whole. Since 2000, the pace of population growth in Chosewood Park (16%) slowed markedly, and was below the City of Atlanta (27%).
- » Chosewood Park's population is expected to grow at a pace that is below the City of Atlanta as a whole, at approximately 8% between 2009 and 2014. While the rate of population growth is less than the City of Atlanta and Atlanta MSA average, it is almost twice the national average.
- » The three largest age groups in Chosewood Park are 35 to 44, 25 to 34, and 0 to 4 years of age. The average age in Chosewood Park is 32.2, about five years younger than the national average.
- » There is a small proportion (3%) of retirement age and elderly people (over age 65 years) in Chosewood Park; this is a third of the City of Atlanta's proportion and a quarter of the Atlanta MSA's.
- » Over 60% of the population within Chosewood Park has not graduated from high school.
- » The proportion of Chosewood Park's residents (4%) that have college degrees is significantly less than the MSA (31%) and national (25%) averages.
- » The per capita income (perhaps the most important statistic to review in terms of understanding how a community is really doing) in Chosewood Park is \$8,386.
- » Chosewood Park is far below both the national and Atlanta MSA per capita income averages. It is 32% of the national average, a difference of about \$18,000 annually; and 30% of the Atlanta MSA average, a difference of about \$19,500 annually.
- » Almost 60% of Chosewood Park's households earn less than \$25,000 annually. This is 35% more than the national average and 41% above Atlanta MSA average.
- » Approximately 85% of the households in Chosewood Park earn under \$50,000 annually, which is substantially higher than the national (49%) and Atlanta MSA (42%) averages.
- » A small percentage (5%) of Chosewood Park's households earn over \$100,000 on a yearly basis.
- » The average household income in Chosewood Park is \$28,835, which is substantially lower than the MSA (\$76,784) and national (\$69,376) averages. However, Chosewood Park's household income has grown at a faster rate since 2000 than both the MSA and the nation.
- » The average household size of Chosewood Park is larger than the national and Atlanta MSA averages.
- » The ratio of single-person households in Chosewood Park (16%) is below the national (26%) and Atlanta MSA (22%) averages.
- » Chosewood Park has a substantially greater proportion of renters (82%) than both the national (33%) and Atlanta MSA (22%) averages. Chosewood Park's proportion of

renters/owners is more than inverse of the proportions found in the Atlanta MSA and the nation as a whole.

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

Table 1: Socioeconomic Characteristics of Chosewood Park

	Chosewood Park	City of Atlanta	Fulton County	Atlanta MSA
Size of Market				
Residents	6,698	529,440	1,030,761	5,494,339
Households	1,054	212,885	394,888	1,978,507
Daytime Population	1,094	234,633	494,900	2,791,002
Age				
Under 18	22.80%	22.60%	24.80%	26.80%
Between 25 & 35	21.10%	16.20%	14.00%	14.20%
Over 65	2.90%	9.40%	8.50%	8.60%
Income				
Per Capita Income (PCI)	\$8,386	\$31,606	\$35,591	\$27,898
PCI as % of National Average	31.80%	119.70%	134.80%	105.60%
Change in PCI since 2000	7.60%	22.60%	18.60%	12.60%
Household Income (\$25,000 - \$49,999)	26.80%	23.30%	21.80%	25.00%
Household Income (Above \$100,000)	4.70%	21.80%	28.90%	22.50%
Average Household Income	\$28,835	\$77,357	\$92,066	\$76,784
Households				
Average Household Size	3.72	2.34	2.53	2.73
Single-Person Households	16.40%	38.10%	31.10%	22.40%
Owner-Occupied Households	17.70%	43.10%	53.10%	68.90%
Projected Growth of Market				
Population, 2009-2014	8.10%	12.30%	12.20%	13.00%
Households, 2009-2014	10.10%	12.20%	11.20%	12.50%

“Customer” Summary

When considering what developers, builders, and retailers are looking for when they make decisions to invest in a community, there are several key factors. Among the key determinants are growth rates, age structure, income levels, and daytime population.

Growth Rates

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

Chosewood Park’s population is growing at a good pace. This is an incredibly positive indicator, particularly for an urban area. Many urban areas have lost population over the last two decades; so remaining stable in population is a positive in these areas. Chosewood Park actually grew at almost twice the pace of the nation over the last nine years. Its population is projected to grow at a similar pace over the next five years. Chosewood Park has grown and is projected to grow at a rate below both the City of Atlanta and Atlanta MSA averages, but still well above the national average.

Age Structure

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

Chosewood Park is young in terms of average age. It is basically

on par with the averages for residents aged under 18 years. Chosewood Park is well below the averages for residents aged above 65 years. The fact that Chosewood Park is above with the national and MSA averages for those workforce-aged residents of 25 to 35 years is generally a good indicator. Young professionals and those starting families are a positive demographic in terms of customer profiles because they indicate a potential diversification in the marketplace. It is likely the age structure will continue to change as the residential base diversifies over the next five years in Chosewood Park.

Income Levels

Similar to growth rates, the reasons why developers, builders, and retailers are interested in income levels are evident. The higher the income levels, the better from a development perspective. But, what is also important is the breakdown within the income levels, particularly in terms of informing diversity of product in the marketplace.

In terms of income and wealth, Chosewood Park is well below the national averages. These statistics are discouraging, since income is a significant market factor that affects residential and commercial development potential. It is feasible that these indicators will undergo changes as the residential base increases and the local economic base potentially diversifies. The question is really about the nature of the projected growth; and whether this means more customers with more money, which would certainly be a positive market trend.

Daytime Population

The daytime population is another important component for

development decisions by developers, builders, and retailers. Businesses desire customers during both daytime and evening hours, so residents and employees are both important.

Chosewood Park has a small daytime population. It does not account for any notable level of total employment in the City of Atlanta. However, Chosewood Park's daytime population has increased by nearly 30% since 2000. This rate of growth is on par with the City of Atlanta and the Atlanta MSA, and almost three times the national average. Yet, it is clear that Chosewood Park has more residents than jobs.

There is opportunity for these numbers, and the trends they represent, to change as continued redevelopment takes place in Chosewood Park. Based on socioeconomic characteristics and the "customer" profile, it is clear that the key to future demand for residential and commercial development does not currently lie within the neighborhood boundaries. Continued redevelopment will necessitate exploring target market potential and finding ways to more successfully leverage select potential customers from the surrounding greater market areas.

