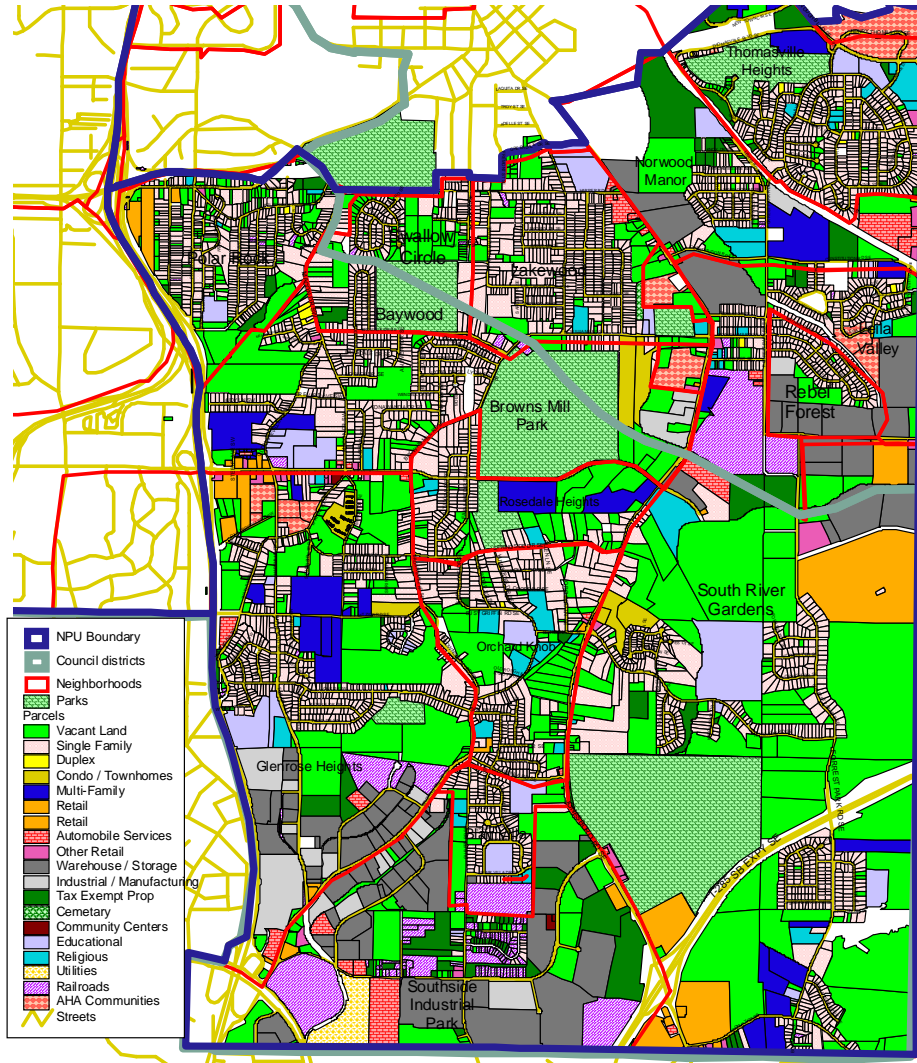


NPU-Z Redevelopment Plan



Prepared by: The Community Design Center of Atlanta

NPU-Z Redevelopment Plan Advisory Committee

July 17, 2007

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Shirley Franklin, Mayor

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Browns Mill Community Association
Hopewell United Neighborhood Association, Ltd.
Glenrose Heights Community Association
Leila Valley Tenants Association
Norwood Manor Civic Association
Jonesboro North and Jonesboro South Tenants Association
Oxford Village Town Home Association
Polar Rock Renaissance, Inc.
Stonewall Heritage Community Association
Orchard Knob Association
South River Gardens Community Association
Southside Concern Citizens
Thomasville Heights Civic League

TABLE OF CONTENTS

ACKNOWLEDGEMENTS	2
TABLE OF CONTENTS	3
LIST OF TABLES.....	4
LIST OF MAPS	4
VISION STATEMENT	5
EXECUTIVE SUMMARY	5
INTRODUCTION	5
LAND USE RECOMMENDATIONS	7
HOUSING RECOMMENDATIONS	9
COMMUNITY PARKS AND NEIGHBORHOOD BEAUTIFICATION RECOMMENDATIONS.....	11
TRANSPORTATION, PEDESTRIAN SAFETY AND TRAFFIC CONTROL RECOMMENDATIONS	13
ENVIRONMENTAL HAZARDS AND ILLEGAL DUMPING RECOMMENDATIONS.....	19
STORM WATER DRAINAGE INFRASTRUCTURE RECOMMENDATIONS	27
HISTORIC PRESERVATION RECOMMENDATIONS	28
ZONING RECOMMENDATIONS	29
HUMAN SERVICES RECOMMENDATIONS	33
SOCIO-ECONOMIC PROFILE.....	36
RESIDENTIAL CHARACTERISTICS OF NPU-Z NEIGHBORHOODS	36
HOUSEHOLDS	37
INCOME	37
OCCUPATIONAL CHARACTERISTICS	38
SOUTH RIVER GARDENS NEIGHBORHOOD.....	39
GLENROSE HEIGHTS NEIGHBORHOOD.....	39
STONEWALL HERITAGE (LEILA VALLEY / REBEL FOREST) NEIGHBORHOOD.....	40
THOMASVILLE NEIGHBORHOOD.....	40
POLAR ROCK NEIGHBORHOOD.....	41
BROWNS MILL COMMUNITY	41
ORCHARD KNOB / ROSEDALE HEIGHTS / BLAIR VILLA NEIGHBORHOODS (ORB)	42
NPU-Z LAND USE SURVEY.....	43
TAX DELINQUENCY IN NPU-Z COMMUNITIES.....	46
RESIDENTIAL HOUSING CONDITIONS.....	48
THE HOUSING MARKET	49
ACTION PROGRAM	52
COMMUNITY PRIORITIES.....	52
IMPLEMENTATION STEPS	53
SHORT-TERM.....	53
LONG-TERM	53
PUBLIC PROJECT FUNDING.....	54
COST ASSUMPTIONS	55

LIST OF TABLES

TABLE A	SEX CRIME COMPLAINTS– 2003-2005.....	23
TABLE B	REPORTED DRUG RELATED CRIMES – 2003-2005	23
TABLE C	OTHER REPORTED CRIME COMPLAINTS 2003-2005	24
TABLE 1	POPULATION AND RACIAL DISTRIBUTION IN NPU-Z (2005)	36
TABLE 2	2000 MEDIAN FAMILY INCOMES FOR NPU-Z COMMUNITIES	38
TABLE 3	NPU-Z OCCUPATIONAL CHARACTERISTICS (2004).....	38
TABLE 4	NPU-Z LAND USES SURVEY CONDENSED CATEGORIES.....	43
TABLE 5	NPU-Z LAND USES 2006 CDCA SURVEY NON-RESIDENTIAL CATEGORIES.....	44
TABLE 6	NPU-Z DISTRIBUTION OF VACANT LAND	44
TABLE 7	TAX DELINQUENCY AND LAND USE.....	46
TABLE 8	TAX DELINQUENCY AND STRUCTURE CONDITIONS.....	48
TABLE 9	STRUCTURAL CONDITIONS	48
TABLE 10	HOUSING SALES (2000 – 2005)	50
TABLE 11	HOUSING OCCUPANCY.....	50

LIST OF MAPS

MAP 1	SIDEWALK AND TRAFFIC IMPROVEMENTS.....	18
MAP 2	ENVIRONMENTAL.....	21
MAP A	SEX CRIME COMPLAINTS (2003 – 2005)	25
MAP B	REPORTED NARCOTICS INCIDENTS (2003 – 2005).....	26
MAP 3	CURRENT ZONING.....	31
MAP 4	PROPOSED ZONING CHANGES	32
MAP 5	CURRENT LAND USE.....	45
MAP 6	TAX DELINQUENCY	47
MAP 7	APPRAISED PROPERTY VALUES (2005).....	51

VISION STATEMENT

NPU-Z is a large and vibrant collection of residential neighborhoods that have a strong mixture of multifamily, single family and nonresidential commercial land uses. Community residents in NPU-Z promote the conservation of single family housing, improvements to and conservation of multifamily housing, support for mixed-use development and mixed income approaches to housing development. Residents want to guide high standards for underdeveloped commercial sections of the NPU. The NPU-Z planning process for the Redevelopment Plan defines specific tasks that respond to deficiencies in the local infrastructure, the need for housing rehabilitation, support for residential development on vacant land and improvements to dilapidated, and unattractive commercial property. The NPU-Z neighborhoods support newly defined land use goals and capital improvement funding incentives that serve to improve their planning process and better refine and structure practical responses to development opportunities.

The NPU-Z Redevelopment Plan vision is to measure improvement priorities and to match specific sources of funding to improvement implementation goals. Development plans that have been adopted or proposed for sub areas of NPU-Z neighborhoods are incorporated to support this consensus vision for a vibrant community. The community's vision also is to aggressively address deficiencies in non-residential issues that include service quality, neighborhood retail availability, "smart growth", public transportation, human services, and a clean and safe environment that affords expansion and improvements to open space, infrastructure and parks in each of NPU-Z neighborhoods.

EXECUTIVE SUMMARY

Introduction

This Redevelopment Plan updates and expands the 1987 Southeast Atlanta Corridor Study, the 2006 Jonesboro Road Redevelopment Plan and the proposed 2007 Cleveland Avenue Corridor Study. It is a community driven initiative to create inclusive support and vision for the growth and development of Neighborhood Planning Unit-Z and serves as the principal comprehensive planning tool for the NPU-Z neighborhoods.

NPU-Z neighborhoods east of Jonesboro Road include South River Gardens, Leila Valley, Rebel Forest, Thomasville Heights and Norwood Manor and share an eastern border with DeKalb County. NPU-Z neighborhoods that lie west of Jonesboro Road include Lakewood, Browns Mill Park, Orchard Knob, Blair Villa, Rosedale Heights, and Jonesboro North / South. Interstate 75 forms NPU-Z's western boundary. Glenrose Heights and Polar Rock are adjacent to I-75. Along with Swallow Circle and Baywood, these four neighborhoods do not border Jonesboro Road.

Rosedale Heights, South River Gardens, Glenrose Heights, Browns Mill Park and Orchard Knob are developed with modest brick ranch and wooden frame homes during the 1950's and 1960's. Browns Mill Park and Glenrose Heights contained over

one thousand units. Multi-family units, built during the 1960's and early 1970's were concentrated along Cleveland Avenue, Hapeville Road, Mt Zion Road and Macon Drive. Summerdale Commons, a mixed income Atlanta Housing Authority project, is located in Glenrose Heights. Jonesboro North and Jonesboro South are smaller Atlanta Housing Authority (250 units) developments located along Jonesboro Road. Lakewood is divided into two distinct housing styles: brick ranch-style homes west of Browns Mill Road and wooden bungalows east of Browns Mill Road. The Polar Rock community was developed in two phases: the eastern side of the neighborhood (with streets named after Polar Rock) is mostly brick ranch. The western side contains mostly older wood frame houses. Browns Mill Park is comprised of brick ranch housing with a concentration of 120 apartment units in three developments in the southwest corner of the community near Cleveland Road.

NPU-Z is a community in transition. While 48% of the housing stock is owner-occupied, new housing development on a large scale is occurring in Glenrose Heights (37% owner-occupied), South River Gardens (44% owner occupied), and Stonewall Heritage (38% owner-occupied). Blair Villa (65% owner-occupied) and the Browns Mill Community (68% owner-occupied) have the highest number of owner occupied households. Stonewall Heritage (38% owner-occupied) and Glenrose Heights (37% owner-occupied) contain the highest proportion of Atlanta Housing Authority housing units in the NPU (Thomasville, Leila Valley, and Summerdale Commons). The Atlanta Regional Commission reports the population of NPU-Z to be 24,707 in 2005. Nearly 37% of the community's residents (9,041) are children under the age of 18 and 6% of NPU-Z's population (1,350) are over 65 years of age. The median age of residents in NPU-Z is 24.1 years.

Located in southeast Atlanta, NPU-Z is receiving renewed development attention. Large new housing developments in South River Gardens, Pennington Park, Browns Mill Park, and Norwood Manor, scattered site infill, and recent rehabilitation efforts in Lakewood and Polar Rock have accelerated the rapid appreciation of real estate values in all NPU-Z neighborhoods. The NPU-Z neighborhoods have easy access to retail services at the Kroger Citi-Center on Cleveland Road, South Dekalb Mall, Greenbrier Mall, and the emerging retail centers on Camp Creek Parkway. The Browns Mill Public Golf Course, the Thomasville, Swan, and Southside public parks provide 325 acres of green space and recreational amenities not present in most Atlanta neighborhoods. The Rosel Fann Recreational Center is located in the Southeast Recreational Park and contains a modern Natatorium.

Demand for new housing in NPU-Z has precipitated numerous new developments that include:

- Preston Hills (JLW Homes): 72 single-family homes in Glenrose Heights along Old Hapeville Road that are currently under construction.
- Park at Browns Mill (D.R. Horton): 120 townhomes in Browns Mill Park on McWilliams Road that are currently under construction.
- Constitution Apartments (Columbia): 168 apartments on Constitution Road with construction of a Phase II scheduled to proceed shortly.

- Monticello (D.R. Horton): 100 townhomes and 80 single family homes in Glenrose Heights on Browns Mill Road are currently under construction.
- Orchard Knob (Brock Built): 100 single-family housing units in Orchard Knob between Browns Mill Road and Humphries Drive are currently under construction.
- Villages of Oakshire (Capitol Corp): 250 single family housing units in South River Gardens on Forest Park Road with construction of a Phase II scheduled to proceed shortly.

Recent development pressure has strengthened the NPU-Z community resolve to promote quality development, affordable housing and acquisition of increased levels of planning and capital improvement support. Infrastructure improvements, the rehabilitation of all substandard housing and the expansion of commercial and retail services are consensus goals expressed by neighborhood leadership and resident representatives from all NPU-Z neighborhoods. These goals are strongly supported by local civic leaders and elected officials that represent the area.

Land Use Recommendations

NPU-Z defines 3,493 acres of land, of which 34% has been developed for residential use. The condition of the housing in NPU-Z is generally good. Forty-eight percent of NPU-Z's housing stock is owner-occupied. NPU-Z supports community-sponsored initiatives that address comprehensive approaches to housing conservation and development, use of public transportation, and increased levels of neighborhood commercial service development. A summary of land use goals have been endorsed by the NPU residents through their Neighborhood Associations. Market pressure for single-family housing, townhomes and apartment units supports proposed land use and density changes. Goals for future land use in NPU-Z emphasize maintenance and conservation of existing residential uses and encourage the following changes:

- Industrial sites in the Lakewood, Stonewall Heritage, and Norwood Manor neighborhoods (Jonesboro Road Corridor) should support conversion to residential loft and neighborhood commercial uses.
- Density bonuses for Mixed Residential Commercial zoning along Jonesboro Road and Cleveland Avenue.
- Existing multi-family developments should not be rezoned for use as commercial or low density residential.
- Greenspace expansion in South River Gardens, Polar Rock, Glenrose Heights, and Lakewood and support for acquisition of parcels for development of greenway trails along the South River.

Recommendations:

1. Vitality and quality of life in NPU-Z should be preserved and expanded when development incentives and revised zoning codes tailored to the neighborhoods are introduced. The great majority of housing in NPU-Z (96%) is maintained to

high standards. Stable and appreciating market conditions for single-family housing should continue to be supported.

2. Underutilized and substandard commercial property along Jonesboro Road presents an opportunity to adopt Quality of Life Zoning incentives that include Neighborhood Commercial and Mixed Residential Commercial development.
3. Residential property conditions were measured in 2006 (107 substandard housing units and 324 vacant lots). Blighted conditions exist in NPU-Z at focal points: multifamily buildings on Conley Road in South River Gardens and Macon Drive in Glenrose Heights; vacant commercial structures on Jonesboro Road; isolated residential structures within Lakewood, Thomasville Heights, Norwood Manor, and Glenrose Heights; and vacant industrial properties within the Southside and South River Industrial Parks. Addressing blight through public/private partnership intervention and promotion of development opportunities is a priority. Housing codes should be uniformly applied to prevent and correct all illegal conversions, zoning violations, and nonconforming commercial / nonresidential uses.
4. Lack of adequate sidewalk and landscaped access to businesses, building orientations that are hostile to pedestrians, blighted streetscapes with deficient infrastructure on Jonesboro Road, Browns Mill Road, Cleveland Avenue, Forest Park Road, and Constitution Road should be directly addressed through Quality of Life Zoning for the NPU.
5. Commercial vacancies, vacant lots, housing code violations and inadequate public safety are health hazards. Consistent and visible police presence and uniformly enforced housing and zoning codes are prerequisites for sustained quality of life improvements in the NPU Z.
6. Pockets of blighted housing in Polar Rock and Stonewall Heritage should be addressed comprehensively.
7. Rezoning that allows higher density development on the Kmart Shopping Center and adjacent commercial properties along Cleveland Avenue should adopt Mixed Residential Commercial Quality of Life zoning.
8. Green space improvement initiatives should be supported in each neighborhood and include the redevelopment of Southside Park; improvements to the Thomasville Heights Recreational Center and adjacent greenspace; park/green space acquisition in Polar Rock; improvements to Tull Waters Park in Lakewood; and development of walking trails / bike paths along the South River, the Browns Mill Golf Course, within the Southside Park and along Browns Mill Road and Forest Park Road.
9. Initiation of a Livable Centers Initiative (LCI) for the Moreland Avenue Corridor between Interstate 20 and Interstate 285 to improve the flow of traffic and attract positive development to enhance the quality of life for the Thomasville Heights, South River Gardens, Norwood Manor, Rebel Forest, and Leila Valley communities that border DeKalb County.

Housing Recommendations

Conservation of single-family residential housing is the primary land use and residential development goal for NPU-Z. Part of attaining that goal includes incentives that promote the development of affordable housing on the vacant and undeveloped parcels that are scattered throughout the neighborhoods. New residential construction and extensive home improvements are widely evident in the Lakewood, Orchard Knob, South River Gardens, and Polar Rock neighborhoods. The presence of blighted and tax delinquent land can offer housing development opportunities utilizing the Atlanta / Fulton County Land Bank Authority, the Atlanta Development Authority, and the Federal HOME Program. Public private partnerships are a common development mechanism that can facilitate the development of 146 the 314 parcels in the NPU that are tax delinquent (Map 6) and the scattered vacant parcels.

One hundred twelve (112) single family homes in NPU-Z are substandard and in need of extensive repair. Fifty-eight (51%) of these are located in Polar Rock. There is one multi-family development in South River Gardens containing 32 substandard units. Ten townhouse units in Glenrose Heights are in need of rehabilitation. Rehabilitation projects can support owner-occupancy incentives for single family homeownership and cooperative housing. Counseling and consumer information can diminish predatory lending targeted to homeowners – typically senior citizen homeowners in need of repair assistance. The Community Alliance of Metropolitan Parkway (CAMP) could administer both a Senior Emergency Rehabilitation Program and a Revolving Rehabilitation Loan Program so that 107 qualified homeowners in need of rehabilitation support.

Non-profit housing developers have been active in NPU-Z. Habitat for Humanity has developed single-family homes in Thomasville Heights (15 units), Glenrose Heights (32 units), and infill housing in South River Gardens, Stonewall Heritage, and Polar Rock. Private developers have recently proposed the construction of over 1,000 units of single-family and townhome housing. CAMP, in partnership with Cooperative Resources Inc rehabilitated the 350-unit Crescent Hills Apartments in 2005 using the Georgia Department of Community Affairs Housing Tax Credit Program.

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- Constitution Apartments (Columbia): 168 apartments on Constitution Road with construction of Phase II scheduled to proceed shortly.
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- Orchard Knob (Brock Built): 100 single-family housing units in Orchard Knob between Browns Mill Road and Humphries Drive are currently under construction.

Communities in NPU-Z continue to support environmentally responsible developments. Planning recommendations for cost effective Green Development include:

1. New developments / subdivisions should not be located within 100 feet of wetlands; or on parcels with steep slopes or parkland.
2. New developments should be located with ¼ mile of at least two community and / or retail centers (recreation centers / library / shopping center).
3. Higher density residential projects should be encouraged (6 units / acre for single family / duplex, 10 units / acre for townhomes, 16 units / acre for apartments).
4. New developments should be located within ¼ mile radius of public transit.
5. New development on brownfield / grayfield sites (abandoned industrial sites on Jonesboro Road) should be encouraged with incentives.
6. New developments should provide multiple connections to existing neighborhoods including sidewalks, bikepaths, and improved streets.
7. Landscaping associated with new developments should maintain the existing tree cover and select native trees and plants that provide shading in summer and heat gain in winter.

The majority of the single family housing in Stonewall Heritage (Leila Valley / Rebel Forest), Swallow Circle, Blair Villa, and Thomasville Heights is modest tract homes built during the 1950's and 1960's. The Browns Mill Park, Glenrose Heights, Rosedale Heights and South River Gardens communities have 1500 units of multi-family housing, many of which are "affordable". This Redevelopment Plan recommends the following housing support initiatives:

1. Expansion of the City's Senior Emergency Repair Program to assist senior-headed households in maintaining the condition of their homes.
2. Establish two new Housing Enterprise Zones in Polar Rock and Stonewall Heritage to encourage the renovation and development of housing.
3. Provide that Housing Enterprise Zone tax abatement subsidies in NPU-Z require that 33% of eligible units be "affordable".
4. Affordable housing should be directed and marketed to families earning at or below 50% of Area Median Income.
5. Encourage efforts to protect the rights of tenants in multi-family units undergoing demolition or condominium conversion to include relocation assistance, purchase options with seller financing, and improved notice requirements.
6. Strengthen the minimum housing quality compliance procedures for Section 8 / Housing Choice.
7. Provide counseling to low income homeowners on the short and long term consequences of neighborhood gentrification.
8. Strengthen the use and enforcement of long term covenants and agreements to ensure the affordability of housing units over time.

Community Parks and Neighborhood Beautification Recommendations

In a world where there is less personal contact among neighbors due to technology and fast-paced lifestyles, people are recognizing the value of quality environments that allow connection with others. Real estate developments commonly promote a heightened sense of community through development of a wide variety of public spaces. Many people no longer want to drive long distances but rather to walk down a tree-lined sidewalk, play in a park with their children, or relax in inviting greenspace designed for public use. Communities now demand these open space opportunities and more. There are four major categories for open spaces in the United States, each with their own distinct definition and applicability:

1. **Plazas** are hardscaped gathering spaces located in a town or city center and surrounded by commercial, mixed-use, or civic buildings. Plazas often include fountains, benches, and similar elements. Their entire surface is accessible to the public and consists of stone, concrete, or durable pavement interspersed with trees and limited plant materials.
2. **Parks** are landscaped recreation and gathering places that can be located in a neighborhood. They may be surrounded by residential or commercial buildings, and are often the focal points of the community. Parks often include picnic facilities, drinking fountains, benches, and playgrounds. Larger parks may include ponds, sports fields, and courts. Well designed parks are defined at the edges by streets. Their accessible landscape consists of paths, trees, lawns, shrubs, and other plant materials.
3. **Greenways** are linear parks that can serve as corridors for transportation, wildlife migration, or protection of key habitats that occur in a linear manner, such as the riparian zones along creeks and rivers. Greenways can also connect plazas, parks and conservation lands. Because of this, they can be located in virtually any setting with varying sizes. The proposed South River Trail is an example of a greenway.
4. **Conservation Lands** protect and enhance areas of environmental and historic significance. They are usually located at the edge of a neighborhood. Because their primary purpose is the protection of open space, they can include camping sites and trails. The Swan Lake Nature Preserve on Bromack Drive in the Browns Mill Community is an example of “conservation land”.

The lack of open space close to retail areas and neighborhoods is a challenge to a quality and accessible public realm. Southside Park is the largest park servicing NPU-Z, but it is located too far from where most residents live or shop. NPU-Z residents are required to drive to Southside Park and the Browns Mill Golf Course. The development of small scale neighborhood parks offers a remedy to the lack of opportunity for public spaces that residents can walk to. There is a significant amount of vacant or marginal land throughout NPU-Z that could be developed as “pocket parks”. Redevelopment in commercial areas could also provide the opportunity to create parks and play area facilities.

Thomasville Park, adjacent to the Thomasville Heights community, contains the Thomasville Recreational Center. There are several other smaller community parks scattered in NPU-Z. Southeast Recreation Park is located on Cleveland Avenue in the Rosedale Heights community and contains the Rosel Fann Recreation Center and Natatorium. Other park locations include Empire Park (Pennington Park), Cleveland Park (Browns Mill Park), Tull Waters Park (Lakewood) and Leila Valley Park (Leila Valley). Browns Mill Park is a public golf course with other recreational activities and Swan Park (Browns Mill Park) is a nature preserve established by the Nature Conservancy.

Streams and wetlands are classified as waters of the United States, and are protected by a 75-foot undisturbed buffer in Atlanta. The protected buffer areas act as natural filters to stormwater runoff, improving water quality. While many of the longer segments are flanked by parks and public greenspaces, numerous small streams run through the NPU with extensive wetland systems along the South River, and along its tributaries south through Southside Park, across Jonesboro Road near I-285 and on Poole Creek Road. These open spaces serve as vegetated buffers that filter pollutants from streets and other impervious surfaces and protect the water quality in natural areas and streams.

Green Spaces on vacant lots control erosion and provide areas of natural beauty on parcels not conducive for housing development. Parcels 40 to 50 feet wide and 100 feet in depth located in areas that lie below street level should be acquired for park and open space sites. Undeveloped parcels in the South River Gardens, Browns Mill Park and Polar Rock neighborhoods should be acquired for development of pocket parks and open space since these communities do not contain any greenspace or recreational areas. Proposed sites for greenspace acquisition are identified on Map 2. NPU-Z recommends the following improvements be made to the following facilities:

1. Preservation and maintenance of historic facilities in Thomasville Park.
2. Implementation of plans for recreational and public access improvements for Southside Park.
3. Landscaping and renovation of aging facilities in Empire Park, Tull Waters Park, and Leila Valley.
4. Development of community parks in South River Gardens and Polar Rock.

Project Area	Work to Be Completed	Neighborhood	
Empire Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Glenrose Heights	
Cleveland Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Browns Mill	
Leila Valley Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Stonewall Heritage	
Thomasville Park	<i>Development of existing unused greenspace, improved security</i>	Thomasville Heights	
Tull Waters Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Lakewood	
Polar Rock	<i>Locate parcels suitable for development of community park</i>	Polar Rock	

Transportation, Pedestrian Safety and Traffic Control Recommendations

A community transportation system contains several interconnected components that work together to move people and goods. These components include transit facilities, traffic systems, pedestrian systems and bicycle facilities. Together, these different components interact with one another to affect travel mode, land use and system flexibility. Providing transportation choice is a major tenet of smart growth. Mass transit provides an option for getting to work, school, shopping, and other places to those with cars; it serves a critical transportation need for those without. It also supports pedestrian-friendly, mixed-use and higher density development. Transit becomes attractive to a variety of users when it is: frequent, accessible by walking, biking and vehicle; and near shopping and other conveniences. It is important that land uses, pedestrian, and vehicular systems work together to support transit.

There are no MARTA Rail stations within walking distance (0.25-miles) of the majority of communities within NPU-Z. The closest stations are the East Point and Fort McPherson stations. The NPU is served by six MARTA bus routes. MARTA Route 49 does not operate on Sunday. All routes operate with longer headways on weekends. Bus stops in the Jonesboro Road, Browns Mill Road, Macon Drive, and Empire Blvd corridors generally lack amenities such as sidewalks, ramps, shelters and benches. Census 2000 "Journey to Work" figures for the census tracts comprising the Study Area show a relatively high transit mode split for work trips; averaging 18.6%, somewhat higher than the Atlanta citywide average of about 15%.

The road system in NPU-Z is in fair condition, operates at a good level of service during peak periods, and access and connections are also considered good. There is a need to upgrade the facilities to meet current design and safety standards, reconsider placement and type of traffic controls, and improve access management. Safety improvements are needed at key intersections where there are high numbers of vehicular and pedestrian accidents. Travel lanes are narrow and need to be widened. There are some locations where sight distance problems need to be addressed. The capacity of the current arterial system is adequate to handle additional traffic but needs to be reassessed when the characteristics of specific developments are known. Lack of sidewalks, right-of-way constraints, and heavy truck movements inhibit non-motorized travel.

There are currently no bicycle trails or designated bike lanes within NPU-Z neighborhoods. The City of Atlanta planned for a greenway along the South River and its tributaries that will eventually connect the proposed West End Rail multi-use trail at Pryor Road near University Avenue just east of I-85. Key parcels are being acquired through the City of Atlanta's Greenway Acquisition Project. There also is potential to use utility corridor easements to connect off-road bike paths near the Jonesboro Road corridor. Several easements intersect the corridor, including one that travels underneath I-285, bisects Southside Park, and connects to the southeast corner of Browns Mill Golf Course. This could potentially allow for connection with the South River Greenway Trail, and provide a safe passage for trail users underneath I-285.

The speed and volume of traffic through NPU-Z requires improved traffic management. Jonesboro Road connects downtown Atlanta to the City of Forest Park and runs parallel to Interstate 75. This arterial parkway road is a state-designated truck route. Langford Parkway terminates in Polar Rock and provides access to the Lakewood Fairgrounds. Cleveland Avenue divides the NPU and provides access to Interstate 75. Browns Mill Road, Forest Park Road, and Macon Drive / Hapeville Road / Empire Boulevard are three north/south thoroughfares in NPU-Z that are subject to congestion and attract tractor-trailers and commercial vehicles seeking the industrial parks and interstate highways. The complex intersection of Jonesboro Road at Browns Mills Road requires improvements that can reduce traffic flow and reduce pedestrian and vehicular accidents. A designated effort to improve this section of the Jonesboro Road Corridor would include off-street parking sites, improved traffic signals (left turn signals) and new sidewalks. The estimated cost of this project is \$800,000.

Intersection / Project Area	Work to Be Completed	Neighborhood
Conley Road	<i>Widen and repave street; improve intersection with Forest Park Rd</i>	South River Gardens
Hendon Drive	<i>Unpaved street that needs to be paved</i>	South River Gardens
Old Rough and Ready Road	<i>Unpaved street that needs to be paved</i>	Orchard Knob
Wallace Road	<i>Unpaved street that needs to be paved</i>	Glenrose Heights
Jonesboro Rd / Hutchens Rd	<i>Reconstruct intersection and improve pedestrian access to elementary school (Humphries ES)</i>	South River Gardens
Bicknell Street	<i>Widen and repave street; improve intersection with Polar Rock Rd</i>	Polar Rock
Bagwell Drive	<i>Widen and repave street; improve intersection with Polar Rock Rd</i>	Polar Rock
Pryor Rd/ Lakewood Ave/ Polar Rock Rd	<i>Reconstruct intersection and improve pedestrian access to Birdline Center</i>	Polar Rock
Browns Mill Rd / Macedonia Rd	<i>Reconstruct intersection, install traffic signals and improve pedestrian access</i>	Blair Villa / Orchard Knob
Cleveland Ave / Macon Drive	<i>Reconstruct intersection and improve pedestrian access</i>	Browns Mill Park / Glenrose Heights
Cleveland Ave / Old Hapeville Rd	<i>Reconstruct intersection and improve pedestrian access</i>	Browns Mill Park / Glenrose Heights
Mt Zion Rd	<i>Widen and repave street; improve intersection with Empire Blvd</i>	Glenrose Heights
Constitution Rd / Valley View Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Stonewall Heritage
Harper Rd / Browns Mill Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access to elementary school (Dobbs ES)</i>	Lakewood
Springside Drive	<i>Unpaved street that needs to be paved from School Drive to dead-end</i>	Glenrose Heights
Orchard Lane	<i>Unpaved street that needs to be paved between Waters Rd and Macon Drive</i>	Orchard Knob
Browns Mill Rd / McWilliams Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access to elementary school (Tull Waters ES)</i>	Lakewood
Macon Dr / Bromack Rd / Hapeville Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Browns Mill Park
Bromack Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park
Browns Mill Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park
Constitution Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage

Pryor Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Polar Rock
Polar Rock Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Polar Rock
Thomasville Blvd	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Thomasville Heights
Forest Park Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens
Conley Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens
Oak Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights
Nelms Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Polar Rock
Old Hapeville Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park / Glenrose Heights
Glenrose Circle	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights
Waters Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights
Latona Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights
Empire Blvd	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights
Macon Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights
Springside Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights / Orchard Knob
Hutchens Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens
King Smith Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens
Waynes Court	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens
Valley View Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage
Redford Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage
Hargis Street	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage
Susy Griffin Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Orchard Knob
Level Ridge Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Orchard Knob
Renault Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Orchard Knob
River Ridge Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Orchard Knob
Burroughs Ave	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Lakewood
Lois Lane	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park
McWilliams Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Lakewood
Jernigan Place / Dr	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Lakewood
Jonesboro Rd @ Springside Drive	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Orchard Knob
Jonesboro Rd @ Macedonia Road	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Orchard Knob
Langford Parkway	<i>Install sound barriers to reduce excessive highway noise</i>	Polar Rock
I-75 / I-85	<i>Install sound barriers to reduce excessive highway noise</i>	Polar Rock / Glenrose Heights

With the exception of major thoroughfares (Jonesboro Road, Cleveland Avenue) few streets in NPU-Z have paved sidewalks. Thomasville Heights contains sidewalks on one side of some streets is the exception. Limited right-of-way width on most streets

makes development of sidewalks with landscaping and installation of street trees expensive and problematic.

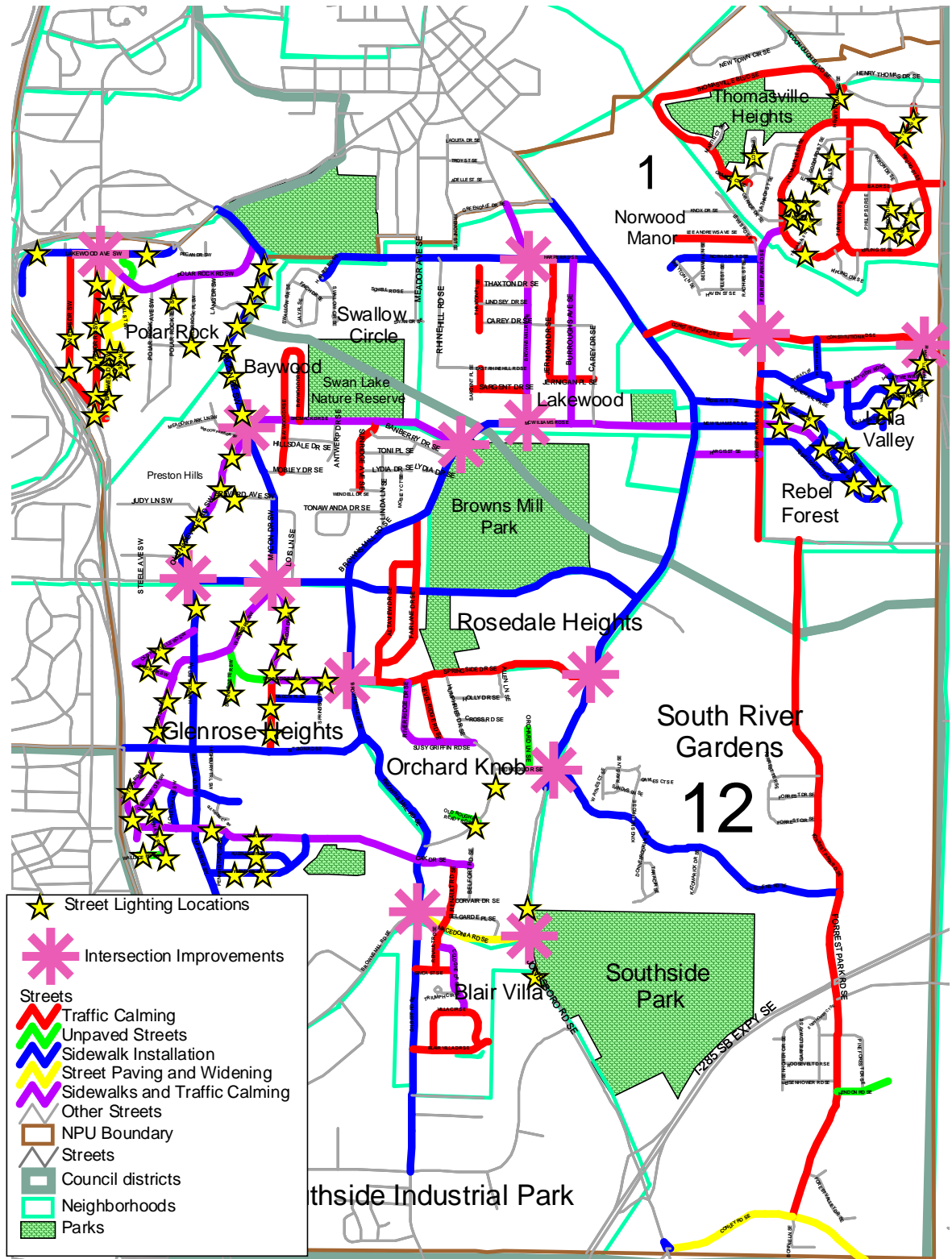
Illumination of streets and sidewalks enhances the security and safety of pedestrians in their communities. Well illuminated roads also provide improved driving conditions for emergency vehicles and buses. Because every trip begins as a pedestrian trip, the walking experience is critical to understanding the current transportation system. Pedestrian trips are also important as they have the potential to take the stress off of vehicular systems and create a safer NPU. Pedestrian safety in NPU-Z is a priority, along side of public transportation that promotes and encourages pedestrian rights of way. (Map 1) NPU-Z recommends the construction and / or replacement of sidewalks on the following streets:

Street Name	Street Section to be Improved	Neighborhood
Jonesboro Rd	<i>Entire length (I-285 to Browns Mill Rd)</i>	South River Gardens / Lakewood
Forest Park Rd	<i>Entire length (Conley Rd to Thomasville Drive)</i>	South River Gardens / Stonewall Heritage / Norwood Manor
Hutchens Rd	<i>Entire Length (Forest Park Rd to Jonesboro Rd)</i>	South River Gardens
Lakewood Ave	<i>Pecan Drive to Reynolds Drive</i>	Polar Rock
Pryor Road	<i>Lakewood Ave to dead-end</i>	Polar Rock
Polar Rock Rd	<i>Lakewood Ave to Macon Drive</i>	Polar Rock
Macon Drive	<i>Lakewood Ave to Cleveland Ave</i>	Polar Rock / Browns Mill Park
Constitution Rd	<i>Moreland Ave to Jonesboro Road</i>	Stonewall Heritage / Norwood Manor
McWilliams Rd	<i>Jonesboro Rd to Browns Mill Road</i>	Lakewood / Stonewall Heritage
Browns Mill Rd	<i>Jonesboro Road to Macedonia Road</i>	Lakewood / Browns Mill Park / Orchard Knob
Bromack Dr	<i>Browns Mill Road to Macon Drive</i>	Browns Mills Park
Mt Zion Rd	<i>Browns Mills Road to Interstate 75 overpass</i>	Glenrose Heights
Old Hapeville Rd	<i>Macon Drive to Cleveland Ave</i>	Browns Mill Park
Cleveland Ave	<i>Jonesboro Road to Hapeville Road</i>	Rosedale Heights / Browns Mill Park
Conley Rd	<i>Jonesboro Road to Clayton County Border</i>	South River Gardens
Empire Blvd / Hapeville Rd	<i>Cleveland Avenue to Browns Mill Road</i>	Glenrose Heights
Harper Rd	<i>Jonesboro Road to dead-end</i>	Lakewood
Norwood Rd	<i>Forest Park Road to dead-end</i>	Norwood Manor
Oak Drive	<i>Browns Mill Road to Empire Blvd</i>	Glenrose Heights
Ruby Harper Blvd	<i>Macedonia Road to Southside Industrial Park</i>	Blair Villa / Orchard Knob
Valley View Rd	<i>Entire Length (Constitution Rd to Stonewall Drive)</i>	Stonewall Heritage
Redford Drive	<i>Entire Length (Forest Park Rd to dead-end)</i>	Stonewall Heritage

School Drive	<i>Humphries Drive to Jonesboro Road</i>	Orchard Knob
Cologne Drive	<i>Entire Length (Renault Rd to Villa Circle)</i>	Orchard Knob
Susy Griffin Road / River Ridge Road	<i>Springside Drive to Humphries Drive</i>	Orchard Knob
Pennington Circle	<i>Oak Drive to Ward Drive</i>	Glenrose Heights
Ruzelle Drive	<i>Pennington Circle to Ward Drive</i>	Glenrose Heights
Ward Drive	<i>Empire Boulevard to Oak Drive</i>	Glenrose Heights
Wallace Road	<i>Latona Drive to dead-end</i>	Glenrose Heights
Waters Road	<i>Entire Length (Cleveland Avenue to dead-end)</i>	Glenrose Heights
Latona Drive	<i>Entire Length (Glenrose Circle to dead-end)</i>	Glenrose Heights
Long Oak Drive	<i>Oak Drive to Glenrose Circle</i>	Glenrose Heights
Glenrose Circle	<i>Entire Length (Waters Road to dead-end)</i>	Glenrose Heights
Springside Drive	<i>Entire Length (Waters Rd to Cleveland Avenue)</i>	Glenrose Heights
Baker Drive	<i>Entire Length (Waters Rd to Old Hapeville Rd)</i>	Glenrose Heights
Macon Place	<i>Entire Length (Macon Dr to Springside Place)</i>	Glenrose Heights
Regis Road	<i>Entire Length (Constitution Rd to Leila Lane)</i>	Leila Valley
Leila Lane	<i>Entire Length (Valley View Rd to Locust Lane)</i>	Leila Valley
Locust Lane	<i>Entire Length (Regis Road to dead-end)</i>	Leila Valley
Nathan Drive / Midway Str	<i>Entire Length (Jonesboro Road to Rebel Forest Dr)</i>	Rebel Forest
Rebel Forest Drive	<i>Entire Length (Forest Park Rd to Redford Dr)</i>	Rebel Forest

Streets That Require Lighting (Installation and / or Replacement)	Neighborhoods
Macon Drive; Bagwell Drive, Bicknell Street, Polar Rock Terrace, Polar Rock Place, Lakewood Avenue, Nelms Drive, Pryor Road	Polar Rock
Nathan Drive, Redford Drive, Regis Road, Locust Lane	Leila Valley / Rebel Forest
Henry Thomas Drive, McKay Drive, Akron Drive, Octavia Circle, Billings Avenue, Velma Street, Grange Court, Penn Court	Thomasville Heights
Waynes Court, Sandys Lane	South River Gardens
Ruzelle Drive, Ward Drive, Glenrose Circle, Latona Drive, Baker Drive, Waters Road, Wallace Road, Springside Drive, Oak Drive, Macon Drive, Old Hapeville Rd	Glenrose Heights
Ruby Harper Road	Orchard Knob / Blair Villa

Map 1 Sidewalk and Traffic Improvements



Environmental Hazards and Illegal Dumping Recommendations

Uneven terrain in Neighborhood Planning Unit Z along with numerous vacant lots and dead-end streets create numerous opportunities for illegal dumping. Construction debris, tires, and garbage dumped illegally in residential areas present health hazards and blight to the communities affected. Illegal dumpsites frequently contain hazardous material (See Map 2). Illegal dumping is most prevalent in South River Gardens, Polar Rock, Norwood Manor and Glenrose Heights. Many brownfield sites are adjacent to abandoned or dilapidated buildings, the majority of which are former industrial and warehouse sites along the eastern side of Jonesboro Road between Southview Cemetery and the South River.

Closed in 2004, the Live Oak landfill was the largest landfill in Georgia and was Atlanta's only landfill during the 1990's when the other four municipal landfills were closed in 1991. Located just outside of the eastern boundary of NPU-Z, Live Oak is located on 200 acres on the Fulton-DeKalb County line. In 2002, the EPD fined the Live Oak Landfill \$1.245 million for violations that included uncovered waste; inappropriate tarps on arriving sludge trucks; too few gas collection-and-control wells in older areas; and unkempt maintenance records. Currently, the City utilizes transfer stations in the cities of College Park and Austell to transfer the City's solid waste to privately owned landfills in Forsyth and Butts counties.

The South River Water Reclamation Center (WRC) is one of four facilities designed to treat wastewater in the City of Atlanta. After wastewater is treated to state-permitted nutrient levels, it is released into the South River. However, WRCs occasionally exceed these standards, particularly during periods of heavy rainfall. Nutrients such as nitrogen and phosphorus, biological pathogens, and bacteria all degrade water quality, particularly where concentrations are greatest: at the outfall. Due in part to Atlanta's combined sewer system; stricter limits on these nutrient levels were enforced. The South River WRC underwent an expansion in 2001 to handle 30 million gallons of wastewater per day (up from 10 MGD), and new odor-control technology was installed.

Railroad tracks in Norwood Manor, Leila Valley, Thomasville Heights and Glenrose Heights elevate ambient noise levels and negatively affect surrounding homes. The railroads have enabled industrial uses in the NPU. While industrial uses rely on railroads their operations are generally negative for residential uses. Historically, railroads have also been physical barriers that can separate people, services, and uses from the rest of the community. The sociological impact on the community is a side effect of this type of discrimination, and results in a negative perception of NPU-Z. Residents will continue to police illegal dumpsites in their community and desire municipal clean-up support that will:

1. Inventory suspicious sites and coordinate with the City's Brownfield Initiative to identify sites for remediation.

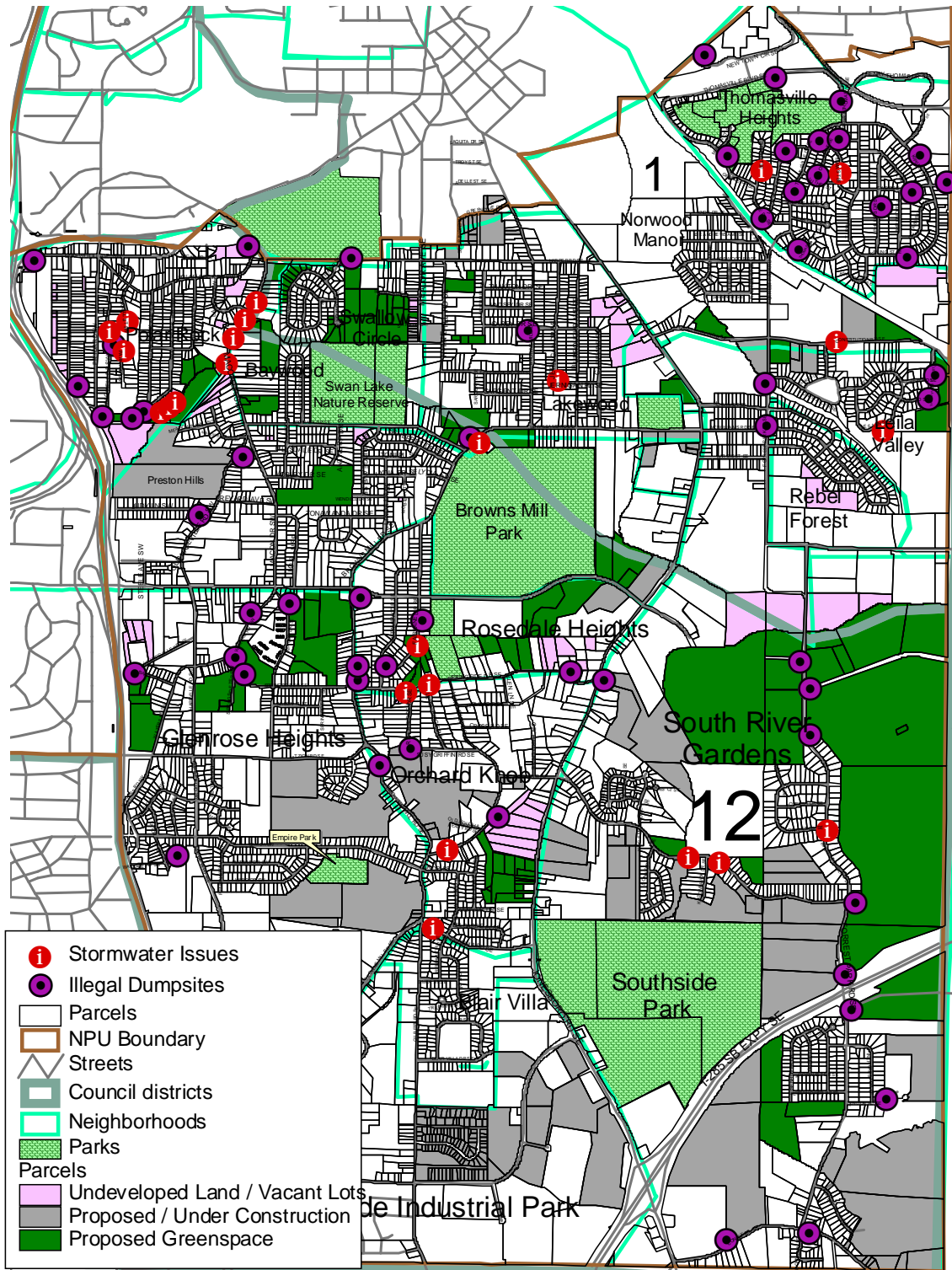
2. Place “No Dumping” signs at dump locations and that the local authorities strictly enforce fines.
3. Test sites suspected of toxic materials and soil contamination.
4. Clear all identified illegal dumping sites of debris.
5. Improve communication with the Public Works Department through direct involvement with the Solid Waste Management Planning process and the new “illegal dumping” initiative.

NPU-Z has surveyed the need to remove trash and debris from the following locations that are defined on Map 2:

Location of Dumpsites	Neighborhoods Affected
Bagwell Drive @ Bicknell Road	Polar Rock
Nelms Drive	Polar Rock
Polar Rock Terrace @ dead-end	Polar Rock
Pryor Road @ dead-end	Polar Rock
Lakewood Avenue @ dead-end near abandoned motel	Polar Rock
Harper Road near entrance to Swallow Circle subdivision	Lakewood
Springside Drive @ Cleveland Avenue	Browns Mill Park
Browns Mill Road @ Carey Drive	Lakewood
Browns Mill Road @ Bromack Road	Browns Mill Park
Altaview Drive @ Fairlane Drive	Rosedale Heights
Cleveland Avenue @ Browns Mill Road behind church	Browns Mill Park
Regis Road @ Valley View Road; Regis Rd along curve	Leila Valley
Old Hapeville Road @ Baker Drive	Glenrose Heights
1917 Thomasville Drive / 1926 Thomasville Drive	Thomasville Heights
Thomasville Boulevard (behind Recreation Center)	Thomasville Heights
Henry Thomas Drive @ Thomasville Blvd	Thomasville Heights
Kipling Street near Akron Drive and near Henry Thomas Dr	Thomasville Heights
Grange Drive @ Lathrop Drive and near Martin Court	Thomasville Heights
Isa Drive near Akron Drive and near Moreland Avenue	Thomasville Heights
Forest Park Road @ Hutchens Rd; @ I-285; @ Conley Rd	South River Gardens
Hendon Road @ dead-end	South River Gardens
Conley Road adjacent to convention center	South River Gardens
Springside Road @ Humphries Road; @ Browns Mill Road	Orchard Knob
River Ridge Road @ Susy Griffin Road along curve	Orchard Knob
Ruby Harper Road @ McCoy Street	Blair Villa
Springside Drive @ Waters Rd; @ Springside Terrace	Glenrose Heights
Macon Drive 100 feet south of Cleveland Avenue	Glenrose Heights
Latona Drive @ Wallace Road near Crawford Long MS	Glenrose Heights
Old Hapeville Road @ Judy Lane	Glenrose Heights

The estimated costs for testing the soil in all suspected illegal dump sites for possible toxic contaminants range from \$5,000 to \$25,000 per site. The estimated costs for removing debris and garbage from all illegal dumpsites range from \$500 to \$2500 per site. The total estimated cost for the remediation of all illegal dumpsites within NPU-Z ranges from \$160,000 to \$300,000.

Map 2 Environmental



Public Safety Recommendations

The Atlanta Police Department Zone 3 patrols most of the NPU-Z communities while Zone 6 patrols the Thomasville Heights, Norwood Manor, and Stonewall Heritage neighborhoods. The Zone 3 precinct is located 880 Cherokee Avenue in the Grant Park neighborhood, located to the northeast of NPU-Z. Zone 3 also includes a mini-precinct located in the John Birdine Center just north of the Polar Rock community. Zone 3 Crime is dominated by automobile-related thefts, which is also the single most common crime committed in the City of Atlanta. Residential burglaries and robberies were also more common in Zone 3 than in other patrol zones in the City. Zone 3 has the highest levels of homicide in the City. With the exception of Zone 5 (Downtown and Midtown Atlanta, which has the highest population density in the City), Zone 3 has the highest Part I and Part II Crime numbers in the City.

The frequency and location of Part I and Part II Crimes in NPU-Z were measured and their location defined between January 1, 2003 and December 31, 2005. It is emphasized that the data from the Atlanta Police Department catalogues reported crime. The counts used in this report are violations as well as complaints received. Conversely, many incidences of crime are never reported. Regardless, the amount of Part I and Part II crimes reported for NPU-Z is epidemic. While incidents of crime have been reduced overall within the City, it appears that NPU-Z remains the locus of unacceptably high levels of crime perpetrated against its residents. Maps A and B define and identify high crime areas and track the change in criminal activity for NPU-Z. In the past three years, 6,751 Part II crimes have occurred in the neighborhood. The data define trends where criminal offences rose 21% between 2003 (1,994) and 2004 (2,417). In 2005, 2,340 incidents were recorded. Although this shows a 3% reduction in Part I and Part II crimes in NPU-Z, this still represents a 17% increase in the numbers of crimes reported.

Crime categories that are most frequent include Possession of Drugs (1,225 / 18%), followed by Vandalism / Damage to Property (1,261 / 19%), Terroristic Threats (411 / 6%), Drunkenness / DUI (709 / 11%), Trespassing (287 / 4%), and Sales of Drugs (185 / 3%). These categories account for 61% of all Part II Crimes committed in NPU-Z. The location with the greatest amount of criminal activity is 807 Conley Road (269 incidents), which is the location of a small retail strip near the Clayton County border. 121 Cleveland Avenue (141 incidents), 3438 Jonesboro Road (140 incidents) and 3819 Jonesboro Road (120 incidents) are all convenience / gasoline outlets where a majority of the incidents are related to loitering and drunkenness. Nearly ten percent of all of the Criminal incidents that have been reported in NPU-Z in the past three years were perpetuated at these addresses.

The majority of crime incidents have been recorded at three locations. First, 950 incidents have been observed in South River Gardens on two streets: Jonesboro Road south of I-285 (385 incidents) and Conley Road from Jonesboro Road to Clayton County border (574 incidents). This location with its proximity to the interstate and Clayton County requires the involvement of multiple public safety agencies to patrol the

area. Second, 692 incidents have been observed in the Thomasville Heights community along a path that follows McDonough Blvd, Henry Thomas Drive, and Thomasville Blvd (along the northern border of Thomasville Park). Thomasville Blvd is an attractive location for criminal activity due to its isolated location and the lack of dwellings from which criminal activity can be observed. Finally, the main thoroughfares in NPU-Z, Cleveland Avenue (876 incidents) and Jonesboro Road north of I-285 (883 incidents) attract criminal activity to the retail businesses (fast food, convenience stores, auto repair) found there. A majority of thoroughfare incidents involve Solicitation and DUI / Drunkenness

Vice crimes have increased 47% between 2003 (68 incidents) and 2004 (100 incidents). The rate of increase in the numbers of incidents had slowed to 13% between 2004 and 2005 (113 incidents). The abnormal increase in vice crimes in 2004 is due to an increased crackdown on Solicitation in NPU-Z neighborhoods and can be attributed to efforts of an APD “sweep” operation to clear out a certain house or street of vice related activity. Cleveland Avenue and Jonesboro Road are the streets which have seen the highest concentration of sex crimes over the past three years with 2865 Old Hapeville Road being the single address most often cited for prostitution activity.

Table A Sex Crime Complaints– 2003-2005

Types of Sex Crimes	2003	2004	2005	Street
Child Molestation	34	25	15	
Prostitution	7	13	29	Cleveland Rd, Jonesboro Rd
Statutory Rape	1	6	12	Jonesboro Rd.
Sodomy	10	3	10	
Solicitation / Free Text	11	48	47	
Indecent Exposure	5	5	15	
TOTAL Sex Crimes	68	100	113	

Atlanta Police Department 2006

Data for NPU-Z neighborhoods that define incidences of reported criminal activity directly related to drugs show a relatively low rate in comparison to larceny, burglary and robbery. However, law enforcement officials estimate that over 90% of larceny, burglary and robbery crimes are drug related e.g. perpetrated by substance abusers. Drug crimes have fallen 7% from 807 incidents in 2004 to 763 incidents in 2005. The majority of the criminal incidents reported under this category are related to a surge in the enforcement of Liquor Law and Drug Possession violations. The most common drug related crimes are possession of cocaine and marijuana.

Table B Reported Drug Related Crimes – 2003-2005

Types of Drug Crimes	2003	2004	2005	Street
Possession of Drugs	330	476	419	
Sale / Production of Drugs	68	59	58	
Drunkenness/DWI	151	272	286	
TOTAL Drug Crimes	549	807	763	

Atlanta Police Department 2006

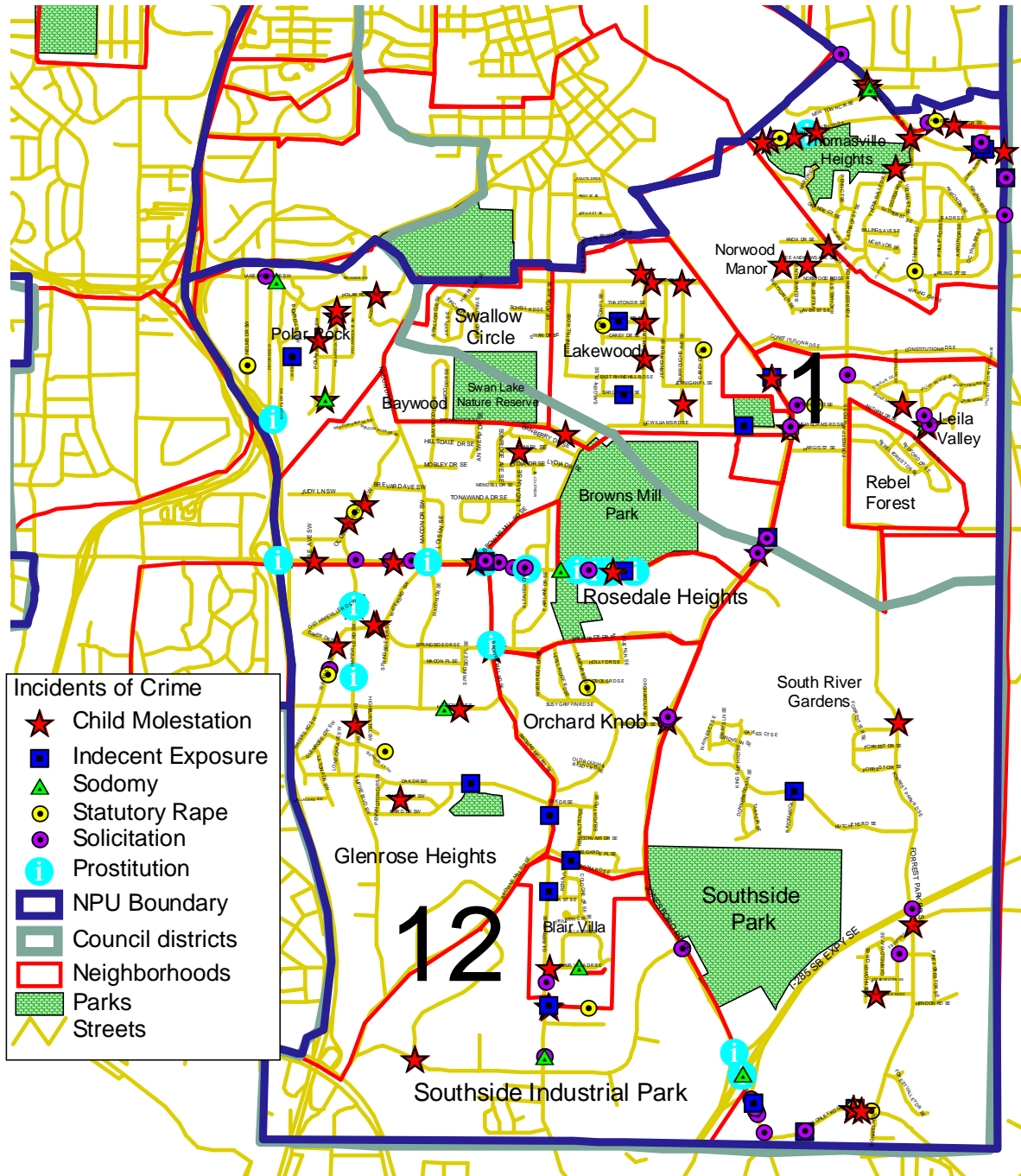
The majority of the crimes listed in the Other Crimes category involve vandalism, disorderly conduct and terrorist threats. Although there has been a slight decline in the absolute number of crimes reported, complaints of disorderly conduct are steadily rising.

Table C Other Reported Crime Complaints 2003-2005

Other Crimes	2003	2004	2005	Street
Gambling	4	14	8	
Vandalism/Damage to Property	471	413	377	Cleveland, Jonesboro, Conley
Stolen Property – Sales / Possession	73	75	67	Jonesboro Rd
Juvenile Runaways	70	58	62	2960 Waters Rd (22 incidents)
Firing a Weapon	6	2	10	2637 Old Hapeville Rd (2)
Forgery / Fraud	35	35	33	
Stalking	15	9	5	
Trespassing	70	68	149	Latona Dr, New Town Cir
Cruelty to Animals	1	2	1	
Carrying Concealed Weapons	43	35	48	
Terroristic Threats	147	152	112	
Bomb Threat	0	2	0	
Delinquency of Minor	1	3	3	
Kidnapping	7	1	1	
Arson	4	8	1	
Vagrancy	9	68	48	Cleveland Ave
Curfew Violation	1	2	6	Conley Rd, Henry Thomas Dr
TOTAL Other Crimes	142	129	62	

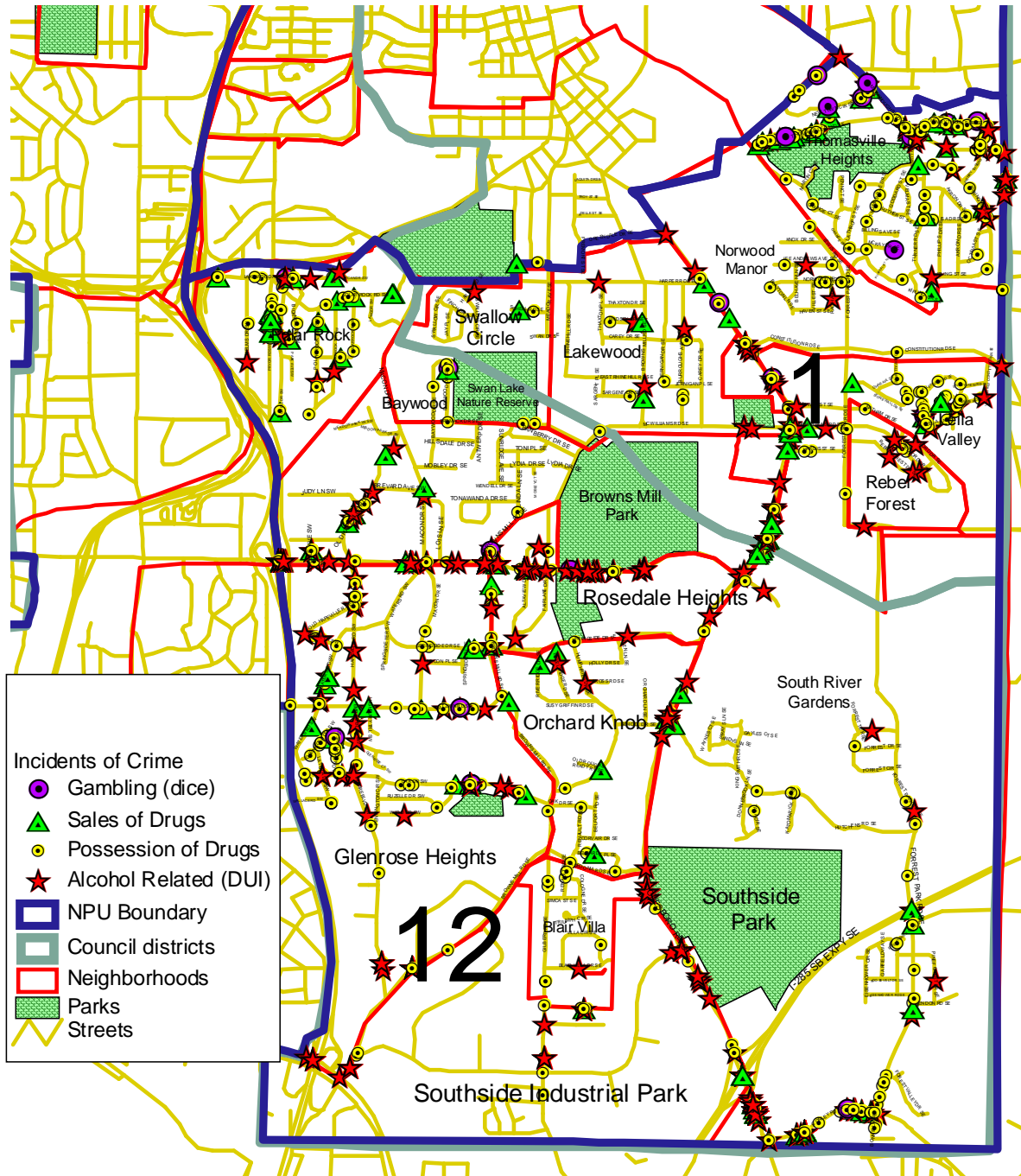
Source: Atlanta Police Department 2006

Map A Sex Crime Complaints (2003 – 2005)



Map B

Reported Narcotics Incidents (2003 – 2005)



Storm water Drainage Infrastructure Recommendations

NPU-Z is located in the South River basin. Approximately 75% of NPU-Z is located in a capacity-limited area. Officials at Clean Water Atlanta indicate that the capacity limited areas that require conditional permits (red areas) will all have available capacity credits in April 2006 (and be converted to those areas shown in yellow).

The availability of sewer connections heavily determines the potential for property development. Prior to authorizing new sewer connections to the existing system (as part of the building permit process), the Capacity Certification Program ensures that the City has adequate capacity to handle the additional flows at its reclamation centers, pump stations, force mains, and gravity sewers. If the City does not have adequate capacity, it may authorize the new sewage flow if sewer system improvements can offset the new sewage flow. This offset is completed in the form of “capacity credits” available on a first-come, first-serve basis. The City builds and allocates these credits based on engineering expertise and improvements made to the system, which may include construction of relief sewers, permanent plugging of an existing sewer service, or rehabilitation of the sewer system to reduce inflow/infiltration.

Flooding occurs during periods of heavy rainfall at several locations in NPU-Z. Flooding affects the flow of traffic through the community and frequently causes property damage to homes and businesses. Most of the properties in NPU-Z have separated sewer and stormwater drainage systems. NPU-Z is located within the drainage basin of the South River Watershed. The widening of Interstates 75 and 285 had led to increased flooding in sections of Polar Rock, Glenrose Heights, Browns Mill Park, and South River Gardens. The flooding is principally due to the antiquated capacity and poor condition of the stormwater drainage system and is most evident in the South River Flood Plain. The City of Atlanta is considering the construction of a tunnel connecting the McDaniel Street CSO to the South River Wastewater Treatment Facility that would alter the function and design of the current CSO. Drainage improvements and maintenance are needed at the following locations:

Intersection / Project Area	Work to Be Completed	Neighborhood
3700 block of Forest Park Rd	<i>Rebuild sewer (basin traps) in this section to prevent blockage</i>	South River Gardens
Hutchens Rd @ Veteran Creek	<i>Reconstruct bridge due to flooding, improve stormwater drainage from South Atlanta HS campus</i>	South River Gardens
2100 block of Forest Park Rd	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Norwood Manor
Nathan Drive Pump Station	<i>Improvements to pump station located in Stonewall Heritage</i>	Stonewall Heritage
Browns Mill Road north of South River	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Browns Mill Park
Fairlane Drive @ creek	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Rosedale Heights
Jernigan Place @ Jernigan Drive	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Lakewood
Bicknell Street @ Bagwell Drive	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock

Polar Rock Terr (parcels along South River)	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock
1988 Velma Street	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Thomasville Heights
Luther Street	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Thomasville Heights
Penn Court	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Thomasville Heights
Humphries Drive north of Browns Mill Road	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob
Macedonia Road east of Browns Mill Road	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob
Springside Drive @ creek	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob
Springside Drive west of Level Ridge Road	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob
Park Avenue	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock
Macon Drive	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock
Bicknell Street	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock

Historic Preservation Recommendations

Neighborhood Planning Unit – Z contained several historic communities located near its southern boundary with Clayton County. Plunket Town, Blair Villa, Macedonia, and Gilbert Gardens were demolished in the past twenty years when environmental studies declared these neighborhoods “unfit” due to dangerous levels of noise coming from Hartsfield-Jackson International Airport air traffic. The Poole Family Cemetery and a few scattered single family dwellings on McCoy and Simeon Streets are the only remaining signs of these neighborhoods in this industrial area now known as Southside Industrial Park. Along Browns Mill Road and in scattered locations in the Orchard Knob, Browns Mill Park, and Rosedale Heights communities, old farmhouses echo back to an era when these communities were primarily dairy farms. The Browns Mill Golf Course, designed in 1969 by George W. Cobb, was built on a dairy farm owned by I.T. Davis, the founder of a Georgia co-op that eventually became Atlanta Dairies (now Parmalat).

The Lakewood, Polar Rock, and Norwood Manor communities contain numerous structures that were built before the end of World War II. Several streets have numerous homes that were constructed in the 1920’s. The redevelopment plan recommends preservation of the character of historic dwellings in NPU-Z through:

- Tull C. Waters Estate (2672 Browns Mills Road): Historic house designed by A. Ten Eyck Brown in 1914.
- Orchard Knob Baptist Church (3099 Hutchens Road): First erected 1937 with additions made in 1949 (auditorium) and 1951 (educational hall).
- Preservation of historic dwellings in Polar Rock, Norwood Manor, Orchard Knob, and Lakewood.

- Maintenance of historic cemetery in Norwood Manor (Silver Brook).
- The establishment of criteria and standards that promote high levels of maintenance and attractive design for all residential structures in NPU-Z.

Zoning Recommendations

The majority of properties with the NPU-Z communities are zoned single family residential (R-4). The consensus sentiment among residents is that the introductions of any new higher density projects not alter the dominant single family character of their neighborhoods. Within the past year, NPU-Z has adopted the land use and zoning changes that have been suggested by the Jonesboro Road Corridor Study (2006). The majority of these zoning changes focused on industrial and commercial parcels along Jonesboro Road. This Redevelopment Plan recommends zoning changes in the following targeted sections:

- Cleveland Avenue Corridor (Glenrose Heights, Browns Mill Park, and Rosedale Heights): Rezone underutilized commercial properties to encourage mixed-use development and affordable housing between I-75 and Browns Mill Road.
- Southside Industrial Park (Blair Villa): Rezone vacant City-owned parcels to industrial to complete the build-out of the industrial park and enhancement of local job creation.
- Jonesboro Road Corridor (Lakewood, Norwood Manor, Browns Mill Park, South River Gardens, Blair Villa, Orchard Knob, and Stonewall Heritage): Rezone abandoned industrial and commercial properties to encourage mixed-use development and affordable housing.

The Southside Industrial Park has 140 vacant parcels zoned R-4 that have been acquired by the City of Atlanta and the Atlanta Development Authority has been given the task of attracting businesses to the Southside Industrial Park to complete its build-out. The City and builders seek to have all remaining vacant lots consolidated and rezoned from R-4 to I-1 and to proceed with development. This Redevelopment Plan recommends the proposed rezoning of these properties to I-1 to complete the Industrial Park and enhance its purpose as a job creation center within NPU-Z.

The Cleveland Avenue Corridor is the location of the majority of retail and community services within the boundaries of NPU-Z. Although the majority of the parcels along Cleveland Avenue are presently occupied, an opportunity to introduce a large-scale mixed use development exists on the southern side of the street between Interstate 75 and Hapeville Road / Macon Drive. Currently these parcels are being utilized by the Kmart Shopping Center, an abandoned motel, and a few fast food outlets. With its proximity to Interstate 75, these properties will be attractive to developers seeking a regional shopping center site and/or a high density housing development. This Redevelopment Plan advises that these commercial properties be rezoned from C-1 / C-2 to MRC-1 in order to introduce more desirable neighborhood retail services to the corridor and encourage mixed-use development (national retail chains and affordable housing) at the Kmart Shopping Center pending the plans of the

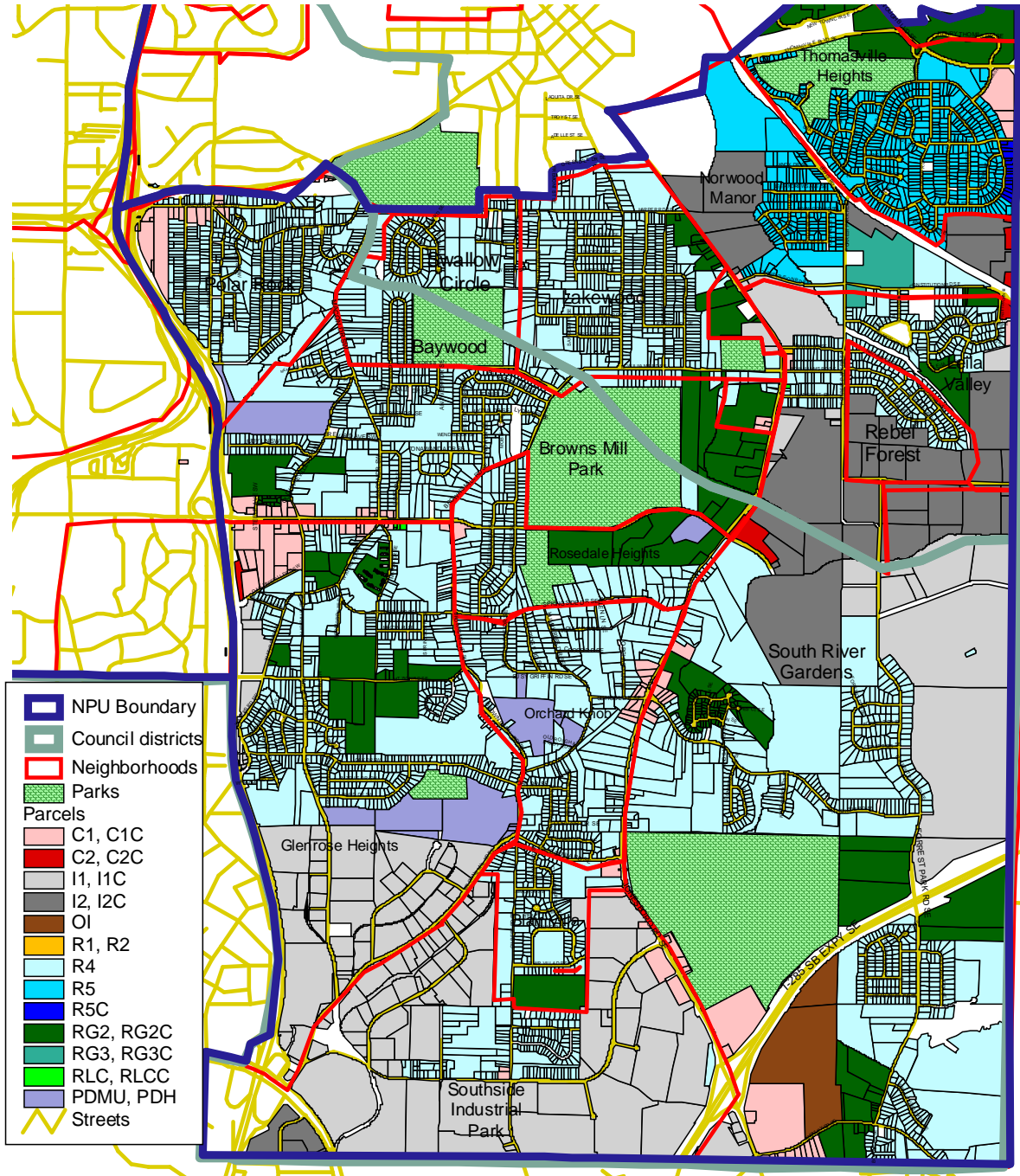
current tenants to seek other locations.

Eight parcels between Waters Road and Interstate 75 are currently zoned industrial (I-1). Residents of the Glenrose Heights community are concerned that potential development of these properties could adversely affect the adjacent residential properties. It is recommended that these parcels be rezoned from I-1 to R4-B to promote residential development.

Mixed Residential Commercial zoning (MRC) is recommended for zoning changes within NPU-Z. Developers with projects in MRC-zoned parcels are required to follow these directives:

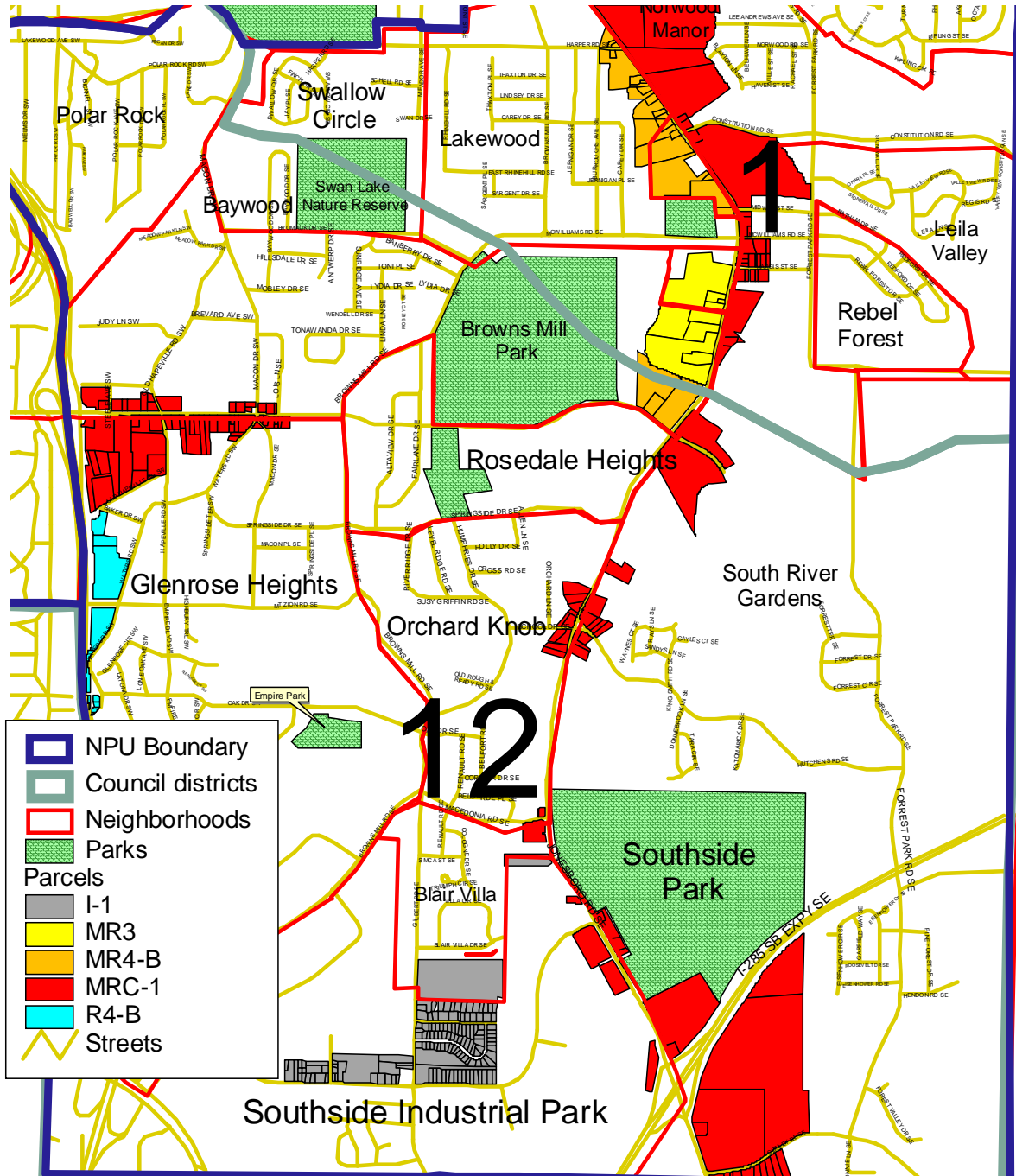
1. Create a diversified city where people across the spectrum of age, income, ethnicity, and culture can live, work, shop, meet, and play;
2. Encourage infill and rehabilitation development within traditionally commercial areas that include proportionately significant residential uses;
3. Alleviate development pressure on existing residential neighborhoods by placing reasonable controls on development and expansion of strip commercial areas within primarily single-family neighborhoods; and protect existing neighborhoods from uses and building forms which are incompatible with the scale, character and needs of the adjacent neighborhoods;
4. 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;
5. Promote public safety through the provision of pedestrian-oriented street-level uses, sufficient sidewalk widths, and adequate visibility from adjacent buildings and primary pedestrian access from buildings to adjacent sidewalks;
6. Provide stable single-family neighborhoods with nodal commercial areas that accommodate all uses within convenient walking distance of one another; and promote an appropriate balance and scale of commercial uses that can meet the needs of nearby residents;
7. Provide a range of housing types and prices to meet different household needs and incomes;
8. Provide sufficient parking in an unobtrusive manner; and reduce parking requirements by encouraging shared parking and alternative modes of transportation;
9. Improve the quality of air and water through provisions for the planting of trees, greenspace protection, bicycle parking and electric vehicle parking.

Map 3 Current Zoning



Map 4

Proposed Zoning Changes



Human Services Recommendations

The County's Department of Public Health (DPH) mission is to promote, protect, and assure the health and wellness of the people of Fulton County. The DPH provides a wide variety of public health services. Services include: 1) AIDS testing and prevention; 2) teen pregnancy services; 3) health education; 4) information on eye and dental care; 5) environmental health services; and 6) violence prevention. There are two DPH facilities located adjacent to NPU-Z. These locations are the Lakewood Health Center (1853 Jonesboro Rd north of Browns Mill Rd) and the Jere Wells Health Center (2529 Lakewood Ave west of Metropolitan Pwy). Grady Memorial Hospital is the closest of the facilities, located on Butler Street approximately two miles northwest of NPU-Z. The next closest hospitals to NPU-Z are the South Fulton Medical Center located on Cleveland Avenue in East Point (approximately three miles west of NPU-Z), and Southern Regional Medical Center in Riverdale (nearly four miles south of NPU-Z).

The County's Department of Families and Children Services (DFACS) is responsible for the administration and management of the County's public welfare program. DFACS operates out of eight program offices in the County and five of these sites are within the City limits. DFACS' primary mission is "In partnership with others, to effectively deliver compassionate, innovative and accountable services to individuals, families, and communities". DFACS' wide range of services includes: 1) homeless services; 2) home management services; 3) foster care services; 4) independent living services for seniors; 5) Medicaid services; 6) group homes for the youth; 7) employment services; 8) child care; 9) refugee resettlement programs; 10) supplemental security income (SSI); and 11) the temporary assistance for needy families (TANF) program.

DFACS also administers other special initiatives that target low and moderate-income groups. The closest facility to provide DFACS services is located in the Southeast Atlanta Neighborhood Center (John Birdine) on 215 Lakewood Avenue adjacent to the Lakewood Fairgrounds. The Neighborhood Center is a multi-purpose facility that houses a small public library (Carver Homes Branch) and a variety of public and private agencies that provide services ranging from day care to youth and social services programs. The Department of Parks and Recreation currently administers the Neighborhood Center.

Quality afterschool programs strengthen communities and provide an important service for school aged youth to improving academic achievement in a safe supervised environment between 3 p.m. and 6 p.m. The City of Atlanta Recreation Afterschool Program (RAP) provides a diverse curriculum that consists of tutorials, cultural and arts programs and a wide variety of athletic activities that include soccer, tennis, basketball, cheerleading, track & field, swimming and softball. The program is designed to keep kids active and healthy. Physical activity is needed to maintain good health in children as well as adults. We also recognize the need for youngsters to be able to socialize and positively interact in different situations. Locations within NPU-Z that sponsor these programs include the Cleveland, Thomasville and Rosel Fann Recreation Centers. In addition, private agencies such as the Joseph B. Whitehead Boys & Girls Club and the

Villages at Carver YMCA (both located in the adjoining NPU-Y) are locations where quality afterschool programs can be found.

Senior services are provided by Fulton County for qualified elderly residents. A list of services which are available include:

1. **Home Delivered Meals ("Meals on Wheels"):** Hot nutritious noontime meals are delivered by volunteers in County meal trucks to frail and homebound seniors.
2. **In-Home Services:** Homemaker/personal care assistance for homebound seniors; respite for caregivers.
3. **Case Management:** In-depth assessments coordinate and assist seniors in accessing needed services.
4. **Non-Emergency Transportation:** Transportation services to and from County senior facilities and to doctor appointments.
5. **Senior Employment/Training:** Opportunities for seniors to learn a new skill, receive after-retirement employment counseling and part-time employment opportunities.
6. **Volunteer Services:** A wide array of volunteer services assist seniors in their daily living activities. Services range from home repair to pet therapy.
7. **Advocacy:** Opportunity to work with advocacy groups on senior issues, legislation and provide community education on senior services.

In addition, seniors residing in NPU-Z can participate in recreational, educational, and therapeutic activities in several locations within close proximity to their neighborhoods. The Southeast Neighborhood Senior Center (1650 Newtown Circle) is located in the Thomasville neighborhood and is operated by Fulton County. The next closest senior centers operated by Fulton County are located in South Atlanta (Bethlehem) and the City of Hapeville. The Parks and Recreation Department of the City of Atlanta also provides activities and programs for seniors at the Rosel Fann (aquacise) and Thomasville (Golden Age Club) Recreation Centers. In the past, services and programs for senior citizens were held at the Birdine Center. The City is in the process of transforming the Langford Park and Recreation Center, which is located one mile north of the Birdine Center, into a facility specifically designed for seniors.

Adult Day Care is for seniors age 55 and older who are dependent and exhibit diminished mental and/or physical capabilities. Compassionate, professional personnel provide a safe, monitored environment for persons who need supervision during the day. This enables caregivers to go to work, conduct other needed activities, or just receive a much-needed respite. Services include meals, transportation, personal care, medication monitoring, exercise and physical therapies as needed. The cost is \$35 per day, based on a sliding fee scale according to the individual senior's self-declared household income. Adult Day Care is part of the wide range of therapeutic programming, services and activities available at Fulton County's non-residential multipurpose senior facilities: Helene S. Mills Senior Multipurpose Facility (515 John

Wesley Dobbs, Atlanta) or H.J.C. Bowden Senior Multipurpose Facility (2885 Church Street, East Point).

The majority of NPU-Z residents believe that a more intensive effort is needed by the City of Atlanta and Fulton County to advertise the availability of human services to community residents. It is recommended that increased efforts be made to provide better transportation for elderly residents and at-risk youth to local senior and recreation centers. It is also recommended that a feasibility study be made to consider the conversion of the Cleveland Avenue Elementary School building for use as a neighborhood senior center, a community meetinghouse, and space for an affordable day care. Tull Waters Elementary School should also be assessed in a similar manner anticipating declining enrollment resulting from the demolition of the Leila Valley, Jonesboro North and Jonesboro South housing projects.

SOCIO-ECONOMIC PROFILE

Population and race information for this profile came from the United States Bureau of the Census at the Tract (1980/1990) and Block levels (2000) and is supplemented with the Atlanta Regional Commission (2005) and Claritas database that uses United States Census Bureau data special tabulations. The NPU-Z neighborhood boundaries correspond to Census Tracts 68.02, 70.01, 70.02, 71, 72, and 73.

Residential Characteristics of NPU-Z Neighborhoods

In 1980, NPU-Z had a total population of 28,518. By 1990, the population had decreased 10.3% to 25,593. This population increased by 5.5% to 26,932 by 2000. In the most recent count (2005), there were 24,707 persons living in NPU-Z. The decrease in NPU-Z's population from 1980 to 1990 was primarily due to the abandonment of the Poole Creek community (noise pollution from Hartsfield-Jackson Airport), where residential parcels were claimed by Southside Industrial Park. Although NPU-Z has seen its population slowly increase from the mid-1990s, some areas of the community have seen drastic population changes such as the demolition of Gilbert Gardens in 2005.

Table 1 Population and Racial Distribution in NPU-Z (2005)

	Pop (2005)	White		African Amer.		Native Amer.		Asian Amer.		Hispanic	
		Num	Perc	Num	Perc	Num	Perc	Num	Perc	Num	Perc
Polar Rock / Macon DR	2633	149	5.7%	2144	81.4%	2	0.1%	2	0.1%	336	12.8%
Glenrose Heights	4105	74	1.8%	3937	95.9%	3	0.1%	3	0.1%	88	2.1%
Blair Villa	536	5	0.9%	530	98.9%	0	0.0%	1	0.2%	0	0.0%
South River Gardens	2371	20	0.8%	2346	98.9%	0	0.0%	4	0.2%	1	0.0%
Orchard Knob / Rosedale	3033	30	1.0%	2950	97.3%	3	0.1%	3	0.1%	47	1.5%
Thomasville Heights	4285	12	0.3%	4269	99.6%	0	0.0%	1	0.0%	3	0.1%
Lakewood / Browns Mill	4481	107	2.4%	4284	95.6%	1	0.0%	2	0.0%	87	1.9%
Norwood / Stonewall	3263	45	1.4%	3118	95.6%	1	0.0%	16	0.5%	83	2.5%
Total	24707	442	1.8%	23578	95.4%	10	0.0%	32	0.1%	645	2.6%

All NPU-Z neighborhoods remained predominantly African American during the past thirty years. However, an influx of white residents and immigrants from Asian and Latin America has initiated a new sense of racial and ethnic diversity. In 1980, NPU-Z was 87% Black, 12% White and 0% Asian. Hispanics of all races comprised 1% of the area population. By 1990, NPU-Z was 92% Black, 7% White and 0% Asian. Hispanics of all races comprised 1% of the area population. At present (2005), NPU-Z is 95.5% Black, 1.8% White, 2.6% Hispanic and 0.1% Asian. Polar Rock and the Macon Drive

corridor (12.8%) have the highest concentration of Hispanics in NPU-Z. In addition, there is a growing presence of Hispanics in the Orchard Knob (1.5%), Browns Mill Community (1.9%), Glenrose Heights (2.1%) and Stonewall Heritage (2.5%) communities. Although Asians are a small minority of NPU-Z's composition, over half (16 out of 32 persons) of that population lives in the Stonewall Heritage community. All of the neighborhoods within NPU-Z, with the exception of Thomasville Heights (0.3%) are at least 1% White. Lakewood (2.4% white) and Polar Rock (5.7% white) are neighborhoods known to be experiencing gentrification.

Households

As population numbers fluctuate for NPU-Z, there has been a corresponding change in the number of households. In 1980, there were 8,354 households within the NPU-Z neighborhoods. In 1990, there were 7,878 households. By 2000, there were 7,801 households, a 29% increase in the number of households even though the population increased 10.5% in the same period. The number of NPU-Z households grew 29% while the City of Atlanta lost 2% of its households. However, the number of family households in NPU-Z has continued to decline from 7,068 in 1980 to 6,616 in 1990 (-7%) and 6,375 in 2000 (-4%).

In 2000, 41% of housing units in NPU-Z were owner-occupied and 59% were renter occupied. The highest levels of owner-occupied housing were found in Orchard Knob (73%), Norwood Manor (72%), Swallow Circle / Baywood (71%), Lakewood (65%), Blair Villa (65%), and Polar Rock (61%). Neighborhoods that had a lower proportion of owner-occupied housing, such as Browns Mill Park (53%), Rebel Valley (53%), South River Gardens (50%), Thomasville Heights (45%), and Leila Valley (45%) maintained slightly higher percentages of owner-occupied housing units than the City of Atlanta (40%) in 2000. In NPU-Z, female-headed households (4,127) account for 44% of the total households. This is higher than the City of Atlanta that has approximately 20% female-headed households. The Atlanta region has a lower female-headed household rate of 13%.

Income

Income levels for NPU-Z residents are considerably lower than City of Atlanta averages. In 1999, the median household income within NPU-Z was approximately \$30,534. This median household income is 8% higher than the City of Atlanta at \$28,328 and 38% lower than the Atlanta region at \$42,325 (Figure 4). In 1999, approximately 19% of the NPU-Z neighborhood households earned less than \$7,500 compared to 17% for the City of Atlanta and 7% for the Atlanta region. By 2004, median household incomes in NPU-Z had risen to \$38,100.

Table 2 2000 Median Family Incomes for NPU-Z Communities

	Households	70% AMI		30% AMI		Median Family Income (2000)
Polar Rock / Macon Drive	784	577	74%	206	26%	\$ 37,822
Glenrose Heights	1287	950	74%	501	39%	\$ 32,391
Blair Villa	190	157	83%	122	64%	\$ 21,486
South River Gardens	775	508	66%	290	37%	\$ 44,418
Orchard Knob / Rosedale Heights	939	681	73%	425	45%	\$ 27,746
Thomasville Heights	1196	985	82%	799	67%	\$ 21,821
Browns Mill Community	1275	760	60%	436	34%	\$ 33,677
Norwood Manor/ Stonewall Heritage	985	802	81%	518	53%	\$ 24,914
NPU-Z Overall	7431	5420	73%	3297	44%	\$ 30,534

Occupational Characteristics

The working population of the NPU-Z neighborhoods is primarily employed in blue collar and service jobs. Machine operators, precision production and craft employment account for over 12% of the occupations. Administrative support accounts for approximately 11% of the population by occupation. Service employment accounts for nearly 8% of the population. Fifteen percent of the working population is classified as transportation or laborer jobs (Table 3).

Table 3 NPU-Z Occupational Characteristics (2004)

	MISC	CONST	MFG	TCU	WHOL	RETL	FIRE	SVCS	Total
Polar Rock / Swallow Circle/ Browns Mill	1	12	0	0	0	32	52	66	163
Lakewood/ Rebel Forest / Jonesboro N&S	22	16	127	676	81	10	15	70	1,017
Thomasville / Norwood Manor / Leila Valley	0	0	0	0	4	3	0	59	66
South River Gardens / Blair Villa	1	45	644	816	346	301	207	291	2,651
Glenrose Heights / Orchard Knob / Rosedale Heights	12	36	473	16	134	252	20	152	1,095
TOTAL	36	109	1,244	1,508	565	598	294	638	4,992

Census Districts	Government Employment		
	FEDERAL	LOCAL	TOTAL
Polar Rock / Swallow Circle/ Browns Mill	0	117	117
Lakewood/ Rebel Forest / Jonesboro N&S	0	272	272
Thomasville / Norwood Manor / Leila Valley	0	106	106
South River Gardens / Blair Villa	2,490	630	3,120
Glenrose Heights / Orchard Knob / Rosedale Heights	0	1,068	1,068
TOTAL	2,490	2,193	4,683

South River Gardens Neighborhood

South River Gardens is located along the eastern side of NPU-Z and east of the Jonesboro Road corridor. This neighborhood contains the largest amount of undeveloped property in NPU-Z. South River Gardens is bounded on the north by the South River Industrial Boulevard, to the west by Jonesboro Road, to the south by Interstate 285, and to the east by DeKalb County.

In 1980, South River Gardens had 2,406 persons occupying 618 households. By 1990, the population fell 5% to 1,341 persons and 364 households. In 2000, the population in South River Gardens increased 12% to 1,502 and the number of households rose 32% to 480. Currently, there are 2,371 persons and 775 households in South River Gardens. The racial composition of South River Gardens in 1980 was 14% white, 85% African American, and 1% Hispanic. By year 2000, the population was 2% white, 97% African American, and 1% Hispanic. Median family incomes in South River Gardens were \$44,418. The average sales price for housing sold in South River Gardens between 2000 and 2005 was \$96,150. In South River Gardens, 13% (318) of the residents were age six and under, 26% (605) were between ages six to seventeen, and 3% (57) were ages 65 and over.

In South River Gardens, 55% of the households had moved to the area within the past five years while 36% of the households had been residents of the area for more than ten years. Less than 3% (33) of the housing units in South River Gardens were built before 1950. Over 44% (344) of the housing units in South River Gardens are owner-occupied and 88% of the 392 single family dwellings are owner-occupied. The majority of the 383 multi-family housing units in South River Gardens are located on Conley Road and Forest Park Road south of I-285.

Glenrose Heights Neighborhood

Glenrose Heights, is located east of Interstate 75 and the City of Hapeville, is bounded on the north by Cleveland Avenue, to the west by Interstate 75, to the south by the Empire Industrial District, and to the east by Browns Mill Road.

In 1980, Glenrose Heights had 4,236 persons occupying 1,462 households. By 1990, the population had declined 8% to 3,903 and the number of households fell to 1,225. In 2000, the population of Glenrose Heights grew 17% to 4,549 persons and 1,544 households. The racial composition of Glenrose Heights Park in 1980 was 11% white, 89% African American, and 1% Hispanic. By the year 2000, the composition was 2% white, 3% Hispanic, and 95% African American. Median family incomes in Glenrose Heights were \$32,391. The average sales price for housing sold in the Glenrose Heights between 2000 and 2005 was \$82,567. In Glenrose Heights, 13% (528) of the residents were age six and under, 25% (1008) were between ages six to seventeen, and 4% (145) were ages 65 and over.

In Glenrose Heights, 54% of the households had moved to the area within the past five years while 25% of the households had been residents of the area for more than ten years. Less than 2% (30) of the housing units in Glenrose Heights were built before 1950. Over 63% (816) of the housing units in Glenrose Heights are renter-occupied and 83% of the 569 single family units are owner occupied.

Stonewall Heritage (Leila Valley / Rebel Forest) Neighborhood

Stonewall Heritage is located on the eastern boundary of NPU-Z. The community is made up of three neighborhoods: the Leila Valley AHA Housing Project, and the Leila Valley and Rebel Forest subdivisions. It is bounded on the east by the DeKalb County border, on the north by Constitution Road, on the west by Jonesboro Road and to the south by the South River Industrial Boulevard. In 1980, Stonewall Heritage had 2,320 persons occupying 635 households. In 1990, the population had decreased 5% to 2,202 and 623 households. By 2000, the population in Stonewall Heritage fell by 7% to 2,049 with the number of households falling to 613 households. The racial composition of Stonewall Heritage in 1980 was 92% African American, 6% white and 2% Hispanic. Currently, the racial composition of Stonewall Heritage is 2% white, 1% Asian, 94% African American, and 3% Hispanic. Median family incomes in Stonewall Heritage were \$24,914. The average sales price for housing sold in the Stonewall Heritage between 2000 and 2005 was \$81,716 in Rebel Forest and \$97,717 in Leila Valley. Fifteen percent (477) of the residents were age six and under, 25% (843) were between ages six to seventeen, and 5% (152) were ages 65 and over.

In Stonewall Heritage, 59% of the households had moved to the area within the past five years while 31% of the households had been residents of the area for more than ten years. Over 17% (171) of the housing units in Stonewall Heritage were built before 1950. Over 62% (607) of the housing units in Stonewall Heritage are renter-occupied and 70% of the 539 single family units are owner-occupied.

Thomasville Neighborhood

Thomasville is located in the northeast corner of NPU-Z. The community includes the Thomasville AHA Housing Project, the Seasons 4 (Newtown) multi-family development, and the Thomasville Heights and Norwood Manor subdivisions. It is bounded on the north by McDonough Boulevard, to the west by Jonesboro Road, to the south by Constitution Road, and to the east by Moreland Avenue.

In 1980, Thomasville had 5,258 persons occupying 1,446 households. By 1990, the population fell 2% to 5,162 persons and 1,323 households. By 2000, the population had declined 9% to 4,717 and the number of households rose 2% to 1,347. The racial composition of Thomasville in 1980 was 1% white, 98% African American, and 1% Hispanic. By 2000, the population in Thomasville remained unchanged at 1% white and 98% African American. Persons identifying themselves as Hispanic comprised 2% of the Thomasville population. Median family incomes in Thomasville (\$21,821) were the lowest of all communities in NPU-Z. These low incomes were due to the large

presence of senior homeowners and residents of affordable housing. The average sales price for housing sold in Thomasville between 2000 and 2005 was \$76,716. In Thomasville, 17% (716) of the residents were age six and under, 28% (1190) were between ages six to seventeen, and 5% (215) were ages 65 and over.

In Thomasville, 38% of the households had moved to the area within the past five years while 46% of the households had been residents of the area for more than ten years. 12% of the housing units in Thomasville (149) were built before 1950. Over 65% (783) of the housing units in Thomasville are renter-occupied, the bulk of which are located in the Thomasville AHA development. Seventy-five percent of the 551 single family homes in Thomasville are owner-occupied.

Polar Rock Neighborhood

Polar Rock is located in the northwest corner of NPU-Z and is one of only two communities that do not touch the Jonesboro Road corridor. Polar Rock is bounded on the north by Lakewood Avenue, to the west by Interstate 75, to the south by the South River, and to the east by Macon Drive. In 1980, Polar Rock had 1,167 persons occupying 381 households. By 1990, the population fell slightly by 0.3% to 1,164 persons and 350 households. In 2000, the population in Polar Rock increased 4% to 1,212 and the number of households rose 7% to 374. The racial composition of Polar Rock in 1980 was 56% white and 46% African American. By year 2000, the population was 6% white, 81% African American, and 13% Hispanic. Median family incomes in Polar Rock were \$37,822. The average sales price for housing sold in Polar Rock was \$78,443. In Polar Rock, 11% (295) of the residents were age six and under, 21% (562) were between ages six to seventeen, and 4% (95) were ages 65 and over.

In Polar Rock, 63% of the households had moved to the area within the past five years while 29% of the households had been residents of the area for more than ten years. Housing stock in Polar Rock is relatively old for this NPU with 23% (184) of the units built before 1950. Forty-four percent (346) of the housing units in Polar Rock are owner-occupied. 288 units of multi-family housing are concentrated along Cleveland Avenue, Macon Drive and Old Hapeville Road. Of the 495 single-family housing units in Polar Rock, 63% are owner-occupied.

Browns Mill Community

The Browns Mill Community, which represents the largest neighborhood association in terms of both land area and population, is comprised of Lakewood, Browns Mill Park, Swallow Circle, Baywood, and the Jonesboro North and South AHA housing developments. It is bounded on the north by Harper Road, to the west by Interstate 75 and Macon Drive, to the south by Cleveland Avenue, and to the east by Jonesboro Road.

In 1980, the Browns Mill Community had 4,236 persons occupying 1,462 households. By 1990, the population had declined 8% to 3,903 and the number of

households fell to 1,225. The racial composition of the Browns Mill Community is 3% white, 95% African American, and 2% Hispanic. Median family income in the Browns Mill Community in the year 2000 was \$33,677. The average sales price for housing sold in the Browns Mill Community between 2000 and 2005 varied between a low of \$96,350 (Swallow Circle/Baywood), \$98,900 (Lakewood), and a high of \$100,083 (Browns Mill Park). In the Browns Mill Community, 69% (880 units) of the housing was owner-occupied with 84% of the 1046 single family housing units occupied by homeowners. Eleven percent (487) of the residents was age six and under, 22% (988) were between ages six to seventeen, and 6% (281) were ages 65 and over.

In the Browns Mill Community, 38% of the households had moved to the area within the past five years while 52% of the households had been residents of the area for more than ten years. 13% (161) of the housing units in the Browns Mill Community, most of which are located in the Lakewood neighborhood, were built before 1950. Nearly 18% (229) of the housing stock are multi-family dwellings, the majority of which are located in the Jonesboro North and South AHA housing developments.

Orchard Knob / Rosedale Heights / Blair Villa Neighborhoods (ORB)

Orchard Knob, Rosedale Heights, and Blair Villa (ORB) are three communities located in the center of NPU-Z. These neighborhoods lie between the Browns Mill golf course to the north and the Southside Industrial Park to the south. ORB is bounded on the north by Cleveland Avenue, to the east by Jonesboro Road, to the south by Southside Industrial Boulevard and to the west by Browns Mill Road.

In 1980, ORB had a population of 5,241 persons occupying 1,445 households. By 1990, due to the development of the Southside Industrial Park and condemnation of a bulk of Blair Villa's properties, the population was decreased 55% to 2,230 persons and 703 households. At present, there are 3,569 persons and 1,129 households in the ORB. The racial composition of ORB in 1980 was 18% white and 82% African American. Currently, ORB is 1% white, 1% Hispanic and 98% African American. Median family incomes in ORB were \$25,600. The average sales price for housing sold in the ORB between 2000 and 2005 varied between a low of \$86,650 (Blair Villa), \$96,033 (Orchard Knob), and a high of \$98,450 (Rosedale Heights). In ORB, 22% (789) of the residents were age six and under, 6% (226) were between ages six to seventeen, and 11% (402) were ages 65 and over. In ORB, 46% of the households had moved to the area within the past five years while 41% of the households had been residents of the area for more than ten years. Five percent (59) of the housing units in ORB were built before 1950. Nearly 36% (344) of the housing units in ORB are renter-occupied and 45% of the units were owner-occupied.

NPU-Z LAND USE SURVEY

The Community Design Center of Atlanta (CDCA) surveyed changes in neighborhood land use in NPU-Z between June and September 2006. The presence of underutilized residential land is the principal development asset in the neighborhoods. The neighborhoods maintain a strong residential core and maintain their high standards for residential quality should be supported and expanded. Most vacant land in NPU-Z is comprised of large undeveloped parcels that are not served by City infrastructure, and now offers fresh opportunities for new residential redevelopment and revitalization.

Table 4 lists the amount of vacant land, the relative distribution of commercial and residential land use by parcels and total neighborhood acreage. Land Use measures in NPU-Z include:

- Single family residential housing occupies 34.3% of total land and 77.6% of the parcels.
- Multi-family residential housing occupies 9.5% of total land and 1.1% of the parcels.
- Vacant lots, including undeveloped commercial and industrial parcels, occupy 35.2% of total land and 11.4% of the parcels.
- 5.7% of NPU-Z's land is commercial but makes up only 1.9% of the parcels due to average sizes of commercial parcels being larger than residential parcels.
- Industrial land comprises 15.3% of NPU-Z's land but makes up only 1.8% of the parcels due to average sizes of commercial parcels being larger than residential parcels.

Land uses in NPU-Z were surveyed and recorded along with housing conditions. Vacant land was inventoried and condition assessments for all improved property were made. Survey information is cataloged and mapped to define current land use and potential areas for recreational, residential, and commercial development.

Table 4 NPU-Z Land Uses Survey Condensed Categories

2006 Land Use Description	Parcels	% of Total Parcels
Residential Land (inc SF & Apts)	4945	87.8%
Industrial Land	152	2.7%
Commercial Land	182	3.2%
Other Land (school /church / park)	350	6.2%
Totals	5629	100.0%

Table 5 lists the types of non-residential uses in the NPU and includes retail and

wholesale trade, manufacturing, religious and educational services, and neighborhood commercial. It is recommended that NPU-Z expand existing retail / commercial areas that serve the area on the Cleveland Avenue and Jonesboro Road corridors through commercial and mixed use development. Potential development sites for commercial services include the K-Mart shopping center on Cleveland Road at I-75 and the Atlanta Exposition Center North and South located on Jonesboro Road at I-285. Table 6 identifies land use for vacant lots based on its current zoning.

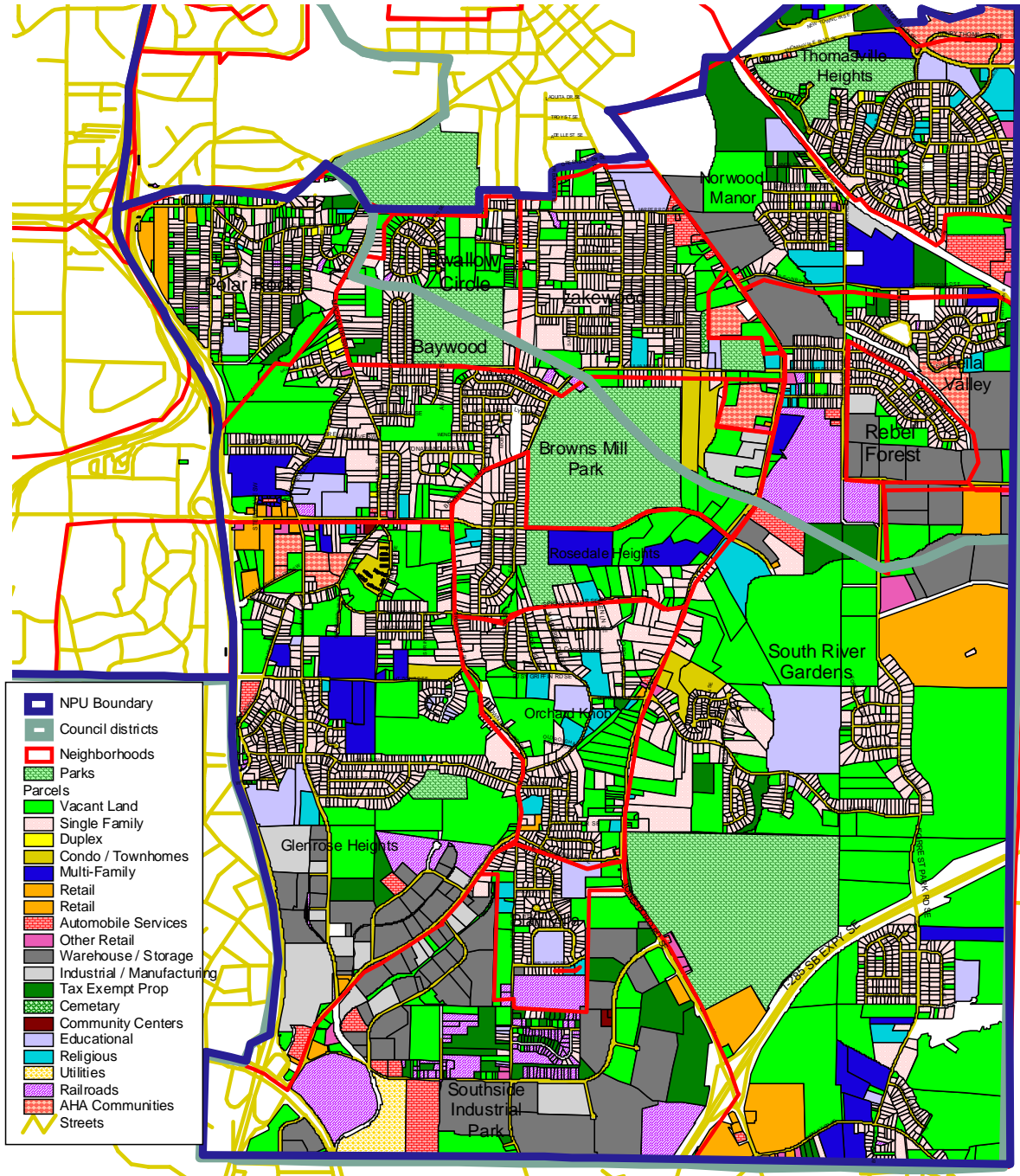
Table 5 NPU-Z Land Uses 2006 CDCA Survey Non-Residential Categories

Description	Number of Parcels
Manufacturing / Warehousing	101
Educational	21
Religious and Social Services	54
Retail / Commercial	106
Other Non-Residential	55
Totals	337

Table 6 NPU-Z Distribution of Vacant Land

2006 Land Use Description	Parcels	% of Total Parcels
Residential Vacant Land	517	68.7%
Industrial Vacant Land	51	6.8%
Commercial Vacant Land	75	10.0%
Government Vacant Land (inc parks)	110	14.5%
Totals	753	100.0%

Map 5 Current Land Use



TAX DELINQUENCY IN NPU-Z COMMUNITIES

A small portion of the single family residential properties (1.4%) in NPU-Z are tax delinquent. Three hundred forty-eight out of 5,629 parcels are tax delinquent for two years or more. Table 7 lists current land uses and their tax status. Tax delinquent parcels are identified on Map 5.

Table 7 Tax Delinquency and Land Use

Land Use	Total Parcels	Delinquent Parcels (2 or more years)	Percentage Delinquent * (2 or more years)
Vacant Lots	569	216	11.1%
Industrial	42	5	2.4%
Transportation/Utilities	86	6	0.0%
Wholesale/Retail Commercial	71	10	7.1%
Religious Services	22	6	0.0%
Educational Service	2	0	0.0%
Single Family Housing	2985	103	1.4%
Multi-Family / Duplexes	294	2	0.7%

Table 8 defines 2005 delinquency rates as 2.4% for industrial parcels, 0.7% for multi-family residences, 1.4% for single family residences, and 7.1% for commercial parcels. The 348 delinquent parcels combined account for 2.4% of all tax delinquent property in NPU-Z. NPU-Z's 103 tax delinquent single-family structures account for 1.4% of the single-family parcels in the NPU.

Low levels of tax delinquency are symptomatic of a strong housing market. The standard physical conditions prevalent throughout NPU-Z indicate that householders have adequate incomes to maintain and improve their homes. Table 8 illustrates the relationship between tax delinquency and substandard structural conditions.

Map 6 Tax Delinquency

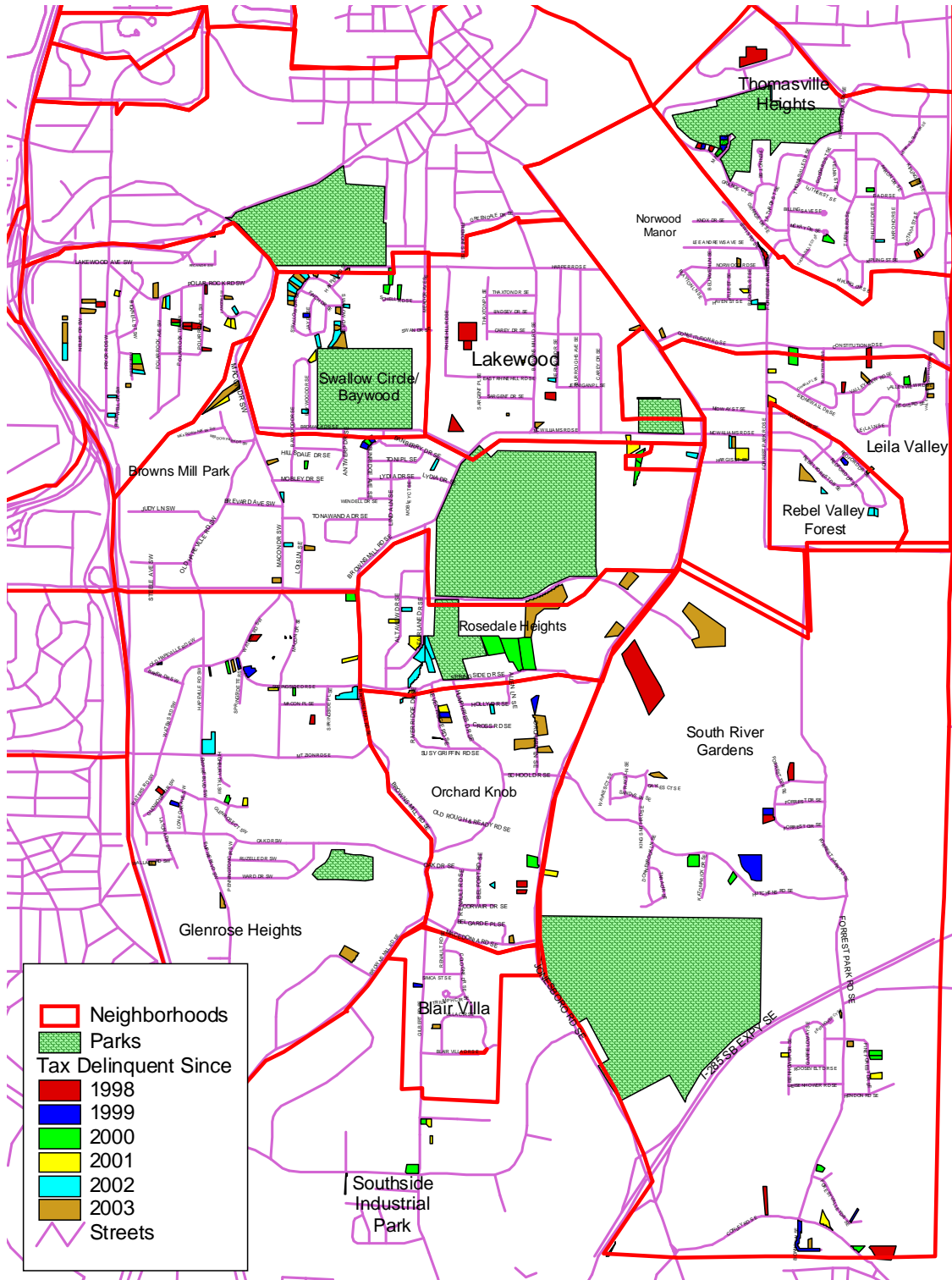


Table 8 Tax Delinquency and Structure Conditions

Condition	Total Parcels	Total Delinquent	Percentage of Parcels that are Tax Delinquent
Vacant Land	569	216	38%
Dilapidated	15	9	60%
Deteriorated	50	27	54%
Substandard	110	53	48%
Standard	4939	43	0.1%

The Fulton/Atlanta Land Bank Authority (LBA) holds the capacity to extinguish back taxes on a targeted number of delinquent parcels in NPU-Z if sponsors agree to development. Tax delinquent vacant land (216 parcels) presents the largest category of delinquent property. Standard housing (43 units) has the fewest numbers of delinquent units. Delinquency for standard housing has declined by 75% in the past few years (2000 to 2003) from 163 units, indicating gentrification and sharp increase in housing demand.

RESIDENTIAL HOUSING CONDITIONS

The survey of housing conditions in NPU-Z measured levels of condition that include Standard, Substandard, Deteriorated, Dilapidated and Vacant. Generally dilapidated means the building is structurally unsound and should be demolished; deteriorated is when repair costs do not exceed 50% of the replacement value; substandard is where relatively minor repair is needed; and standard refers to a structure in good condition with only cosmetic deficiencies. The survey results are displayed in Table 9.

Table 9 Structural Conditions

Type of Land Use	Dilapidated	Deteriorated	Substandard	Standard	Total
Single Family	9	46	80	3700	3845
Multi-Family	0	0	1	21	22
Duplex	1	3	1	283	288
Commercial	2	0	24	54	80
Industrial	3	1	4	50	58

The number of standard single-family housing units in 2003 was 3700. The survey measured 12 dilapidated units, 58 deteriorated units, and 75 substandard units. There is only one substandard multi-family property in NPU-Z out of twenty-two multi-family properties. The remaining twenty-one multi-family properties are standard. Out of 288 duplex properties in NPU-Z, one was dilapidated, three were deteriorated, and one was substandard. The remaining 283 properties were standard. One atypical

aspect of housing conditions in NPU-Z is that while owner occupied housing makes up nearly half of the NPU, the incidence of substandard conditions are twice as likely to be present in owner occupied units. One hundred five owner occupied units were substandard, deteriorated or dilapidated. Commercial and industrial parcels were assessed for conditions. In 2003, 54 commercial and 50 industrial properties were standard, 24 commercial and four industrial parcels were substandard, one industrial parcel was deteriorated, and two commercial and three industrial parcels were dilapidated.

THE HOUSING MARKET

The housing market in NPU-Z in the past five years (2000 – 2005) has been affected by three factors: the development of new subdivisions on large tracts of raw land in South River Gardens, Orchard Knob, Glenrose Heights and Browns Mill Park; the rehabilitation of pre-1950's housing stock and speculative scattered site housing construction in Lakewood and Polar Rock; and the prevalence of small tract homes in Norwood Manor, Thomasville Heights, Stonewall Heritage, and Swallow Circle, some of which are utilized as rental properties. Similar to other Atlanta neighborhoods, sections of NPU-Z has seen a steady increase of housing sales that signal a new set of problems relating to gentrification. Portions of the NPU, most noticeably Polar Rock and Stonewall Heritage, are burdened with tax delinquent properties, vacant lots and substandard housing. The dismantlement that causes these conditions has accelerated and dilapidated conditions are now a prominent characteristic for sections of the NPU.

Residential housing stock in NPU-Z has increased 10% since the year 2000 (495 units) with new single-family housing development limited to large undeveloped parcels in South River Gardens, Browns Mill Park, and Glenrose Heights and scattered sites in Polar Rock, Thomasville Heights, and Lakewood. The predominant housing type is single family detached with an average unit size of two bedrooms. Three housing styles dominate the housing stock in NPU-Z: brick ranches built in the 1960's and 70's in Rosedale Heights, Browns Mill Park, South River Gardens, and Glenrose Heights; small tract homes with vinyl siding or brick veneers in Thomasville Heights, Stonewall Heritage, Swallow Circle and Blair Villa; and older wood frame bungalows in Lakewood and Polar Rock. Polar Rock and Lakewood has the oldest housing stock in the NPU. Reasons for the lack or absence of real estate investment dollars within NPU-Z neighborhoods such as Stonewall Heritage, Thomasville Heights and Swallow Circle / Baywood include:

- The high crime rate, vandalism and drug problem.
- Lack of financial institutions willing to invest in the area.
- Difficulty in building new homes in the area due to theft and vandalism.
- High difficulty of renovating existing tract housing into an attractive property.

Real estate transfer data for single-family residential sales in NPU-Z shows a

dramatic increase in sales between 2000 and 2005. Typical housing in NPU-Z is single family, 2 bedroom bungalow units with an average size of 1164 square feet. Single-family homes sold at an average price of \$93,033 between 2000 and 2005 (Table 10).

Table 10 Housing Sales (2000 – 2005)

Neighborhood	Number of Units Sold	Average Sales Price	Average Square Feet	Number of Vacant Lots Sold	Number of Units Currently Owner Occupied	% of Units Sold as Owner Occupied
Polar Rock	189	78,433	962	16	79	42%
Swallow Circle / Baywood	96	96,350	975	14	31	32%
Rosedale Heights	68	98,450	1205	9	32	47%
Blair Villa	44	86,650	1046	2	20	45%
Orchard Knob	85	96,033	1198	21	21	25%
Glenrose Heights	226	82,567	1187	11	93	41%
Browns Mill Park	138	100,083	1259	9	74	54%
Lakewood	161	98,900	1206	14	62	39%
Norwood Manor	45	88,517	1019	4	14	31%
Thomasville Heights	123	76,717	1088	5	45	37%
Rebel Forest	91	81,617	1045	0	28	31%
Leila Valley	112	97,717	1085	3	47	42%
South River Gardens	168	96,150	1382	20	70	42%
NPU-Z	1518	93,033	1164	114	593	39%

Source: TRW REDI 2000-2005

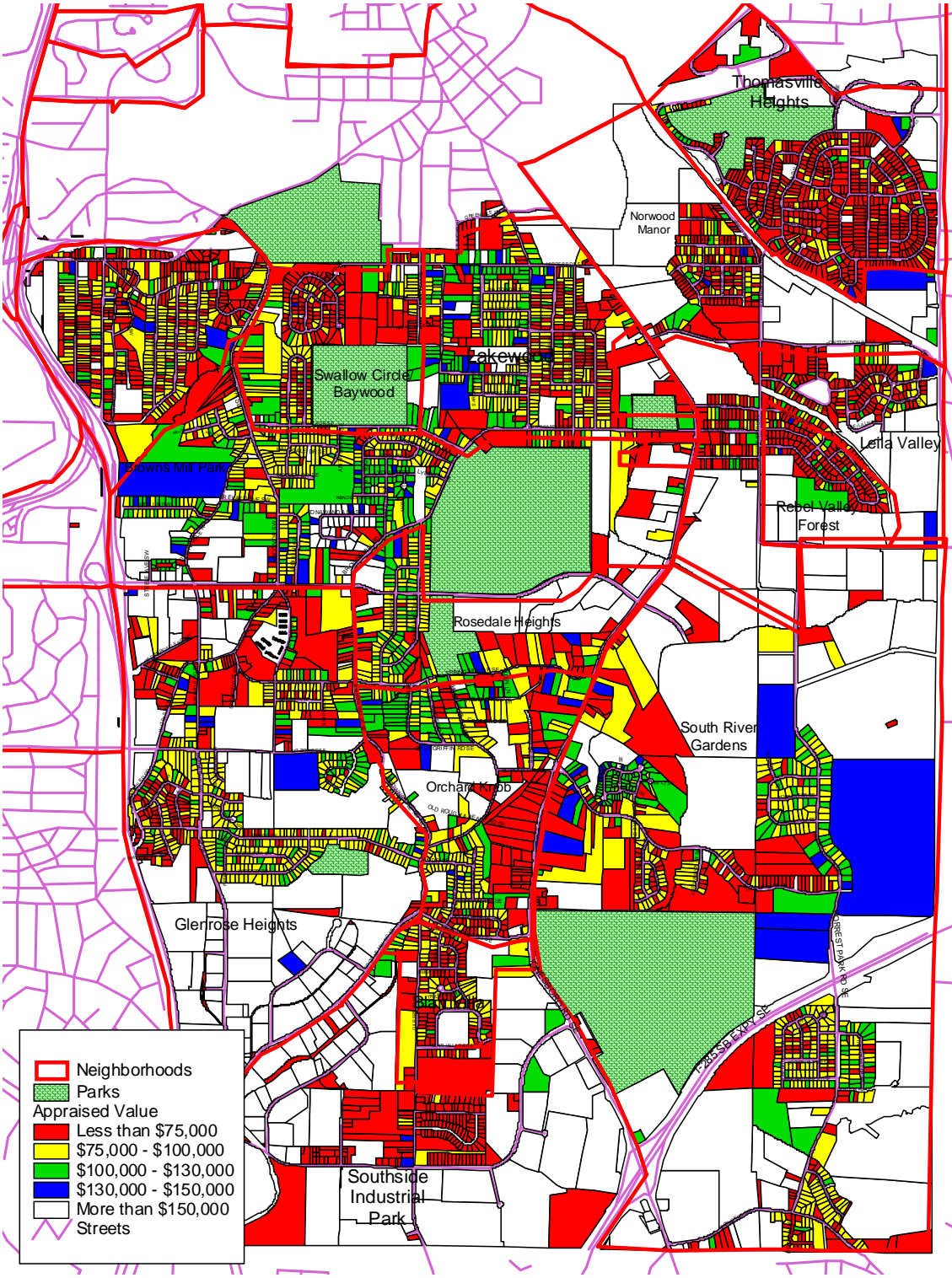
Over half (52%) of NPU-Z's housing stock was renter-occupied in 2005. The rental occupancy for single-family properties in NPU-Z was 22%. Single-family rental occupancy rates of 30% were found in Rebel Forest, Leila Valley, Polar Rock and Norwood Manor. Neighborhoods with lower owner-occupied housing rates such as Thomasville Heights (35%), Glenrose Heights (37%), and Stonewall Heritage (38%) also contained more than half of the multi-family housing development in NPU-Z.

Table 11 Housing Occupancy

	Housing Units	No. of Owners	% Owner Occupied	No. of Single Family Housing	% of SF Units Owner Occupied
Polar Rock / Macon Drive	784	346	44%	495	70%
Glenrose Heights	1287	471	37%	569	83%
Blair Villa	190	128	67%	177	72%
South River Gardens	775	344	44%	392	88%
Orchard Knob / Rosedale Heights	939	451	48%	588	77%
Thomasville Heights	1196	413	45%	551	75%
Browns Mill Community	1275	880	69%	1046	84%
Norwood Manor/ Stonewall Heritage	985	378	38%	539	70%
Total	7431	3411	48%	4357	78%

Source: Fulton County Tax Assessors Office 2004

Map 7 Appraised Property Values (2005)



ACTION PROGRAM

The Action Program outlines the specific implementation steps after this Redevelopment Plan is adopted by NPU-Z and the City of Atlanta. The Action Program lists priority of projects, time lines and responsible parties are defined to serve as a blueprint for achieving the community's vision. To ensure implementation continued diligence on the part of area residents, businesses, and the City will be required to monitor development in the Study Area and ensure compliance with the vision of this plan. To include revisions to the plan, as needed. Stakeholders must also work with the City to implement land use and zoning changes that support the vision. Specific parcels that have been identified as to the redevelopment of the community are identified. These parcels are documented so that the City can more easily monitor building permits, zoning activity, or other private sector initiatives. Action Program Recommendations are incorporated in an aggressive schedule. Projects in the near future represent those addressing areas with the most critical need for public improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the long-term success of this study.

Community Priorities

During the public outreach process, the community was asked to prioritize public and private projects recommended with the communities of NPU-Z. The following represents a summary of these priorities in no particular order of priority.

1. Bromack Drive: sidewalks, traffic calming, intersection improvements at Browns Mill Road and Macon Drive, dumpsite removal and clean up of Swan Lake Preserve
2. Browns Mill Road: sidewalks, traffic calming, intersection improvements at McWilliams Road, Macedonia Road, Cleveland Avenue and Springside Drive; installation of bus shelters at intersection of Browns Mill and Cleveland.
3. South Moreland Avenue LCI: initiation of Atlanta Regional Commission Livable Centers Initiative Study of the Moreland Avenue Corridor between Interstates 20 and 285.
4. Cleveland Avenue LCI: initiation of Atlanta Regional Commission Livable Centers Initiative Study of the Cleveland Avenue Corridor between Jonesboro Road and the city limits of East Point at Sylvan Road.
5. Jonesboro Road: implementation of all infrastructure improvements and zoning changes which were included in the Jonesboro Road Corridor Redevelopment Plan adopted in 2006 by NPU-Z and the City of Atlanta.
6. Dumpsite Removal and Community Clean-Up: initiate efforts to remove all dumpsites named by NPU-Z and start preventative measures to ensure these sites do not return.
7. Stormwater and Drainage Repairs: initiate efforts to repair broken stormwater systems and leaking water lines named by NPU-Z and start preventative measures to ensure these issues are quickly remedied.

8. Former Dobbs Elementary / Brewer Elementary / Old Cleveland Elementary: examine possible adaptive reuse efforts of these properties for use by NPU-Z residents as recreation space, community centers, housing, and / or senior facilities.

While many of these are not projects that can be publicly implemented, it is still important for the City of Atlanta to facilitate and support private sector proposals that can bring them to reality.

Implementation Steps

The action steps are aggressive but achievable tasks that together will transform NPU-Z neighborhoods into a more vibrant segment of the City of Atlanta. For the vision to become a reality there must be both, short and long-term commitments to its principles. The following are intended to that guide the short and long-term implementation processes.

Short-Term

Short term implementation should remove regulatory barriers to the vision expressed in the plan. Plan approval should be accompanied by updates to the Future Land Use maps, as recommended. Plan approval is constituted by an official adoption of the plan into the City's Comprehensive Development Plan (CDP), making the plan an official part of that City-wide plan. Consistent with the City's established practices, other short-term implementation steps are as follow:

- Capital Projects will be identified in the CDP. CDP project tables receive yearly update and status reporting.
- Short term capital projects will be identified in the CIP, that have very high visibility and for which status is reported more frequently.
- Projects within specific council districts are reviewed regularly with council members (at least once per year) for funding and priority-setting.
- Neighborhood Planning Unit - Z is given copies of the complete plan document, containing capital and other projects. The NPU provides an ongoing review for projects and request project statuses as needed from the Bureau of Planning and from City Councilmembers.
- The plan will include preliminary zoning recommendations, reviewed with the community. These recommendations are implemented in a follow-up process, with additional input from the community. The involved communities and NPU-Z are to provide a natural impetus to implement the rezoning recommendations as soon as possible (generally within a year following plan adoption).

Long-Term

The realization of the plan's expressed vision will also require a long-term commitment. The plan's aggressive long-term vision cannot be achieved overnight and must be regularly reviewed to remain relevant. Any plan that does not do this risks

obsolescence. As the City of Atlanta moves forward with implementing the vision of this study, it is critical that the following are kept in mind:

- **The Plan's Lasting Vision:** Of all of the components of this study, the vision should represent its most lasting legacy. The ideas contained in the Vision Statement represent the results of an extensive and inclusive public involvement process. It is highly unlikely that the general vision and goals resulting from such process will change significantly, although the steps to achieving them may.
- **The Need for Flexibility:** While the vision is unlikely to change, it is critical that the community recognize that the ways in which the vision is achieved can and will change. The future addition or subtraction of policies or projects should not be viewed as a compromise of the study, but rather its natural evolution in response to new conditions. Many of the assumptions used to guide this process, including the regional and national economy; land costs; transportation costs; transportation funding programs; and development trends are never fixed. The City of Atlanta must be prepared to respond to changes to these and other factors to ensure a fresh and relevant plan.
- **A Redevelopment Guide:** One great long-term value of this plan, in addition to its role in procuring funding, is that it lays out a detailed land use vision. As development proposals are submitted to the City, they should be reviewed for compatibility with the plan. The plan contains specific recommendations for specific sites, and the City should use the development review process to work with the private sector to achieve this vision. By being mindful of these four ideas, the NPU-Z Redevelopment Plan can guide positive change along the corridor for years to come.

Public Project Funding

Since transportation improvements are among the highest priority projects along Jonesboro Road, they may be funded through a variety of sources. The City of Atlanta should work with GDOT staff to ensure that projects that require Federal transportation funds are included in future Regional Transportation Plans (RTPs). Revisions to such plans are made every five years. Typically Federal funds require a local twenty percent match. Key sources for these funds could include:

- **Metropolitan Parkway Tax Allocation District (TAD):** The Metropolitan Parkway TAD will generate bond funds to pay for transportation and open space improvements along Metropolitan Parkway, Cleveland Road (west of Macon Drive), and the Lakewood Fairgrounds / Amphitheater. The proposed TAD surrounds and is inside the Polar Rock, Browns Mill Park, and Glenrose Heights neighborhoods and includes most of the non-residential portions of Cleveland Avenue. This TAD is ideal for funding park, transit, bicycle and pedestrian improvements for the western sections of NPU-Z.
- **Jonesboro Road Corridor Redevelopment Plan (JRC):** The Jonesboro Road Corridor Redevelopment Plan has identified funding sources to pay for transportation and open space improvements for the communities which lie adjacent to the corridor (Orchard Knob, Browns Mill Park, Lakewood, Rosedale Heights, Norwood Manor, Leila Valley, and South River Gardens). A proposed TAD could fund park, transit, bicycle and pedestrian improvements for the central spine of NPU-Z.

- **Quality of Life Bonds (QOL):** In 2001, Atlanta’s voters authorized the City to issue \$150 million of Quality of Life Bonds to fund transportation and open space improvements. \$61 million of the \$150 million has already been issued. If successfully used to leverage federal funds, the funds from these bonds could increase the City’s ability to construct critical projects by serving as the required local match.
- **Development Impact Fees (DIF):** As new development occurs citywide, impact fees are generated to fund transportation, parks, and public safety improvements. These could be used to leverage federal funds within the Study Area.
- **Private Donations:** Local matches could also be obtained by soliciting area property owners, businesses, and residents. Although highly unusual, this method was used in Downtown Atlanta to fund public improvements in the Fairlie-Poplar district. Private funds may also be used to fund specific “special interest” projects. For example, the PATH Foundation funds multi-use greenway trails, while the Trust for Public Lands and the Blank Foundation sometimes fund urban park projects.

Cost Assumptions

It is difficult to precisely assign costs to all future projects. It is possible however to estimate costs based on standard assumptions. The following assumptions are used in the Action Program Matrices and all costs include demolition and installation:

- Street trees = \$600 each
- Atlanta Light Type “C” pedestrian lights = \$4,500 each
- Concrete sidewalks = \$5.50/sf
- Curb repair and resetting = \$7.50/lf
- ADA ramps = \$8,000 each
- Landscape strip on existing streets = \$1.50/sf
- Landscaped Median = \$50/sf
- Intersection modification = \$675,000/leg
- Lane striping (including bike lanes) and signage = \$50,000/mile
- Bike lockers = \$1,250/locker
- Greenways and trails (concrete or asphalt) = \$5.50/sf
- Mast arms signals (along arterial only) = \$125,000 each
- Crosswalks = \$4,500/leg
- Signal timing = \$4,500 each
- Fiber optic communications = \$4.55/lf
- Road widening:
 - 2 lanes to 4 lanes = \$3.70 million/mile
 - 4 lanes to 6 lanes = \$4.18 million /mile
 - New 2 lane = \$4.14 million/mile
 - New 4 lane = \$5.02 million/mile
- Right-of-way:
 - Primary = \$400,000/acre
 - Secondary = \$320,000/acre

Land costs were based on 2006 values (land only) as reported by the Fulton County Tax Assessor. Land costs were increased by 40% to account for increased values.

PARKS AND OPEN SPACE					
Project Area	Work to Be Completed	Neighborhood	Funding Source(s)	Approximate Costs	Year Start (1 / 5 / 10)
Empire Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Glenrose Heights	QOL, DIF	250,000	1
Cleveland Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Browns Mill	QOL, DIF	300,000	1
Leila Valley Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Stonewall Heritage	QOL, DIF	150,000	5
Thomasville Park	<i>Development of existing unused greenspace, improved security</i>	Thomasville Heights	QOL, DIF	600,000	10
Tull Waters Park	<i>Renovation of existing facilities, erosion control, landscaping</i>	Lakewood	QOL, DIF	250,000	1
Polar Rock / Norwood Manor	<i>Locate parcels suitable for development of community park</i>	Polar Rock / Norwood Manor	QOL, DIF	300,000	5
Glenrose Heights / Browns Mill Park / Rosedale Heights	<i>Locate parcels suitable for development of community park</i>	Glenrose Heights / Browns Mill Park / Rosedale Heights	QOL, DIF	800,000	5

TRAFFIC CALMING AND STREET PAVING / RECONSTRUCTION					
Intersection / Project Area	Work to Be Completed	Neighborhood	Funding Source(s)	Approximate Costs	Year Start (1 / 5 / 10)
Conley Road	<i>Widen and repave street; improve intersection with Forest Park Rd</i>	South River Gardens	GDOT, JRC	2,500,000	1
Hendon Drive	<i>Unpaved street that needs to be paved</i>	South River Gardens	QOL, DIF	1,000,000	1
Jonesboro Rd / Hutchens Rd	<i>Reconstruct intersection and improve pedestrian access to Humphries ES</i>	South River Gardens / Orchard Knob	GDOT, JRC	500,000	1
Bicknell Street	<i>Widen and repave street; improve intersection with Polar Rock Rd</i>	Polar Rock	TAD	2,000,000	1
Old Rough and Ready Road	<i>Unpaved street that needs to be paved</i>	Orchard Knob	QOL	700,000	5
Wallace Road	<i>Unpaved street that needs to be paved</i>	Glenrose Heights	QOL	700,000	5
Bagwell Drive	<i>Widen and repave street; improve intersection with Polar Rock Rd</i>	Polar Rock	TAD	2,500,000	1
Pryor Rd/ Lakewood Ave/ Polar Rock Rd	<i>Reconstruct intersection and improve pedestrian access to Birdine Center</i>	Polar Rock	TAD	750,000	1
Browns Mill Rd / Macedonia Rd	<i>Reconstruct intersection, install traffic signals and improve pedestrian access</i>	Blair Villa / Orchard Knob	QOL, DIF	800,000	5
Cleveland Ave / Macon Drive	<i>Reconstruct intersection and improve pedestrian access</i>	Browns Mill Park / Glenrose Heights	GDOT	800,000	5
Cleveland Ave / Old Hapeville Rd	<i>Reconstruct intersection and improve pedestrian access</i>	Browns Mill Park / Glenrose Heights	GDOT	650,000	5

Mt Zion Rd	<i>Widen and repave street; improve intersection with Empire Blvd</i>	Glenrose Heights	QOL, DIF	950,000	1
Constitution Rd / Valley View Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Stonewall Heritage	GDOT	600,000	5
Harper Rd / Browns Mill Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian to Dobbs ES</i>	Lakewood	JRC, QOL	800,000	1
Orchard Lane	<i>Unpaved street that needs to be paved from School Drive to dead-end</i>	Glenrose Heights	QOL, DIF	900,000	1
Springside Drive	<i>Unpaved street that needs to be paved between Waters Rd and Macon Drive</i>	Orchard Knob	QOL, DIF	900,000	1
Browns Mill Rd / McWilliams Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access to Tull Waters ES</i>	Lakewood	JRC	1,000,000	1
Macon Dr / Bromack Rd / Hapeville Rd	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Browns Mill Park	QOL, DIF	1,000,000	5
Bromack Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park	QOL, DIF	500,000	5
Browns Mill Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park	JRC	800,000	5
Constitution Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage	GDOT, JRC	500,000	1
Turner Road / Kipling Street / Thomasville Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Thomasville Heights	QOL	500,000	1
Isa Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Thomasville Heights	QOL	300,000	5
Lathrop Street	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Thomasville Heights	QOL	300,000	5
Pryor Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Polar Rock	QOL, DIF	700,000	5
Polar Rock Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Polar Rock	QOL, DIF	600,000	5
Thomasville Blvd / Grange Court / Grange Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Thomasville Heights	QOL, DIF	1,200,000	5
Forest Park Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens	QOL, DIF	900,000	5
Conley Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens	JRC, GDOT	800,000	1
Oak Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights	QOL, DIF	800,000	5
Nelms Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Polar Rock	QOL, DIF	500,000	5
Old Hapeville Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park / Glenrose Heights	QOL, DIF	700,000	5
Springside Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights / Orchard Knob	QOL, DIF	500,000	1
Hutchens Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens	QOL, DIF	800,000	1
King Smith Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens	QOL, DIF	500,000	5
Waynes Court	<i>Install traffic calming measures (speed humps / street narrowing)</i>	South River Gardens	QOL, DIF	500,000	5

Valley View Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage	QOL, DIF	300,000	1
Redford Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage	QOL, DIF	300,000	1
Hargis Street	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Stonewall Heritage	QOL, DIF	700,000	5
Susy Griffin Road / River Ridge Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Orchard Knob	QOL, DIF	600,000	1
Level Ridge Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Orchard Knob	QOL, DIF	1,200,000	5
Renault Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Orchard Knob	QOL, DIF	900,000	1
Burroughs Ave	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Lakewood	QOL, DIF	800,000	1
Lois Lane	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Browns Mill Park	QOL, DIF	500,000	5
McWilliams Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Lakewood	QOL, DIF	700,000	1
Jernigan Place / Jernigan Dr	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Lakewood	QOL, DIF	500,000	5
Jonesboro Rd @ Springside Drive	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Orchard Knob	QOL, DIF, JRC	800,000	1
Jonesboro Rd @ Macedonia Road	<i>Reconstruct intersection, install traffic signals, and improve pedestrian access</i>	Orchard Knob	QOL, DIF, JRC	500,000	1
Langford Parkway	<i>Install sound barriers to reduce highway noise</i>	Polar Rock	QOL, DIF	500,000	1
I-75 / I-85	<i>Install sound barriers to reduce highway noise</i>	Polar Rock / Glenrose Heights	QOL, DIF	300,000	1
Glenrose Circle	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights	QOL, DIF	300,000	5
Waters Road	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights	QOL, DIF	700,000	5
Latona Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights	QOL, DIF	600,000	5
Empire Blvd	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights	QOL, DIF	1,200,000	1
Macon Drive	<i>Install traffic calming measures (speed humps / street narrowing)</i>	Glenrose Heights	QOL, DIF	900,000	1

SIDEWALK INSTALLATION					
Street Name	Street Section to be Improved	Neighborhood	Funding Source(s)	Approximate Costs	Year Start (1 / 5 / 10)
Jonesboro Rd	<i>Hutchens Road to Browns Mill Rd</i>	South River Gardens / Lakewood	JRC	2,500,000	1
Forest Park Rd	<i>Entire length (Conley Rd to Thomasville Drive)</i>	South River Gardens / Stonewall Heritage / Norwood Manor	QOL, DIF	900,000	5
Hutchens Rd	<i>Entire Length (Forest Park Rd to Jonesboro Rd)</i>	South River Gardens	QOL, DIF	700,000	5
Lakewood Ave	<i>Pecan Dr to Reynolds Dr</i>	Polar Rock	QOL, DIF, TAD	500,000	1
Pryor Road	<i>Lakewood Ave to dead-end</i>	Polar Rock	QOL, DIF, TAD	500,000	1
Polar Rock Rd	<i>Lakewood Ave to Macon Dr</i>	Polar Rock	QOL, DIF, TAD	500,000	1

Macon Drive	Lakewood Ave to Cleveland Ave	Polar Rock / Browns Mill Park	QOL, DIF, TAD	700,000	1
Constitution Rd	Moreland Ave to Jonesboro Road	Stonewall Heritage / Norwood Manor	JRC, DIF	600,000	1
McWilliams Rd	Jonesboro Rd to Browns Mill Road	Lakewood / Stonewall Heritage	JRC, DIF	500,000	1
Browns Mill Rd	Jonesboro Road to Macedonia Road	Lakewood / Browns Mill Park / Orchard Knob	JRC, TAD	1,600,000	1
Bromack Dr	Browns Mill Road to Macon Drive	Browns Mills Park	QOL, DIF, TAD	900,000	1
Mt Zion Rd	Browns Mills Road to Interstate 75 overpass	Glenrose Heights	QOL, DIF	400,000	5
Old Hapeville Rd	Macon Drive to Cleveland Ave	Browns Mill Park	QOL, DIF	400,000	5
Conley Rd	Jonesboro Road to Clayton County Border	South River Gardens	JRC	700,000	1
Empire Blvd / Hapeville Rd	Mt Zion Road to Browns Mill Road	Glenrose Heights	QOL, DIF	500,000	5
Harper Rd	Jonesboro Road to dead-end	Lakewood	JRC	700,000	1
Norwood Rd	Forest Park Road to dead-end	Norwood Manor	QOL, DIF	600,000	5
Oak Drive	Browns Mill Road to Empire Blvd	Glenrose Heights	QOL, DIF	1,100,000	5
Ruby Harper Blvd	Macedonia Road to Southside Industrial Park	Blair Villa / Orchard Knob	QOL, DIF	400,000	5
Valley View Rd / Stonewall Drive / O'Hara Drive	Entire Length (Constitution Rd to Forest Park Rd)	Stonewall Heritage	QOL, DIF	1,500,000	5
Redford Drive	Entire Length (Forest Park Rd to dead-end)	Stonewall Heritage	QOL, DIF	400,000	5
Cologne Drive	Entire Length (Renault Rd to Villa Circle)	Orchard Knob	QOL, DIF	400,000	1
Susy Griffin Road / River Ridge Road	Springside Drive to Humphries Drive	Orchard Knob	QOL, DIF	400,000	5
Pennington Circle	Oak Drive to Ward Drive	Glenrose Heights	QOL, DIF	700,000	5
Ruzelle Drive	Pennington Circle to Ward Drive	Glenrose Heights	QOL, DIF	500,000	5
Ward Drive	Empire Boulevard to Oak Drive	Glenrose Heights	QOL, DIF	700,000	5
Leila Lane	Entire Length (Valley View Rd to Locust Lane)	Leila Valley	QOL, DIF	600,000	1
Locust Lane	Entire Length (Regis Road to dead-end)	Leila Valley	QOL, DIF	400,000	10
Nathan Drive / Midway Str	Entire Length (Jonesboro Road to Rebel Forest Dr)	Rebel Forest	QOL, DIF	400,000	5
Rebel Forest Drive	Entire Length (Forest Park Rd to Redford Dr)	Rebel Forest	QOL, DIF	700,000	5
Wallace Road	Latona Drive to dead-end	Glenrose Heights	QOL, DIF	500,000	10
Waters Road	Entire Length (Cleveland Avenue to dead-end)	Glenrose Heights	QOL, DIF	700,000	1
Lantona Drive	Entire Length (Glenrose Circle to dead-end)	Glenrose Heights	QOL	600,000	10
Long Oak Drive	Oak Drive to Glenrose Circle	Glenrose Heights	QOL	400,000	5
Glenrose Circle	Entire Length (Waters Road to dead-end)	Glenrose Heights	QOL	400,000	5

Springside Drive	<i>Entire Length (Waters Rd to Cleveland Avenue)</i>	Glenrose Heights	QOL	700,000	1
Baker Drive	<i>Entire Length (Waters Rd to Old Hapeville Rd)</i>	Glenrose Heights	QOL	500,000	5
Macon Place	<i>Entire Length (Macon Dr to Springside Place)</i>	Glenrose Heights	QOL	700,000	10
Regis Road	<i>Entire Length (Constitution Rd to Leila Lane)</i>	Leila Valley	QOL	600,000	5

STORMWATER AND DRAINAGE IMPROVEMENTS					
Street Name	Improvements to Be Completed	Neighborhood	Funding Source(s)	Approximate Costs	Year Start (1 / 5 / 10)
3700 block of Forest Park Rd	<i>Rebuild sewer (basin traps) in this section to prevent blockage</i>	South River Gardens	QOL, DIF	750,000	1
Hutchens Rd @ Veteran Creek	<i>Reconstruct bridge due to flooding, improve stormwater drainage from South Atlanta HS campus</i>	South River Gardens	QOL, DIF	2,750,000	1
2100 block of Forest Park Rd	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Norwood Manor	QOL, DIF	750,000	1
Nathan Drive Pump Station	<i>Improvements to pump station located in Stonewall Heritage</i>	Stonewall Heritage	QOL, DIF	750,000	1
Browns Mill Road north of South River	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Browns Mill Park	QOL, DIF	750,000	1
Fairlane Drive @ creek	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Rosedale Heights	QOL, DIF	750,000	1
Jernigan Place @ Jernigan Drive	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Lakewood	QOL, DIF	750,000	1
Bicknell Street @ Bagwell Drive	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock	QOL, DIF	750,000	1
Polar Rock Terr (parcels along South River)	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock	QOL, DIF	750,000	1
1988 Velma Street	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Thomasville Heights	QOL, DIF	750,000	1
Luther Street	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Thomasville Heights	QOL, DIF	750,000	1
Penn Court	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Thomasville Heights	QOL, DIF	750,000	1
Humphries Drive north of Browns Mill Road	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob	QOL, DIF	750,000	1
Macedonia Road east of Browns Mill Road	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob	QOL, DIF	750,000	1
Springside Drive @ creek	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob	QOL, DIF	750,000	1
Springside Drive west of Level Ridge Road	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Orchard Knob	QOL, DIF	750,000	1
Park Avenue	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock	QOL, DIF	750,000	1
Macon Drive	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock	QOL, DIF	750,000	1
Bicknell Street	<i>Rebuild stormwater drainage system to alleviate flooding</i>	Polar Rock	QOL, DIF	750,000	1

DUMPSITE REMOVAL / COMMUNITY CLEAN-UP SITES		
Location of Dumpsites	Neighborhoods Affected	Approximate Costs
Bagwell Drive @ Bicknell Road	Polar Rock	30,000
Nelms Drive	Polar Rock	30,000
Polar Rock Terrace @ dead-end	Polar Rock	30,000
Pryor Road @ dead-end	Polar Rock	30,000
Lakewood Avenue @ dead-end near abandoned motel	Polar Rock	30,000
Harper Road near entrance to Swallow Circle subdivision	Lakewood	30,000
Springside Drive @ Cleveland Avenue	Browns Mill Park	30,000
Browns Mill Road @ Carey Drive	Lakewood	30,000
Browns Mill Road @ Bromack Road	Browns Mill Park	30,000
Altaview Drive @ Fairlane Drive	Rosedale Heights	30,000
Cleveland Avenue @ Browns Mill Road behind church	Browns Mill Park	30,000
Regis Road @ Valley View Road; Regis Rd along curve	Leila Valley	30,000
Old Hapeville Road @ Baker Drive	Glenrose Heights	30,000
1917 Thomasville Drive / 1926 Thomasville Drive	Thomasville Heights	30,000
Thomasville Boulevard (behind Recreation Center)	Thomasville Heights	30,000
Henry Thomas Drive @ Thomasville Blvd	Thomasville Heights	30,000
Kipling Street near Akron Drive and near Henry Thomas Dr	Thomasville Heights	30,000
Grange Drive @ Lathrop Drive and near Martin Court	Thomasville Heights	30,000
Isa Drive near Akron Drive and near Moreland Avenue	Thomasville Heights	30,000
Forest Park Road @ Hutchens Rd; @ I-285; @ Conley Rd	South River Gardens	30,000
Hendon Road @ dead-end	South River Gardens	30,000
Conley Road adjacent to convention center	South River Gardens	30,000
Springside Road @ Humphries Road; @ Browns Mill Road	Orchard Knob	30,000
River Ridge Road @ Susy Griffin Road along curve	Orchard Knob	30,000
Ruby Harper Road @ McCoy Street	Blair Villa	30,000
Springside Drive @ Waters Rd; @ Springside Terrace	Glenrose Heights	30,000
Macon Drive 100 feet south of Cleveland Avenue	Glenrose Heights	30,000
Latona Drive @ Wallace Road near Crawford Long MS	Glenrose Heights	30,000
Old Hapeville Road @ Judy Lane	Glenrose Heights	30,000

STREETLIGHT INSTALLATION / REPLACEMENT LOCATIONS	
Streets That Require Lighting (Installation and / or Replacement)	Neighborhoods
Macon Drive; Bagwell Drive, Bicknell Street, Polar Rock Terrace, Polar Rock Place, Lakewood Avenue, Nelms Drive, Pryor Road	Polar Rock
Nathan Drive, Redford Drive, Regis Road, Locust Lane	Leila Valley / Rebel Forest
Henry Thomas Drive, McKay Drive, Akron Drive, Octavia Circle, Billings Avenue, Velma Street, Grange Court, Penn Court	Thomasville Heights
Waynes Court, Sandys Lane	South River Gardens
Ruzelle Drive, Ward Drive, Glenrose Circle, Latona Drive, Baker Drive, Waters Road, Wallace Road, Springside Drive, Oak Drive, Macon Drive, Old Hapeville Rd	Glenrose Heights
Ruby Harper Road	Orchard Knob / Blair Villa