

**Camp Creek Redevelopment Plan  
& Tax Allocation District  
East Point at Camp Creek & I/285**

*Growing & Revitalizing Fulton's Third Largest City*



September 2001



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*\* Headings followed by a letter in parenthesis [e.g., (A)] denote information required per Georgia Code Chapter 36, Title 44.*



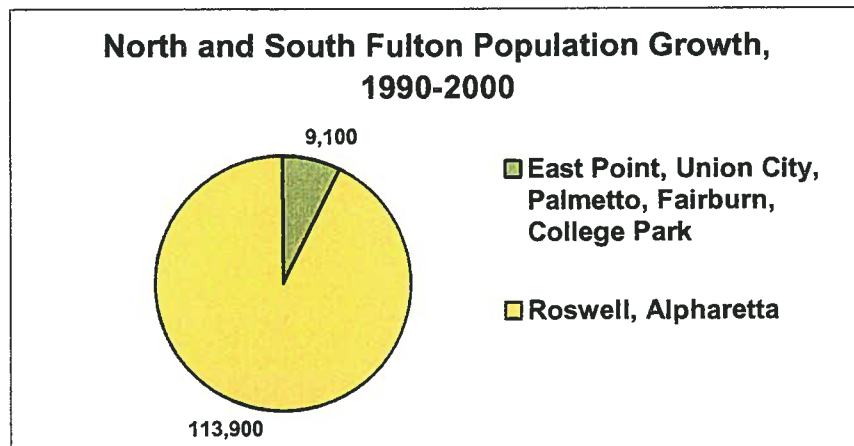
## Executive Summary

The City of East Point, in a public-private partnership with developers who will bring new jobs and services to the area, proposes the creation of the Camp Creek Redevelopment Plan and Tax Allocation District for the following reasons:

1. To make possible the development of 814 acres of difficult to develop real estate in the Camp Creek/I-285 area, transforming these underused properties into a commercial "Camp Creek Gateway" into East Point.
2. To make possible a series of major, pedestrian-friendly, mixed-use commercial and retail development projects on Camp Creek that will have the greatest chance of success and the longest-term impact on revitalizing the area.
3. To attract businesses into these developments with the potential to create more than 10,000 net new jobs in a range of skill levels that will improve the employment opportunities for East Point and South Fulton residents and attract more workers into East Point daily.
4. To develop a basis for enhanced property and sales tax revenues for the City of East Point, Fulton County, the Fulton County schools and the State of Georgia.
5. To provide the necessary incentives to foster private development and a public-private partnership that will make redevelopment possible, adding new office, showroom, warehouse, distribution, retail, restaurant and convention-style hotel developments improved by traffic, transportation, greenspace and related infrastructure and pedestrian-friendly enhancements to attract the type of high-end investments that have been drawn to such environments in competing cities.

## The Problem

East Point, Fulton County's third largest city – behind Atlanta and Roswell – represents the imbalance in the economic and demographic growth of the northern and southern portions of the county. In the last decade, population growth in South Fulton's East Point, Union City, Palmetto, College Park and Fairburn was only eight percent that of Roswell's and Alpharetta's growth to the north.





Despite this relative lack of growth, East Point and Fulton County have worked diligently to focus new attention on and bring new investment into the area. With their *Economic Development, Master Town Plan* and *Comprehensive* plans, the County and City leadership have fostered a sense of urgency and generally pointed the way to increased investment and growth for this area. In these plans, the idea of creating a Tax Allocation District at Camp Creek/I-285 is outlined as the incentive necessary to revitalizing the area with increased commercial and retail growth. The goal is to bring in new jobs, new shopping and entertainment opportunities, and enhanced sales tax revenues.

The challenges to developing the parcels in the proposed Camp Creek TAD present a textbook case in why the Redevelopment Powers Law was recently amended by the State to expand the characteristics of areas eligible for designation as redevelopment areas. Despite their prime location at the crossroads of Camp Creek, which leads directly to Hartsfield Atlanta International Airport, and I-285 with its connections to the nation's major interstates, the parcels in the proposed Camp Creek TAD have not seen market-rate development.

This area's challenges for commercial or business park development are the reasons it qualifies for the proposed TAD:

- its location within Hartsfield Atlanta International Airport's noise abatement zone, which does not allow residential development without major noise abatement additions to the structures;
- related environmental degradation due to the area's difficult, steep-sloped topography and location within a 100-year flood plain; and
- its substantially underdeveloped characteristics.

A revitalized East Point and South Fulton must offer jobs to its residents. An expanded employment base is essential to any attempt at sustainable growth. East Point and South Fulton can share in the promise of this successful revitalization, but only after they put the incentives in place that will spur this growth.

### **Making the Vision a Reality**

**The Camp Creek/I-285 area represents an area of new growth for the city.... The west side of I-285 contains large tracts of undeveloped property, appropriate for large scale commercial and business park development.**

*- Master Town Plan, East Point, Georgia*

**Maintain and attract new businesses. Continue our competitive business environment. Provide good paying jobs for county residents. Enhance the high quality of life in the county....Support and assist the City of East Point with the Tax Allocation District on Camp Creek Parkway.**

*- Goals, Fulton County Strategic Plan for Economic Development, 2001-2006*

East Point and Fulton County leadership have put a great deal of thought and time into developing cohesive, comprehensive plans to meet the needs of all citizens in this area. Their commitment, to include the Camp Creek TAD, should have a tremendous impact on this area's



future. Successful, sustainable revitalization is tied to a major job expansion that will elevate the business activity and reputation in this part of the county to mirror that in its northern half.

### **Camp Creek at I-285 Qualifies for a TAD**

In June of 2001, a clear majority of East Point citizens voted to authorize the City of East Point to exercise the powers accorded to municipalities under the State Redevelopment Powers Law, including but not limited to designating redevelopment areas and establishing tax allocation districts. Within such districts, the City may use tax increments to provide infrastructure improvements such as new streets and utilities needed to spur new economic development.

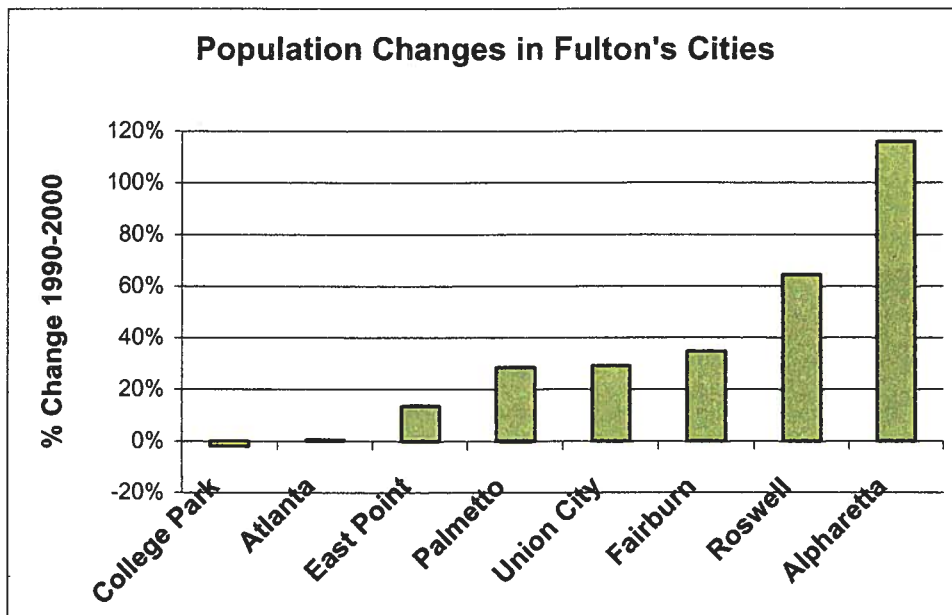
The Camp Creek TAD qualifies as a redevelopment area under this statute for its underdeveloped characteristics, as more fully described in this Redevelopment Plan.



## Introduction

East Point, Georgia represents the gulf between the demographic and economic growth of South Fulton County in relation to north Fulton. Although it is the third-largest city among Fulton's ten cities and is located close to the nation's busiest airport, it is also the third from the bottom in growth.

In the last decade, Roswell and Alpharetta in north Fulton added 113,900 people and grew 85.7 percent. Investment followed, and often preceded, this growth. East Point, Union City, Palmetto, Fairburn and College Park in South Fulton added 9,100 people and grew 12.7 percent. These South Fulton communities are struggling to gain a toehold in the metro area race for redevelopment and investment.



Source: U.S. Census

Georgia's Redevelopment Powers Law was amended in 2001 by the Georgia General Assembly to expand eligible areas and uses for tax increment financing (TIF) within boundaries designated as tax allocation districts, an economic development tool the state's key legislators consider underused. While many states that compete with Georgia for economic development, including Illinois and California, have created hundreds of successful TIF projects, Georgia has created only three – Westside Atlanta, Atlantic Steel and Downtown Macon – in the 15 years the Redevelopment Powers Law has existed. A tax allocation district and the financing it leverages offer important tools for communities like East Point to use in attracting business investment.

With approval of the proposed Camp Creek TAD and the redevelopment investments it will attract, economic growth in South Fulton may take a positive step in the direction of its neighbors in north metro Atlanta. Approval of this TAD, which is supported in planning



documents approved by both the City and County, is key to correcting a widely recognized north/south imbalance in the county's development, economic opportunity and growth.

### **Geographic Boundaries (A)**

The proposed Camp Creek Redevelopment Area and Tax Allocation District (TAD) can be described as the property within (and not inclusive of the property fronting, unless noted) the following boundaries:

**For the boundary description, see Appendix A-11.**

**For a map of the district, see Appendix A-1.**

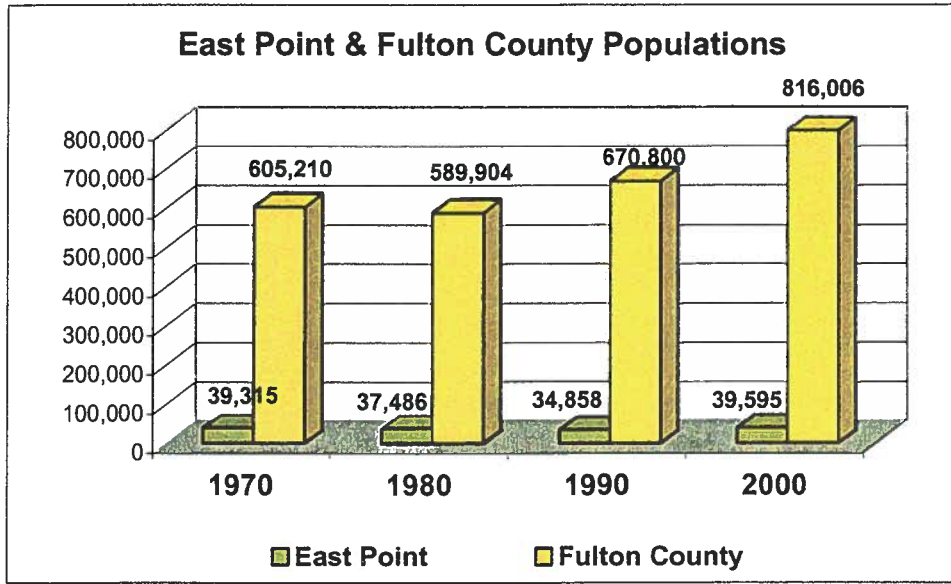
**Tax parcel identification numbers for properties included within the TAD are listed in Appendix A-8.**

### **East Point in Metro Atlanta**

East Point was established in 1857 as the eastern terminus of the Atlanta and West Point Rail Road Company, and was incorporated 30 years later. Its history as a transportation destination continues with the easy access it offers to Hartsfield Atlanta International Airport, MARTA (metro Atlanta's transit system), and Atlanta's efficient road hub, which includes I-75/85, I-20 and I-285.

When the railroad industry thrived, East Point thrived. Its Main Street became a major transportation route leading south from Atlanta. As rail's dominance in Atlanta was replaced by aggressive new interstate growth, East Point was beginning its decline. In the 1970s, MARTA construction and the corresponding displacement of more than 100 businesses in East Point and a major wave of out-migration to the suburbs began two decades of decline and disinvestment. A decade after Fulton's turnaround, East Point began a slow reversal in fortune.





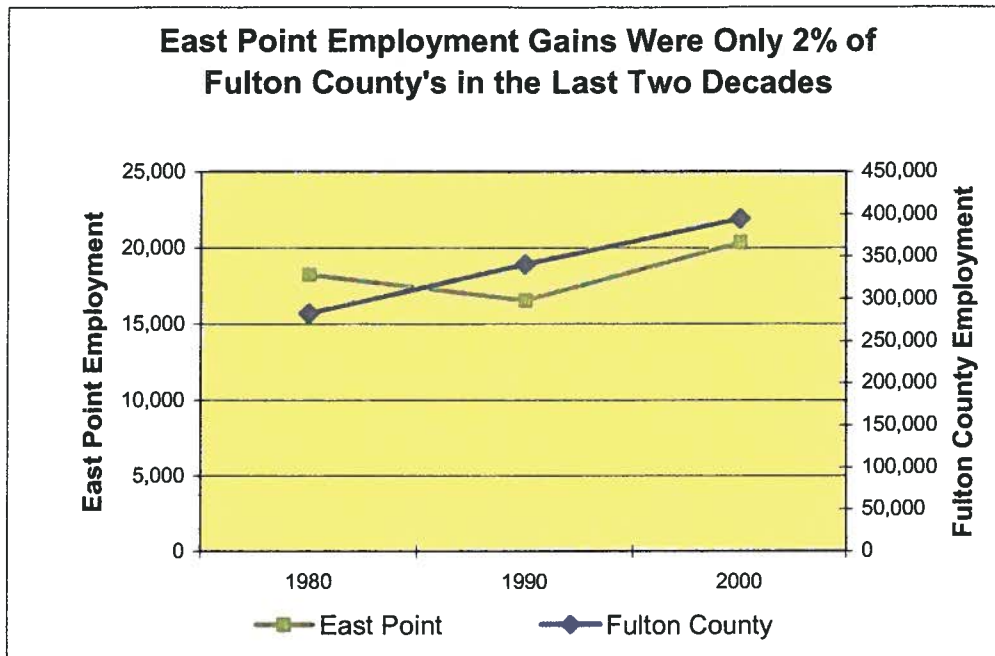
Source: U.S. Census

Employment gains in East Point have not followed at Fulton County's pace. In the last twenty years, while Fulton added nearly 112,000 jobs, East Point added 2,100 – only two percent of the County total. While Fulton's net new jobs jumped 40 percent in this period, East Point's growth was less than 12 percent. Unemployment rates reveal similar patterns of slower job growth in the City.

**Unemployment Trends**

	1980	1990	2000
<b>East Point</b>	7.1%	7.1%	4.7%
<b>Fulton County</b>	6.7%	5.7%	3.7%

Source: Georgia Department of Labor



Source: Georgia Department of Labor

At one point in its history, East Point was Georgia's seventh largest city based on its industrial expansion. (*East Point Comprehensive Plan 1995-2015*) As stated in this Comprehensive Plan, "Recent trends in regional economic development have not favored East Point, or the south metropolitan area in general." Of the 19 Major Activity Centers identified by the Atlanta Regional Commission in the *Atlanta Regional Outlook* (December 2000), only three were located south of I-20: the Fulton Industrial District, Hartsfield Atlanta International Airport, and the Southlake Mall area. Among the five Emerging Activity Centers, only two regional retail malls and their adjacent developments – Arbor Place and StoneCrest– are growing in the south metro area. New employment growth has continued to shift to and concentrate in the northern suburbs.

East Point's industrial decline has impacted its efforts to attract businesses and jobs to the City. As described in the Comprehensive Plan, East Point's industrial base eroded significantly in the last several decades. "Many structures are abandoned, creating a blighting effect on a significant, central corridor. This circumstance, perhaps more than any other, contributes to a negative image. The dilapidated structures, together with the possibility of contaminated sites, drive up the cost of redevelopment. Their presence also must certainly deter developers and investors that might otherwise be interested in adjoining properties and projects."

Many indicators point to the necessity to develop an aggressive campaign of incentives to help develop the environment in East Point needed to capture new businesses and jobs. Current indicators point to a greater potential for the City's growth, shepherded by a well-planned public-private partnership. The proposed Camp Creek TAD would allow redevelopment that would help spur East Point and South Fulton to rise to their former position of prominence in the regional economy.



## **Smart Growth Balances Residential, Business Park & Commercial Development**

East Point's *Master Town Plan 2000* promotes sustainable growth with a balanced blend of new development and redevelopment of the City's commercial and residential areas focused on the concept of "placemaking," or organizing development around activity centers designed to support pedestrian activity. It identifies key PODs (pedestrian-oriented development) and TODs (transit-oriented development) within walking distance from major activity centers.

The *East Point Master Town Plan* adheres to the fourteen policies highlighted in the Atlanta Regional Commission's newest Regional Development Plan to promote sustainable development that will encourage growth and a more prosperous quality of life for this area. It focuses on pedestrian and transit-oriented developments in mixed-use residential, retail, commercial and light industrial activity centers to bring it back as one of the top work-live-play cities in metro Atlanta. East Point is working to revise its zoning to allow for mixed-use development and the more balanced management of its growth.

As with East Point, economic development within the South Fulton area is a high priority for Fulton County. Both the Mayor and City Council of the City of East Point and the Fulton County Commission, with essential input from their constituents, have developed plans that work to provide better, closer-in employment opportunities for this area's residents.

Effective economic development and land-use planning expand opportunities for job creation and a larger tax base. Public action on the strategies in these plans will be essential to establishing a strong fiscal future for South Fulton. The siting of business park, commercial and retail developments in suitable locations – those areas compatible with adjacent land uses and major transportation arteries, a prime consideration of East Point and the County – is recognized and adhered to in this *Camp Creek Redevelopment Plan & Tax Allocation District*.

## **Overview of Tax Allocation Districts & Tax Increment Financing**

A tax allocation district in Georgia designates an area in which tax increment financing is allowed. Tax increment financing, a funding tool for redevelopment projects, was first used in the early 1950s in California. In the last 20 or so years, following the general decline of federal and state economic development funding, tax increment financing (or tax allocation financing as it is known in Georgia) has become one of the most widely used tax incentive programs and economic development tools in the United States. Now more than 40 states, including several that most often compete with Georgia for new businesses, offices and mixed-used developments, use tax increment financing to their competitive advantage.

The goal in establishing a tax allocation district is to stimulate major new construction and renovation or rehabilitation in underdeveloped or blighted areas. A TAD offers local governments the opportunity to promote redevelopment projects in areas that would otherwise not receive investment without tapping into its current tax revenues. A tax allocation district in the proposed Camp Creek area of East Point will enhance the development community's perception of the area's receptivity to economic development. The area will reinvest the benefits



of extended economic growth brought about by the Camp Creek TAD back into the community. There are other advantages as well.

Georgia's tax allocation districts offer distinct advantages found in other U.S. cities that support tax increment financing projects. They include:

- A stronger economic base through new private development that would not have occurred without the incentive of TAD financing;
- Effective promotion of redevelopment without tapping into general funds or levying special assessments on property owners;
- An easier way to lure private development, attract new industry, create more jobs and, ultimately, expand an area's tax base;
- A self-sufficient financing tool that does not lower tax revenues presently collected – tax increment financing is not subsidized by taxes from other areas; and
- Making the state and its localities more competitive with surrounding states and other localities.

Tax increment financing has been used successfully to address site-specific development problems while it achieves broader economic development objectives. TIFs have been adopted in response to projects both inside and outside the context of a comprehensive redevelopment plan. In either planning context, TIFs have been shown to attract investment in areas that would not otherwise see it, resulting in greater, long-term economic benefits to those areas in which they are created.

## **Proposal**

### **Grounds for Exercise of Redevelopment Powers (B)**

Tax Allocation Districts (TAD) are authorized in Georgia under the Redevelopment Powers Act, Chapter 44, Title 36. A Tax Allocation District is a tool used to provide tax-exempt financing for certain redevelopment activities in underdeveloped or blighted areas. A TAD derives its funding from the incremental increase in the redevelopment area's ad valorem tax revenues as a result of new development. These revenues are placed in a special redevelopment fund for the area and are used to pay directly for the redevelopment costs or to issue bonds to pay for redevelopment costs.

In 2001, House Bill 409 was enacted to amend the Redevelopment Powers Law. The new bill amended the legislative purpose of this law "to expand the meaning of redevelopment" and "to change the characteristics of areas eligible for designation as redevelopment areas," among the reasons cited in the first paragraph of the bill. "Redevelopment area" now means "[a]ny area located within an urbanized or developed area which is substantially underutilized by containing open lots or parcels of land...any geographic area that is adversely affected by airport or transportation related noise or other environmental degradation, contamination, or other environmental factors which the political subdivision has determined to be impairing or retarding the redevelopment of the area."



A redevelopment area is also defined as “any urbanized or developed area which by reason of a predominant number of ... inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment” and “any open area located within an urbanized or developed area within the corporate limits of a municipality which because of any factor or combination of factors enumerated...substantially impairs or arrests the sound growth of the community.”

### **Why East Point Qualifies for a TAD**

In June 2001 the City of East Point was granted the authority to exercise all redevelopment and other powers authorized or granted municipalities pursuant to the Redevelopment Powers Law, as now or hereafter amended, provided for by Chapter 44 of Title 36 of the O.C.G.A.

Because of their proximity to Hartsfield Atlanta International Airport, the land parcels in East Point proposed for the Camp Creek TAD cannot be used for residential development without substantial investments in measures to achieve outdoor-to-indoor noise level reduction over standard home construction. This area is difficult to develop for commercial or business park uses for the very reasons it qualifies for the proposed TAD:

- its location within Hartsfield Atlanta International Airport’s noise abatement zone;
- related environmental degradation due to the area’s difficult topography and location within a flood plain; and
- its substantially underdeveloped characteristics.

**Hartsfield Airport & Noise Abatement Guidelines.** The Federal Aviation Administration’s Table for Land Use Compatibility is the guiding authority for decisions made with regard to the Noise Abatement Program in Atlanta and affected areas, including East Point. These guidelines designate appropriate land use in relation to yearly day and night average sound level (Ldn) in decibels (dB). In Atlanta the 1998 Noise Contour map, created to determine the extent of the noise impact upon construction of the fifth runway at Hartsfield Atlanta International Airport (“Hartsfield”), is used in tandem with these guidelines to administer the Noise Abatement Program.

The Noise Contour map included in Appendix A-3 shows that with the construction of the fifth runway at Hartsfield, the proposed Camp Creek TAD falls within noise ranges of 65 dB and higher, prohibiting new, market-rate residential development and making it less desirable for other types of redevelopment. Residential development must fall in the range of 65 dB or lower, unless measures to achieve outdoor to indoor Noise Level Reduction by almost half are incorporated into building codes and considered in individual approvals. However, the Land Use Compatibility Table indicates areas with airport noise levels from 65 dB to 75 dB can be developed for the commercial and business park uses outlined in this redevelopment plan.

**Environmental Degradation.** The proposed Camp Creek TAD parcels have been passed over for commercial development in the past due to their location in a 100-year flood plain with a difficult, steep-sloped topography. East Point recognizes the challenges in developing this area. During its meeting on November 20, 2000, the City Council approved a rezoning request from a property owner in the flood plain on Camp Creek who “asked the Council to pass the rezoning



because they feel this is the only solution to this property.” No one spoke against the request. (See the East Point Flood Plain map at Appendix A-5.)

**Underdeveloped Characteristics.** When compared to the northern area of Fulton County, South Fulton has not shown the same level of economic or demographic growth. Recent announcements, however, show that developers are beginning to take more of an interest in this region. Surprisingly, despite its enviable location with easy accessibility to Hartsfield and the interstates via I-285 and its proximity to the Fulton Industrial Area, one of the State’s largest areas of industrial activity, the proposed Camp Creek TAD area remains underdeveloped. Minus key incentives, these parcels cannot be developed at market rate, and will remain vacant. It will require major, basic infrastructure additions and improvements including water, sewerage, bridges and access to Camp Creek Parkway in order to attract the commercial and business park investment proposed for this area, enabling it to be developed as a major gateway to East Point.

### **Plan Vision & Goal**

***“Our goal is to make East Point one of the premier live-work-play cities in metro Atlanta.”***

- Patsy Jo Hilliard, Mayor of East Point

East Point’s vision for its redevelopment is credited to Peter Calthorpe’s book, *The Next American Metropolis*, in its *Master Town Plan*:

*“A modern vision of the traditional town – neighborhoods of housing, parks, and schools placed within walking distance of shops, civic services, jobs, and transit. The convenience of the car and the opportunity to walk or use transit can be blended in an environment with local access for all the daily needs of a diverse community.”*

Guiding principles in the East Point process, which are meant to create sustainable communities that endure over time, as identified in the master plan, include:

- Pedestrian activity promotes community interaction
- Land use, density and aesthetics are controlled through guidelines and regulations
- Architectural and landscaping guidelines lead to beautification
- Environmental impacts are minimized by encouraging pedestrian activity
- “Eyes on the street” lead to safer neighborhoods
- Locating businesses near residences creates jobs within walking distance
- Owner-occupied housing protects property values and creates stronger neighborhood alliances
- Pedestrian oriented neighborhoods are more affordable for residents.

East Point identifies the proposed Camp Creek redevelopment area as a gateway, or focal point, that marks a major entry into East Point. The City’s comprehensive vision for this Camp Creek/I-285 POD is articulated on page 28 of the Master Town Plan. The Camp Creek redevelopment area proposed in this TAD is the commercial core of this vision.

**“An activity center at Camp Creek and I-285 will combine business park, commercial, and residential uses as a major gateway into the city and to the airport. A commercial center that includes business services, hotels,**



**conferencing centers, and retail will serve the area businesses and residents. Existing multifamily properties along Washington Road should be redeveloped as townhomes and other housing desirable for area employees.”**

A series of workshops inviting stakeholder input was the first step in creating the East Point Master Town Plan. For the Camp Creek/I-285 area, these stakeholders recommended development that would include:

- a commercial “power center”
- a business park
- recreation
- landscaping and sidewalks.

These recommendations and visions all mirror those of the private developers who hope to create a Camp Creek gateway into East Point. The key elements in this vision for a new gateway include:

**Camp Creek Business Center. A signature business park recognized for its pedestrian-friendly design that incorporates walking trails and outdoor gathering places. The development could grow as large as 5.6 million square feet and will attract businesses that could create up to 10,000 new jobs.**

**Camp Creek MarketPlace. A regional retail power center that will meet the long-neglected shopping needs of South Fulton’s residents. Its restaurants and shops will help provide the mix of uses necessary to build this location up as the Camp Creek/I-285 Gateway, a pedestrian-oriented activity center as envisioned by East Point and Fulton County.**

**Business Hotel with Meeting Facilities. A long-needed business hotel strategically located near I-285, the newly expanded Georgia International Convention Center on Camp Creek and Hartsfield, will serve the needs of business professionals, tourists and convention attendees.**

## **The Goal**

The goal of this *Camp Creek Redevelopment Plan & Tax Allocation District* is for the City and County to create a tax allocation district in the proposed Camp Creek area that will promote the region’s pro-business environment and effective public-private partnerships.

This action will:

- Attract private investment to help finance key mixed-use developments including major business park, light industrial, retail and hotel uses that will serve as catalysts for additional private commercial and residential investments in the Camp Creek gateway POD;
- Spur new construction that will create hundreds of jobs, founding an economic renaissance in an area formerly passed over for development; and



- Increase the tax digest and sales tax revenues for East Point and Fulton County, allowing the City and County to offer more services that will improve the quality of life for all South Fulton residents.

These projects will help promote goals of the East Point Master Town Plan, helping to secure a sustainable community in the southwestern quadrant of the City. By their design, they will generate significant indirect economic impacts that will spur growth throughout the greater South Fulton region.

## **Current Market Conditions**

### **Property Values**

The current property values for the property within the redevelopment area are as follows:

Fair market value	\$11,996,000
Taxable value	\$ 4,798,500

### **Demographics**

East Point and the proposed Camp Creek TAD do not lead the metro Atlanta population, job and income growth explosion of the last decade. While East Point has grown, the City continues to support a larger percentage of female-headed households and has attracted a larger number of residents from the lower end of the economic spectrum. In fact, compared to metro Atlanta as a whole, the study area generally suffers from slower population growth, higher unemployment, and poverty warning indicators like a higher concentration of low-income households, the rapid immigration of Latino workers drawn by the region's low-wage jobs, and higher infant mortality rates.

*Note: It is currently difficult to get a thoroughly accurate, data-supported reading of the income demographics of East Point and the Camp Creek project area because the best data available is at least a decade old. Although updated population and housing information has been released for East Point, the income and poverty sample data from the 2000 Census for places smaller than 250,000 will not be released until mid-2002 or later – when such data for all areas is released on a rolling schedule.*

### **Population**

East Point trailed metro Atlanta's population explosion of the last decade. The 2000 Census reports 39 percent growth with more than a million people added to metro Atlanta's population, or an average of 155,225 new residents each year. East Point added less than one-half of one percent of this growth. Atlanta metro's compound annual growth rate (CAGR) was 3.34 percent, nearly a full percentage point above Georgia's total growth.

East Point largely missed this boom. In the same decade, although population in East Point grew 15 percent, this increase in Fulton's third-largest city comprised only three percent of the county's total growth. East Point's CAGR was less than 1.5 percent a year. An influx of foreign nationals, the majority Hispanic immigrants, comprised nearly half this growth (45%), adding





nearly 2,500 new residents to East Point's count. The area within a one-mile ring from the East Point intersection of Camp Creek and I-285 shows a projected CAGR of less than one percent annually – the slowest growing area in all of East Point.

Population in metro Atlanta is projected to maintain its rapid CAGR of nearly three percent for the next few years. How long will the nation's incoming professionals and other high-end job seekers, who have boosted metro Atlanta into one of the fastest-growing regions in the nation, continue to skip over East Point?

<b>Population</b>					
<b>Area</b>	<b>1990</b>	<b>2000</b>	<b>Number Change 1990-2000</b>	<b>% Change 1990-2000</b>	<b>CAGR 1990-2000</b>
Camp Creek Pkwy/I-285 1-Mile Radius	8,065	8,814*	749	9.3%	0.89%
CC/East Point Census Tracts (113.02/1990,113.03&.04/2000)	14,606	17,143	2,537	17.37%	1.61%
City of East Point	34,402	39,595	5,193	15.1%	1.42%
Fulton County	648,951	816,006	167,055	25.7%	2.31%
Atlanta MSA	2,959,950	4,112,198	1,152,248	38.9%	3.34%
Georgia	6,478,216	8,186,453	1,708,238	26.4%	2.37%
United States	248,709,873	281,421,906	32,712,033	13.2%	1.25%

\* 2000 projected from EASI growth estimates to 1998

Sources: U.S. Bureau of the Census; EASI Site Selection Reports & Analysis [www.easidemographics.com](http://www.easidemographics.com)



## Employment & Income

**Unemployment.** East Point unemployment rates have exceeded those of Fulton County, Georgia, the nation and each of the nine surrounding counties over most of the past 12 years. (East Point Comprehensive Plan 1995-2015) At year-end 2000 the 4.7 percent average unemployment rate in East Point was a full point higher than Georgia's (3.7%) and almost twice as high as metro Atlanta's (2.4%).

Employment in the East Point census tract (113.02/1990) that encompasses the proposed Camp Creek TAD area mirrors employment in East Point, according to the Georgia Department of Labor. East Point's employment growth was half the rate of metro Atlanta's, and more than 10 percentage points below Georgia's. New jobs have not impacted the area's unemployment to a significant degree.

### Nonagricultural Employment (average annual)

Area	1990	1998	1999	2000	Average Annual Growth	
					1990-2000	1999-2000
Census Tract 113.02 -East Point						
Employed Residents	7,459	8,913	8,898*	*	(99) 19.3%	(98/99) -0.2%
Unemployment Rate	7.1%	4.2%	4.1%	*		
East Point						
Employed Residents	16,602	19,738	19,795	20,390	22.8%	3.0%
Unemployment Rate	7.1%	5.1%	4.9%	4.7%		
Atlanta MSA						
Employed Residents	1,528,800	2,042,800	2,141,300	2,200,500	43.9%	2.8%
Unemployment Rate	5.1%	2.8%	3.0%	2.4%		
Georgia						
Employed Residents	2,991,300	3,740,700	3,883,100	3,993,300	33.5%	2.8%
Unemployment Rate	5.5%	4.2%	3.7%	3.7%		

\* June 1999, latest count available on 8/01

Sources: Georgia Department of Labor

The service and retail industries comprise half the total jobs for East Point residents. As profiled in the city's *Comprehensive Plan*, this high concentration reflects the growing medical district along Cleveland Avenue and the city's five shopping centers. **Retail is an activity that "the City would like to expand as the loss of retail revenues to suburban locations has been a significant drain on most of the south metropolitan area."**

**Median Household, Household Earnings and Per Capita Income.** For East Point, median household income was nearly nine percent below Georgia's statewide median when last reported in the 1990 Census. The median reported within a one-mile ring from the East Point Camp Creek/I-285 area was 10 percent lower than the state median.



**Median Household Income**

Area	1990
Camp Creek Pkwy/I-285	
1-mile Radius	\$26,546
City of East Point	\$26,787
Georgia	\$29,121
<b>United States</b>	<b>\$30,367</b>

Sources: U.S. Bureau of the Census;  
EASI Site Selection Reports & Analysis

Nearly half the households within a mile of the proposed Camp Creek TAD fell into the lower income range when last counted in 1990, a higher percentage than in any comparative area as shown below. No households in this area reported income of \$100,000 or higher.

**Household Earnings – by Percentage of Total Households**

Area	Total Households	<\$24,999	\$25,000- \$49,999	\$50,000- \$99,999	>\$100,000
Camp Creek Pkwy/I-285					
1-mile Radius	2,076	47.1%	34.7%	18.2%	0%
Atlanta MSA	1,056,929	32.4%	35.8%	25.9%	5.9%
Georgia	2,366,575	43.1%	34.0%	19.1%	3.8%
United States	91,993,582	41.8%	33.7%	20.1%	4.4%

Sources: U.S. Bureau of the Census; EASI Site Selection Reports & Analysis ([www.easidemographics.com](http://www.easidemographics.com));  
1990 Census data latest available for accurate comparison

**Sales from Retail Trade.** According to the latest Economic Census, sales from retail trade in East Point came to an estimated \$4,600 per capita, only half of Georgia’s per capita figure estimated at \$9,900. (*1997 Economic Census*) A per capita retail trade figure greater than the statewide average may indicate that a municipality serves as a regional trade center, while a lower figure indicates that the municipality may be missing out on collecting a vital source of tax revenue.

**Poverty & Related Indicators**

**Poverty Rates.** The 1990 Census counted 11.5 percent of Georgians with incomes below the poverty level. (*CityScapes*, Georgia Dept. of Community Affairs) The poverty rate was 16.9 percent for East Point families – more than double the 7.7 percent rate for metro Atlanta families. Additionally, in East Point 24.7 percent of the children under 18 years of age and 13.9 percent of persons over 65 lived below the poverty level, suggesting a higher than average concentration of poverty in this area.

**Infant Mortality.** Between 1992 and 1996, the infant mortality rate in the City of East Point was 12.9 deaths per 1,000 infants, or 32 percent higher than the statewide mortality rate of 9.8 deaths per 1,000 infants. (Georgia Dept. of Community Affairs)

**Heads of Households.** Females with related children under 18 years, no husband present, headed 13.3 percent of the households in East Point, as counted in the 1990 Census. By 2000



that number had jumped to 21.1 percent of these households. Married couples with related children dropped from 19.2 percent of East Point households in 1990 to 14.9 percent in 2000. Householders living alone accounted for 27 percent of the homes; a fifth of these householders were single seniors.

**Home Ownership.** Renters dominate. In East Point at the 2000 Census, more than 1,000 of the city's 15,637 housing units were vacant. More than half of the occupied units were rented, with only 45.4 percent of these units owner-occupied.

### **Camp Creek Gateway Potential: Future Growth & Development**

Market conditions and property assessments going back the last several years of East Point's history indicate the southwest quadrant of the City has a less than desirable climate for development. This data points to the area's failure to attract significant private investment in developments necessary to attract significant job growth. Both property and demographic conditions in this area have remained stagnant, offering no signs of a long hoped-for economic renaissance.

However, with the strategic public assistance offered in the TAD designation, this area can reach its potential for greater economic growth. Developers are beginning to eye the South Fulton market with an eye to high value yields. The proposed Camp Creek TAD presents an opportunity to encourage their interest. Infrastructure assistance will help create the first successful developments in this area of East Point, which in turn can stimulate other new development proposals for the region.

The projects proposed in this Redevelopment Plan allow for more than 10,000 net new jobs in East Point in the next ten years. These gains are higher than those for the entire South Fulton region in the last decade, Atlanta's greatest growth period in history.

### **Proposed Land Uses after Redevelopment (C)**

This redevelopment plan is comprised of existing redevelopment efforts that address specific geographic areas within this redevelopment district. This plan envisions the creation of vibrant retail, hotel and commercial/business park developments that will include office, showroom, distribution and warehouse uses. These developments will help build a sound economic base for East Point, while binding a more comprehensively developed, integrated community. These efforts will support and improve East Point's economy and those of its adjacent residential neighborhoods.

This plan will help implement current redevelopment plans through the establishment of a tax allocation district that will assist in the financing of these redevelopment efforts. The proposed land uses are intended to generate meaningful community revitalization by attracting a diverse blend of compatible uses that will serve the East Point population. More specific detail on the planned Camp Creek area developments compatible with this redevelopment plan is outlined in the following section.



The redevelopment plans prepared by Duke Realty (Camp Creek Business Center), North American Properties (Camp Creek MarketPlace) and Barton & Poolos Properties LLC (hotel) for the proposed Camp Creek TAD will serve as the redevelopment program within the sites as indicated in the southwestern East Point area. The purpose of these plans is to illustrate how commercial and business park development may occur on property that otherwise suffers from substantially underdeveloped characteristics, development restrictions based on its position within a noise abatement zone, and related environmental degradation due to the area's difficult topography and location surrounded by a flood plain. These proposed developments should help create new residential and commercial development opportunities that will secure East Point's rise in its position in the metro Atlanta area.

In general, the following land uses are among those established by this document:

- **Office and Business Park.** A signature business park that will include office, showrooms, distribution and warehouse space and will incorporate pedestrian-oriented walking trails and outdoor gathering places. The development could grow as large as 5.6 million square feet and will attract businesses that could create up to 10,000 new jobs.
- **Regional Retail Center with Restaurants, Shops and Anchor Tenants.** A regional retail power center that will meet the long-neglected shopping needs of South Fulton's residents. Its restaurants and shops will help provide the mix of uses necessary to build this location up as the Camp Creek/I-285 Gateway, a pedestrian-oriented activity center as envisioned by East Point and Fulton County.
- **Business Hotel with Meeting Facilities.** A business and convention hotel strategically located near I-285, the newly expanded Georgia International Convention Center on Camp Creek, and Hartsfield, it will serve the needs of business professionals, tourists and convention attendees.

## **Proposed Redevelopment Projects (D)**

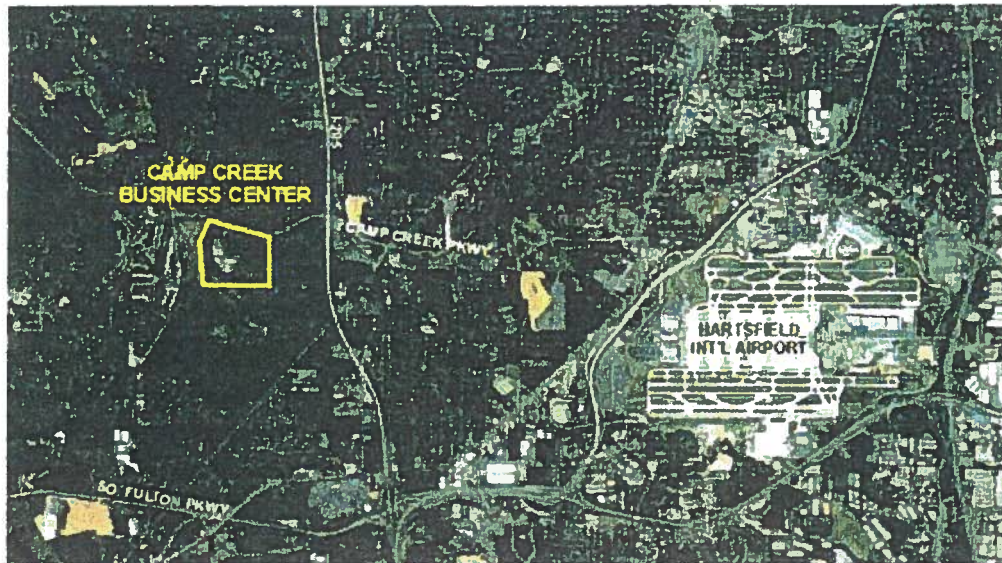
Development plans within the proposed Camp Creek TAD fall within the desired mix of uses that also prove financially feasible within a public-private partnership. The projects highlighted in this Redevelopment Plan are those that offer the greatest promise of fiscal and quality-of-life benefits for East Point and South Fulton residents.

Overall, these projects will help meet the goal "to provide a better quality of life for the community by providing more opportunities for living, shopping, employment, and recreation within the community." They will help achieve economic growth commensurate with that in the north Fulton area by attracting a stronger mix of businesses, residents and visitors to the area.

### **Camp Creek Trade Center** Duke Realty Corporation

East Point needs to be able to offer a greater quantity of modern office and distribution space to help retain and recruit businesses and jobs for its residents. Currently, most East Point residents are employed outside of the City. Duke Realty Corporation proposes to meet this need by

developing the Camp Creek Business Center, an office and business park that could create up to 10,000 jobs.



Duke Realty

Duke Realty is one of the largest real estate companies in the United States. It owns more than 103 million square feet of business park and office properties in 16 cities, with 15.5 million square feet in the Atlanta area. An additional plus is Duke's reputation for creating green, pedestrian-friendly environments in its parks. "The company's track record of providing unique landscaping designs has actually been cited as the difference between making or breaking a deal with both tenants and city councils." (NAIOP, *The New Face of Curbside Appeal*.)

Duke's plans for a business park at Camp Creek will mean an investment of up to \$100 million in a pedestrian-friendly environment that will contain offices, showrooms and distribution space. Duke has purchased a 92-acre site, and will purchase another 445 acres to develop a four million square foot business park. The buildings will range from one-story offices to bulk distribution facilities, and the campus will incorporate walking trails and outdoor common areas with green spaces. Plans also call for Duke Realty to dedicate a two-acre parcel of the Camp Creek Business Center to the City for a fire station.

This project, which may take up to eight years to complete, could start with the construction of about a million square feet in the first year. The project can be accomplished only if the City of East Point approves a tax allocation district and issues TAD bonds to pay for the infrastructure improvements necessary to build on this site. These infrastructure upgrades are expected to cost up to \$10 million.

**Fiscal & Economic Impacts.** Duke Realty's fiscal and economic analysis of the Camp Creek Business Center site shows the following:



**Office and distribution space (4 million square feet)**

Economic value of new construction	\$100 million
Projected new jobs	8,000 – 10,000
New ad valorem revenues for TAD	\$1,119,413

**Estimated Costs and Proposed Method of Financing.** The infrastructure needed to accomplish this development will be funded by TAD bond proceeds. The development of the offices, showrooms, and distribution space in the Camp Creek Business Center will be paid for by the private sector. This site is projected to generate development comprised of office and business park space in the amount of approximately \$100 million in the Redevelopment area over the initial one-to-ten-year period. New office and business park buildings will support new job creation, one of the key elements in revitalizing East Point and South Fulton.

**Camp Creek MarketPlace**  
North American Properties



In September 2000, North American Properties announced its plans for a 78-acre shopping area within the proposed Camp Creek TAD. Their project, Camp Creek MarketPlace, is proposed to have 650,000 square feet with initial plans for 13 major retailers and five restaurants.

Although North American will also need infrastructure support in the way of a bridge and roadway improvements to enable the company to develop on these parcels, their view of the feasibility of the South Fulton market for such a project is positive. In a recent press release about the current environment for retail development, the company stated:

*In some (albeit very few) of Atlanta's suburbs, shoppers are forced to drive 30 minutes or more each way to shop at their favorite stores. Some of these areas have the population density and household incomes to support big box development and enjoy limited competition or sister store impact. For example, South Fulton County is home to more than 200,000 people with average household incomes well in excess of \$50,000. Discovered in the mid-90s by residential developers such as Wieland and McCauley, this high-growth area has yet to provide shopping alternatives to its residents. Retailers who have exhausted their expansion efforts in other Atlanta submarkets are eyeing this location because of its growth, in-place density, high incomes and limited impact to existing units.*



North American Properties has the experience needed to fill a void with the Camp Creek MarketPlace, a sure to be successful regional retail magnet. Since 1954, North American Properties and its affiliate offices have developed almost 12 million square feet of retail space, approximately 10,000 apartment units and well over one million square feet of office space located in 12 states. The Atlanta office was established in 1996 and has developed 1.5 million square feet of retail space, sold three shopping centers and has another half million square feet currently under development in the Southeast region. Its newest retail centers in metro Atlanta are Stonecrest MarketPlace in DeKalb and MarketPlace at Mill Creek in Gwinnett.

**Fiscal & Economic Impacts.** North American Properties' fiscal and economic analysis of the Camp Creek MarketPlace site shows the following:

**Retail and restaurant space (650,000 square feet)**

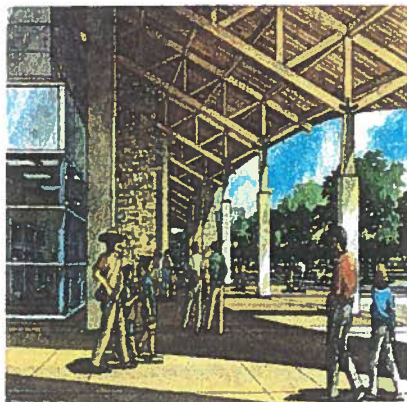
Economic value of new construction	\$81 million	
Projected new jobs		1,200
New ad valorem revenue for TAD	\$1,031,783	
New retail sales	\$125,000,000	
New LOST revenues for City and County	\$494,000/year	
New SPLOST revenues for School Board	\$1,250,000/year	

**Estimated Costs and Proposed Method of Financing.** In order to make this development possible, approximately \$4.9 million of infrastructure must be constructed. This sum will be financed by TAD bond proceeds. The development of the retail shops and anchors in the Camp Creek MarketPlace will be paid for by the private sector. This site is projected to generate development of approximately \$81 million in the redevelopment area over the initial one-to-five-year period. In addition, several parcels at the edge of the property will be sold or leased to other developers, which will bring additional investment in the Camp Creek TAD. New retail shops and anchors will support additional job creation and generate retail sales and sales taxes in Fulton County. It will add to the mixed-use, pedestrian-friendly elements critical to the revitalization of East Point and South Fulton.





**Business Hotel with Meeting Space**  
 Barton & Poolos Properties, LLC



The Barton & Poolos property has been earmarked for a hotel with meeting space, another component essential to the vision East Point promotes in its Master Town Plan for this Camp Creek POD, “A commercial center that includes business services, hotels, conferencing centers, and retail (that) will serve the area businesses and residents.”

This development will be able to promote its advantage of interstate access and its proximity to the airport.

**Fiscal & Economic Impacts.** A fiscal and economic analysis of the hotel site shows the following:

**Hotel and meeting space**

Economic value of new construction		\$25,000,000
Projected new jobs	700	
New ad valorem revenue for TAD		\$ 320,000

**Estimated Costs and Proposed Method of Financing.** This site needs approximately \$2.5 million in infrastructure investment, which will be financed by TAD bonds. The existence of the TAD and the availability of infrastructure financing will be critical to the City’s efforts to attract a developer for the hotel. The development of the business hotel will be paid for by the private sector. This site is projected to generate development in the amount of approximately \$25 million in the redevelopment area over the initial one-to-ten-year period. New hotel rooms with meeting space will support new job creation and attract more business, tourist and convention trade, more important elements in revitalizing East Point and South Fulton.

**Business Park**  
 The Lee Property

This 131-acre site adjacent to the Duke property also is suitable for office or business park development. Because of its challenging topography and lack of infrastructure, the property has not attracted a developer. Total infrastructure needs are estimated at \$5.8 million. Again, the



existence of the TAD and the availability of TAD bond financing for the infrastructure will greatly enhance the possibilities for development.

**Fiscal and Economic Impacts.**

**Office and distribution space (1 million square feet)**

Economic value of new construction	\$25,000,000
Projected new jobs	1,000 – 2,000
New ad valorem revenue for TAD	\$314,514

**Estimated Costs and Proposed Method of Financing.** Approximately \$5.8 million in TAD bond proceeds will be used for infrastructure improvements. With that investment, the Lee property could support up to \$25 million in new office and distribution construction.

For a summary of development costs for all TAD projects, see Appendix A-9.

**Additional Improvement Initiatives**

These critical developments will anchor the Camp Creek/I-285 Gateway as proposed in East Point's comprehensive *Master Town Plan* for revitalizing the City. As led by the City of East Point and Fulton County, potential public sector initiatives that will spur this gateway's development include:

- Transportation improvements to East Point, including more pedestrian-oriented infrastructure linkages with mixed-use development and MARTA public transit
- Providing public incentives to reduce development or financing costs
- Federal and state infrastructure aid
- Streetscape improvements
- Development of greenways and related recreational corridors

The Camp Creek development properties are associated with, not independent of, one of the three key focus areas in the Master Town Plan, which states

***“The west side of I-285 (at Camp Creek) contains large tracts of undeveloped property, appropriate for large scale commercial and business park development.”***

Approaching these projects as major goals within the comprehensive whole of the plan will highlight successful redevelopment as a measure of this plan. Their creation will promote South Fulton's redevelopment activity and potential, and will enhance the developing image of a newer, vital East Point.

Each of these projects – the business park, retail center and hotel – is inter-related, their success connected to each of the others as well as to the pedestrian and transit-oriented development goals in this plan. They will serve as catalysts in creating a quality, sustainable environment for East Point that will attract more people and businesses into South Fulton.



Additionally, these developments will benefit directly from the activities promoted in any or all of the following public sector redevelopment plans, including the *Red Oak Revitalization* and the *East Point Transportation Plan*.

### **Red Oak Revitalization**

The Red Oak Community near the planned Camp Creek/I-285 Gateway is bounded by Delano Road, East Point and College Park city limits and I-85. It is comprised of “a combination of stable, single-family detached dwellings, retail and service establishments, multifamily dwellings and the Red Oak Townhomes, a Housing Authority of Fulton County (HAFC) community.” Red Oak’s economically distressed character is best defined by what it holds and what it lacks: the economically distressed Roosevelt Highway Corridor and no major residential or commercial reinvestment in the last 30 years.

HAFC has launched a redevelopment program for Red Oak that includes suggested land use changes and property rezonings as recommended by the Red Oak Revitalization Steering Committee. As outlined in their plan, this community will be transformed by residential neighborhood revitalization, expanded economic development activities, community development to enhance the quality of life, and public safety and transportation improvements.

The residential revitalization component will include providing a \$100 million single-family bond construction program to build homes ranging from \$75,000 to \$250,000. Economic development objectives include developing new office and retail space, a restaurant and a hotel and conference center, as well as new public facilities. The transportation component of this plan includes infrastructure improvements in sidewalks, streets and street lighting, adding biking and hiking trails and improving transportation patterns.

Transportation linkages between the proposed Camp Creek TAD and a revitalized Red Oak community will cement the sustainability of both development centers with an ideally balanced mix of employment and residential opportunities. The City of East Point has committed to implement zoning classifications and buffering designed to enhance the live-work-play environment proposed by the City’s Redevelopment Plan and the HAFC plan.

### **East Point Transportation Plan**

**“We’re designing a community around transportation.”**

- East Point City Manager Mike

Miller, *Atlanta Business Chronicle* 5.4.01

The top four projects in East Point’s current list of redevelopment projects either planned or underway gird the City’s transportation plan. This plan, presented to the Georgia Regional Transportation Authority on March 2001, includes:

- A new \$1.8 million **pedestrian bridge** spanning downtown’s railroad and MARTA tracks and running parallel to Main Street, linking the east and west sides of East Point’s main commercial corridor



- A **multi-modal commuter rail station** to link East Point's MARTA stop to the proposed Macon-Atlanta Commuter Rail Line
- A **transit-oriented Rail Station Master Plan** that will add new residential homes, both single- and multi-family, adjacent to the East Point rail station
- A **transit rail plaza** to link the proposed rail station to the residential area.

East Point and College Park share their Main Street. In 2001 the Georgia Department of Transportation made a joint award to both cities of \$500,000 in federally funded Transportation Enhancement grants to apply to shared Main Street streetscape improvements. The cities were earlier awarded \$150,000 for the design phase of this project.

With the development of these planned projects, the Camp Creek TAD will be linked to one of the county's most efficient multi-modal transportation corridors. Workers, visitors and residents in East Point will be able to access one of the metro area's most convenient, strategic, pedestrian-oriented transportation networks linking people to rail, roads, mass transit and the airport.

## **Additional Economic Catalysts**

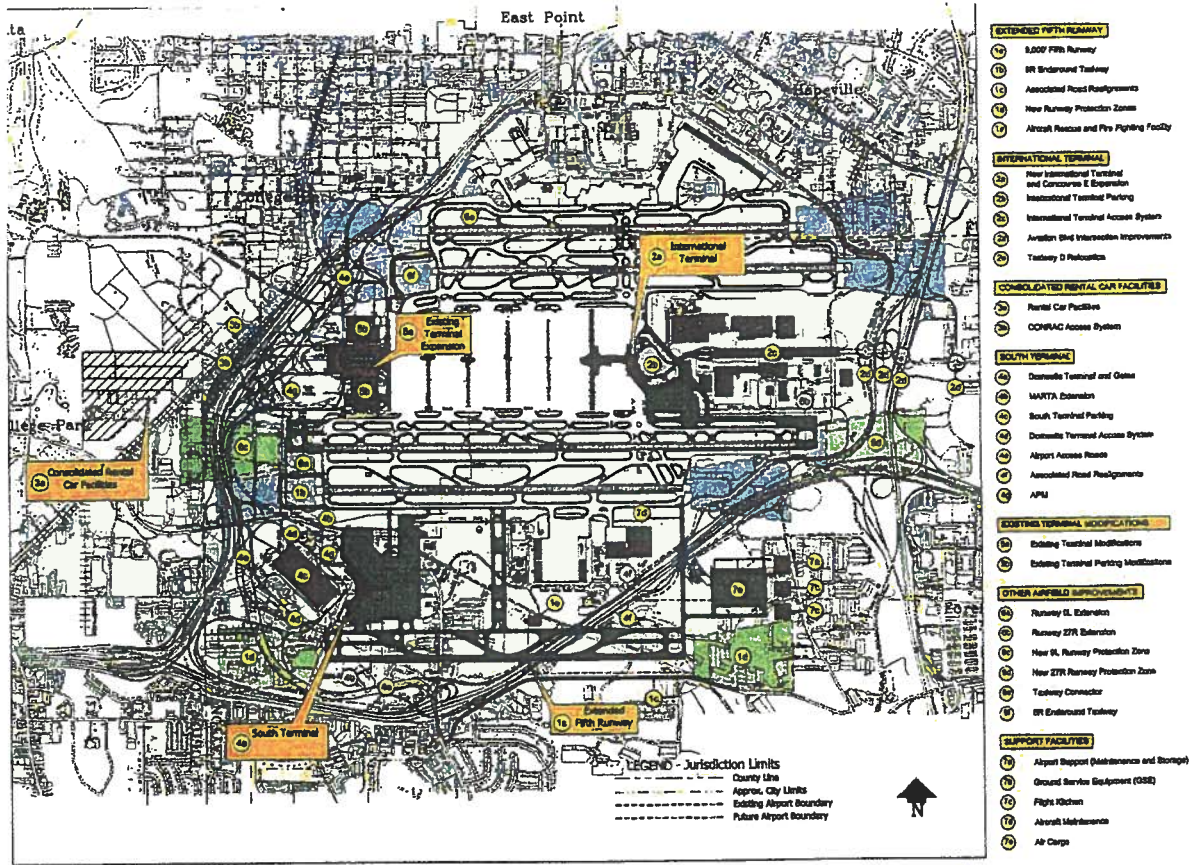
### **Hartsfield Atlanta International Airport Expansion & Related Projects**

Atlanta's Hartsfield airport is the busiest airport in the world, in both passengers and operations. It generates an estimated \$16 billion annually for the Atlanta economy. Passenger traffic, which passed 80 million in 2000, is projected to grow to 121 million by 2015.

Hartsfield and the City of Atlanta have developed a Master Plan for airport improvements and expansions that will ensure the facility can handle this traffic. The projects planned for this improvement program will cost an estimated \$5.4 billion during the next 10 years, when the airport will add:

- A fifth runway
- A new east terminal, and possibly another on the airport's southside
- Additional gates
- A relocated air traffic control tower
- A relocated rental car facility
- Enhanced road and rail access
- Additional parking facilities
- An expanded underground Airport People Mover

This expansion will be the largest public works project in Georgia. Preliminary construction is underway on a 9,000-foot, \$1 billion full-service runway expected to open in 2005. To improve access and help make way for the expansion, Hartsfield recently completed a \$6.4 million road improvement program designed to eliminate traffic backups onto Camp Creek Parkway from I-85.



Hartsfield Atlanta International Airport Master Plan at [http://www.atlmasterplan.com/figure\\_6\\_1.htm](http://www.atlmasterplan.com/figure_6_1.htm)

### Georgia International Convention Center & the Gateway Project

With the Hartsfield expansion, the cities of Atlanta and College Park joined in partnership with a private developer to relocate and expand the Georgia International Convention Center, which cannot expand on its current site with Hartsfield's fifth runway under construction. The newly expanded convention center will be the centerpiece of 155-acre Gateway development in College Park on Camp Creek Parkway about a mile from the airport. Gateway will include four hotels, two office buildings and car rental facilities.

The International Convention Center will exceed 450,000 square feet and will have two ballrooms totaling 50,000 square feet with additional exhibit and meeting spaces. Hartsfield Atlanta International Airport will pay \$82 million towards its development. College Park has bought the land that includes the convention center, and the developer and College Park are contributing to the cost to build the surrounding six-lane highway. (*Atlanta Business Chronicle*, 1.7.00)



Georgia International Convention Center

### **Downtown East Point Master Plan Improvements**

East Point was recently accepted into the Georgia Main Street Program, allowing it to tap into state funds to help revitalize its downtown core. Several downtown redevelopment projects, private and public, are either underway or will begin in the near future. Many are outlined in the *East Point Master Town Plan*. These improvements will benefit from the proposed Camp Creek TAD in the synergy they will create among pedestrian-friendly working and living environments that also boast greater efficiencies in transportation.

*NOTE: The top four projects – the Pedestrian Bridge, Multi-Modal Commuter Rail Station, the Transit-Oriented Development Plan and Transit Rail Plaza – are mentioned earlier in this report under “East Point Transportation Plan.” They are described here in greater detail along with additional East Point redevelopment projects.*

6. **Pedestrian Bridge.** This bridge will span the railroad and MARTA tracks that run parallel to the city’s Main Street, linking downtown’s east side with its west side and making it easier for residents and visitors to access downtown East Point’s major commercial and office corridor. Timeline: Construction begins 2001, with estimated completion before the end of the year.
7. **Multi-Modal Transit Rail Station.** This project will support a proposed stop for the Macon-Atlanta Commuter Rail Line. East Point is unique in that it is the only southside location where the CSX and Norfolk-Southern rail lines converge with the MARTA line, providing a direct connection to Hartsfield. The new pedestrian bridge will link the commuter rail and MARTA stations. Timeline: 2005 estimate.
8. **Transit-Oriented Development Plan.** This plan shows Traditional Neighborhood Development, a pedestrian-oriented plan with front-porch houses, sidewalks and landscaping that includes trees near the street. It connects the rail station with a residential area blending townhomes with single family houses, along the Rail Plaza. Timeline: 2005 estimate.
9. **Transit Rail Plaza.** This development will link the proposed Rail Station to the residential area. Timeline: 2005 estimate.



10. **BuggyWorks.** This site, at the corner of E. Cleveland and N. Martin, sits at the foot of the Pedestrian Bridge. Future plans include converting this 45,000 square foot office building into loft condominiums. Timeline: 12-18 months.
11. **North Main Street.** This is a proposed mixed-use development, located along North Main from Ware to West Forest and between East Point and Main streets. It will combine 86 lofts and apartments with commercial and home office spaces on the ground floor. Phase One will offer about 21,000 square feet of commercial space, with a total build-out of about 50,000 square feet. Timeline: Groundbreaking is expected late December 2001.
12. **Main Street Backstreet Plan.** The City wants the areas behind its buildings along Main Street to be attractive and inviting. This plan includes the developments on West Cleveland Avenue and White Way, and those along Main Street between them. The plan has been adopted by City Council. Timeline: As the Main Street and White Way buildings are renovated, the Backstreet Plan will be incorporated into their development plans.
13. **Day Building.** The Day Building is on the corner of Main Street and West Cleveland. CenterPoint Properties, LLC is planning to open in it a jazz café and two other commercial ventures, along with four loft condominiums upstairs. Timeline: Renovations began.
14. **Old Elks Club Building.** The owner is planning to build 12 condominiums in this building just a few doors down from the Day Building. Timeline: 6-8 months.
15. **White Way.** This CenterPoint Properties development project on White Way, between Main and East Point streets, will be mixed-use, with office/retail space on the first floor and eight loft condominiums on the second. Timeline: Construction is underway.
16. **South Main Street.** A mixed-used development is planned for this area from Washington Road to Thompson Avenue, between Main and East Point streets. Located directly across from the East Point MARTA Station, it will include about 60 condominiums, a major anchor retail tenant and several major restaurants and retailers. Built out, it will total 114,000 square feet and up to \$10 million in investment. Timeline: Groundbreaking planned January 2002.
17. **Hilliards on Main.** A mixed-use development on Main north of Ware Avenue that will include 8,500 square feet of retail/office space on the first floor and 14 loft condominiums on the second and third floors. Hilliards is the first downtown development that falls under East Point's master town plan as a Georgia "Main Street" city. Timeline: Planned for completion July, 2001.
18. **East Forrest Lofts.** A four-story former manufacturing facility at the corner of Martin Street and Norman Berry Drive is being renovated into up to 60 loft condominiums. Timeline: Construction planned to start June 2001.
19. **Stanton Road – Providence Pointe.** A proposed Traditional Neighborhood Development that will include a diverse, mixed-income neighborhood with 24 single family homes. This area is on the northernmost edge of East Point, adjacent to Ft. McPherson and SR 166. Timeline: 6-12 months.
20. **Perimeter Gateway.** Enterprise Construction is proposing a \$40 million entertainment center and mixed-use development adjacent to Ft. McPherson and the MARTA station.



It will include a 50-room hotel with conference center capabilities. Timeline: Construction could begin within 12 months.

**New South Fulton Residential & Golf Communities**

A recent listing in Atlanta's Communities magazine shows 41 new residential developments that are listing homes in the South Fulton region. Homes in a third of these new communities are selling for \$200,000 or higher. Following is a sampling of the newer residential communities in South Fulton that will benefit from developments in the proposed Camp Creek TAD.

**Piedmont Driving Club.** The Driving Club is operating a newly developed 525-acre, \$17 million golf course designed by Rees Jones at Fairburn Road and Camp Creek Parkway.



The Clark, Regency Hills

**Regency Hills.** John Wieland Homes is building a neighborhood of \$250,000-\$350,000 homes at Boat Rock Road and Camp Creek Parkway.

**Madison Trace.** Ultima Holdings is selling new homes ranging from \$250,000 to \$400,000 in two neighborhoods between Campbellton Road and Camp Creek Parkway.

**Walden Park.** Macauley Properties Ltd. is building the \$200 million Walden Park community bordered by Cascade-Palmetto Highway, West Stubbs Road and Butner Road. Macauley Properties broke ground in March on the 591-acre project. On the drawing board are 800 single-family homes, a clubhouse, swimming pools, tennis courts and several small shops and grocery stores.

**Deep Creek Golf and Country Club.** Landbank Development Corp. is developing a \$500 million country club community, formerly called Park Lake, at South Fulton Parkway and Georgia 92. On 786 acres of land, the development will have 893 single-family homes, 82 independent-living townhomes for senior citizens, assisted-living townhomes and apartments. It will include six lakes, an 18-hole golf course and miles of bike and walking trails.

## **Contractual Relationships (E)**

Pursuant to O.C.G.A. §36-44-3(a), the Council of the City of East Point will act as the redevelopment agent and will exercise the redevelopment powers as needed to implement this Plan. In doing so, the City may conduct the following activities and enter into the following contracts:

1. Coordinate implementation activities with other major participants in the Redevelopment Plan and their respective development and planning entities, including the Fulton County





Board of Education, Fulton County and other stakeholders, as well as with various City of East Point departments involved in implementing the Redevelopment Plan.

2. Conduct (either directly or by subcontracting for services) standard predevelopment activities, including but not limited to site analysis, environmental analysis, development planning, market analysis, financial feasibility studies, preliminary design, zoning compliance, facilities inspections, and overall analysis of compatibility of proposed development projects with the Comprehensive Plan and the Redevelopment Plan. In particular, the City will enter into contracts with Duke Realty, North American Properties and other private developers for the performance of predevelopment activities.
3. Enter into development agreements with private developers to construct infrastructure and vertical developments to implement the Redevelopment Plan. A representative form of the initial development agreement is attached as Appendix A-10.
4. Develop and enter into public-private ventures, loans to private enterprise, and intergovernmental agreements as needed.
5. Coordinate public improvement planning, design and construction among City, County, and State agencies and departments.
6. Prepare (either directly or through subcontract to other appropriate entities) economic and financial analyses, project-specific feasibility studies and assessments of tax base increments in support of the issuance of tax allocation bonds by the City.
7. The City will enter into contractual relationships with qualified vendors for the provision for professional and other services required in qualifying and issuing the bonds, including but not limited to legal, underwriting, financial analysis, and other related services.
8. The City will perform other duties as necessary to implement the Redevelopment Plan.

## **Relocation Plans (F)**

As is currently foreseen, no relocation is anticipated within the proposed East Point redevelopment area.

In any case where relocation of existing businesses is required, such relocation expenses may be provided for under all applicable federal, state and local guidelines if public funds are used for property acquisition and such sources of funds require relocation benefits to be offered to tenants and users for relocation.



## **Zoning & Land Use Compatibility (G)**

The Camp Creek Redevelopment Area is characterized by zoning classifications and Hartsfield noise impact restrictions that allow a wide range of commercial, office, light industrial, retail and supportive land uses and restricted residential uses.

The existing land use in this area shows a greater amount of underdeveloped property, with some existing commercial and no residential uses. The majority of these parcels are vacant lots. Transportation, utility and some residential uses are found predominantly bordering the eastern and southeastern boundaries of the redevelopment area.

The projects proposed for the Redevelopment Plan are generally consistent with the existing zoning classifications and land uses. They meet the activity center guidelines suggested for the "Camp Creek Gateway" pedestrian-oriented development cluster offered in the East Point Master Town Plan. Retail and commercial uses may increase somewhat as the proposed projects are developed.

## **Estimated Redevelopment Costs (H)**

### Public Improvements

The total cost for implementing the infrastructure projects discussed in the Redevelopment Plan is estimated at \$22.6 million. Those costs may be broken down roughly as follows:

- Engineering, Design, Site Preparation and Permitting
- Roadway and Intersection Improvements
- Bridges
- Utilities
- Traffic Signals
- Sidewalks and Walking Trails
- Landscaping

### Private Improvements

The total amount of private improvements is estimated at \$231 million. These costs may be broken down roughly as follows:

Camp Creek Business Center (Duke Realty)	\$100 million
Camp Creek MarketPlace (North American Properties)	\$81 million
Hotel project	\$25 million
Business park on Lee property	\$25 million

As this data demonstrates, using TAD bond financing will enable the city to leverage the positive tax increments from these developments to finance \$22.6 million in infrastructure construction to generate \$231 million in private sector development.



### Sources of Funds

These categories and cost allocations are estimates subject to revision as the Redevelopment Plan is implemented.

The redevelopment costs will be funded from a variety of public and private sources, including the following:

- Federal and state transportation funds
- Proceeds of tax allocation bonds
- Private development funds
- Other federal, state and local grant and funding sources as appropriate and available

### **Assessed Valuation for TAD (I)**

The redevelopment area defined in this Redevelopment Plan has a current fair market value of \$11,996,000 and an assessed value of \$4,798,500 in 2001. Pursuant to the Redevelopment Powers Law, upon adoption of the Redevelopment Plan and creation of the tax allocation district, the City will request that the Commissioner of Revenue of the State of Georgia certify the tax base for 2001, the base year for the tax allocation district.

This tax base will be increased by the private investment stimulated by the implementation of the Redevelopment Plan and the issuance of tax allocation bonds. In addition, this redevelopment is intended to stimulate other development in the district and lead to an overall increase in property values as the Redevelopment Plan is implemented. Upon completion of the Redevelopment Plan implementation, the district is projected to have a fair market value of \$185 million and an assessed value of \$74 million.

### **Historic Property within Boundaries of TAD (J)**

There are no historic properties located within the boundaries of the proposed Camp Creek TAD. East Point's historic resources are concentrated in and near its commercial core downtown. There are no significant historic rural resources within the city.

Although there are 165 properties and districts in Fulton County listed in the National Register of Historic Places, only one is located in East Point. The East Point Industrial District, listed in 1985, bordered by Martin and Taylor streets, Norman Berry Drive and railroad tracks, is not within the proposed Camp Creek TAD area.



## Creation & Termination Dates for TAD (K)

The tax allocation district will be created effective December 31, 2001. The Redevelopment Powers Law provides that the district will be in existence until all redevelopment costs, including debt service, are paid in full. This repayment is projected to take approximately 25 years.

## Tax Allocation Increment Base (M)

On or before December 15, 2001, the City of East Point will apply to the State Revenue Commissioner for a determination of the tax allocation increment base of the proposed tax allocation district. The base is estimated as follows:

### Camp Creek Tax Allocation District Parcel Information

Total Number of Parcels	25
Total Area	814 Acres
Total Appraised Value	\$11,996,000
Total Assessed Value	\$ 4,798,500
Total Taxable Value	\$ 4,798,500
City of East Point Total Taxable Parcels (assessed)	\$71,782,912
Camp Creek TAD Total Taxable Parcels (assessed)	\$ 4,798,500
Percentage of City Tax Base Within TAD	6.68%

### Property Taxes Collected

#### Within District to Serve as Base

$$\text{Total Taxable } (\$4,798,500) \times \text{Useable Millage } (.04030) = \$193,380$$

## Property Taxes for Computing Tax Allocation Increments (N)

As provided in the Redevelopment Powers Law, the taxes that will be included in the tax increment base for the tax allocation district are based on the following authorized ad valorem taxes:

City of East Point operating	9.00 mills
Fulton County operating	13.04 mills
Board of Education operating	18.26 mills
Total	40.30 mills



## **Tax Allocation Bond Issues (O, P, Q)**

### **Amount of Bond Issue**

Upon adoption of this Redevelopment Plan, the City of East Point proposes to issue tax allocation bonds in one or more series in amounts expected to range from \$3 million to \$22 million.

### **Term of the Bond Issue or Issues**

The City proposes to issue tax allocation bonds for no greater than 30 years or the maximum term permitted by law.

### **Rate of Bond Issue**

The City intends to issue fixed rate tax exempt bonds if possible. The actual rate, however, will be determined at the time of issuance based upon general market conditions, anticipated development within the redevelopment area, assessed taxable property values, and federal tax law considerations. At the time this Redevelopment Plan was adopted, the rate was estimated at 7.25%.

### **Positive Tax Allocation Increments**

The positive tax allocation increment for the period covered by the term of the bonds is estimated at **\$2,785,710** annually (not adjusted for reassessment). The actual amount will depend upon the pace at which the Redevelopment Plan is implemented and the impact of the redevelopment activities and other economic factors on the tax base in the district as a whole.

### **Property to be Pledged for Payment of the Bonds**

The bonds will be secured by the positive tax allocation increment from eligible ad valorem taxes levied by the City of East Point and Fulton County for operating expenses, including the amount levied by the County for the Board of Education.



## Appendices

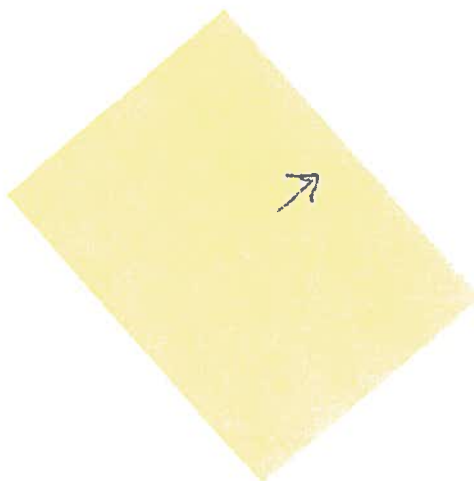
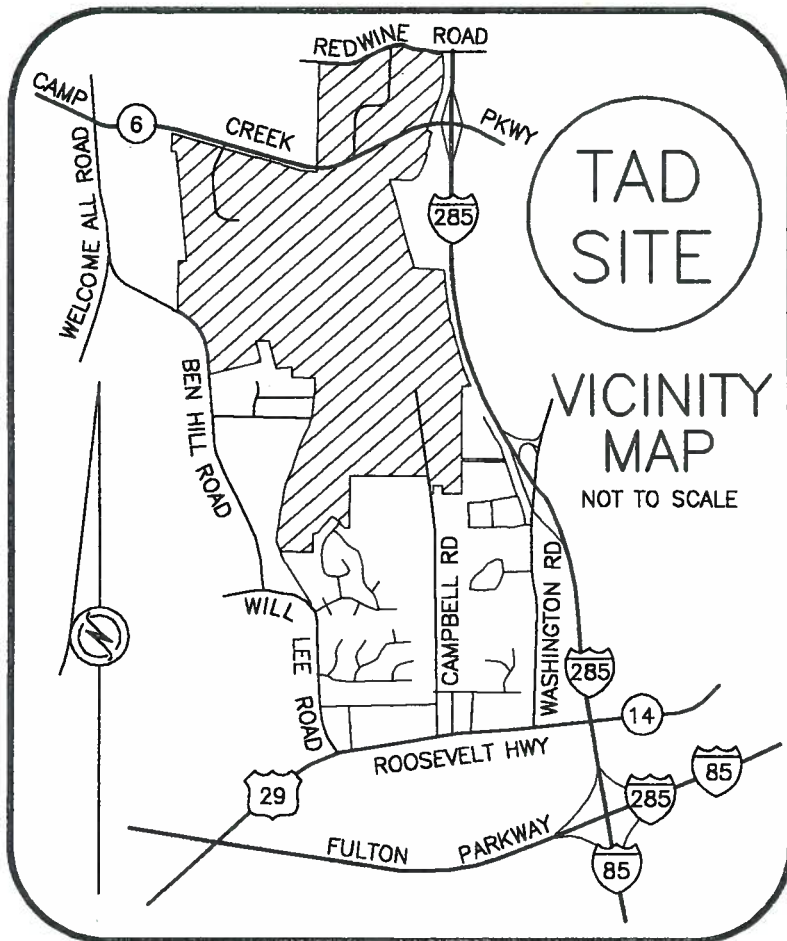
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### Appendix A. Maps, Tables & Drawings

1. Redevelopment Area Boundary Map (L)
2. City of East Point Future Land Use Map (Comprehensive Plan 1995-2015)
3. Hartsfield's Existing (1998) Noise Contours Map
4. Table 1, Land Use Compatibility With Yearly Day-Night Average Sound Levels
5. City of East Point Flood Plain Map (Comprehensive Plan 1995-2015)
6. City of East Point Steep Slopes Map (Comprehensive Plan 1995-2015)
7. East Point Project Renderings
8. List of Tax Parcel ID Numbers (Properties within the TAD)
9. Development and infrastructure cost schedule
10. Form of initial development agreement
11. Redevelopment Area Boundary Description



**Appendix A-1**  
**Redevelopment Area Boundary Map**







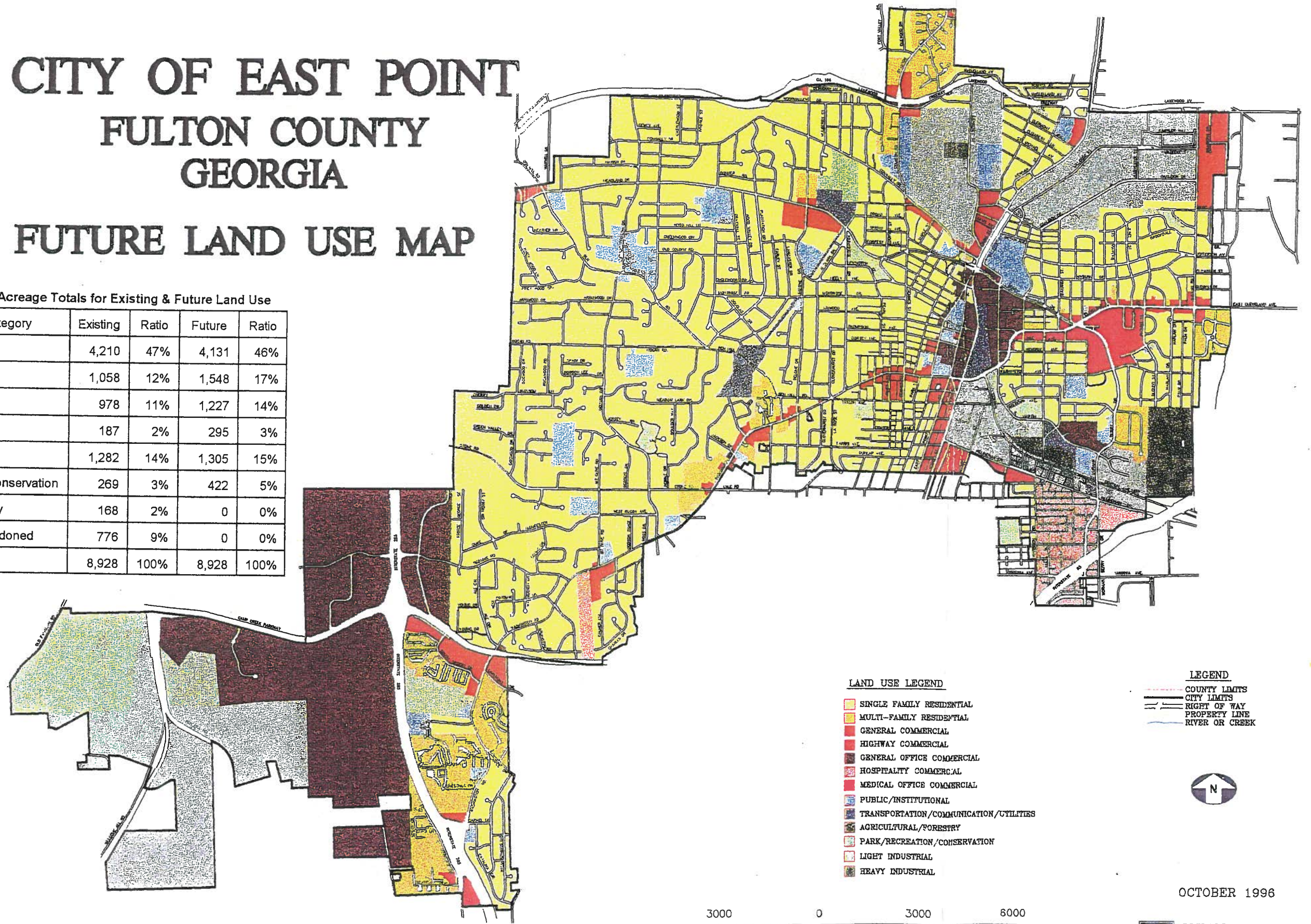
**Appendix A-2**  
**City of East Point Future Land Use Map**  
**(Comprehensive Plan 1995-2015)**

# CITY OF EAST POINT FULTON COUNTY GEORGIA

## FUTURE LAND USE MAP

Comparison of Acreage Totals for Existing & Future Land Use

Land Use Category	Existing	Ratio	Future	Ratio
Residential	4,210	47%	4,131	46%
Commercial	1,058	12%	1,548	17%
Industrial	978	11%	1,227	14%
Public/Institutional	187	2%	295	3%
TCU	1,282	14%	1,305	15%
Park/Recreation/Conservation	269	3%	422	5%
Agricultural/Forestry	168	2%	0	0%
Undeveloped/Abandoned	776	9%	0	0%
Total	8,928	100%	8,928	100%



**LAND USE LEGEND**

- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- GENERAL COMMERCIAL
- HIGHWAY COMMERCIAL
- GENERAL OFFICE COMMERCIAL
- HOSPITALITY COMMERCIAL
- MEDICAL OFFICE COMMERCIAL
- PUBLIC/INSTITUTIONAL
- TRANSPORTATION/COMMUNICATION/UTILITIES
- AGRICULTURAL/FORESTRY
- PARK/RECREATION/CONSERVATION
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

**LEGEND**

- COUNTY LIMITS
- CITY LIMITS
- RIGHT OF WAY
- PROPERTY LINE
- RIVER OR CREEK



SCALE IN FEET

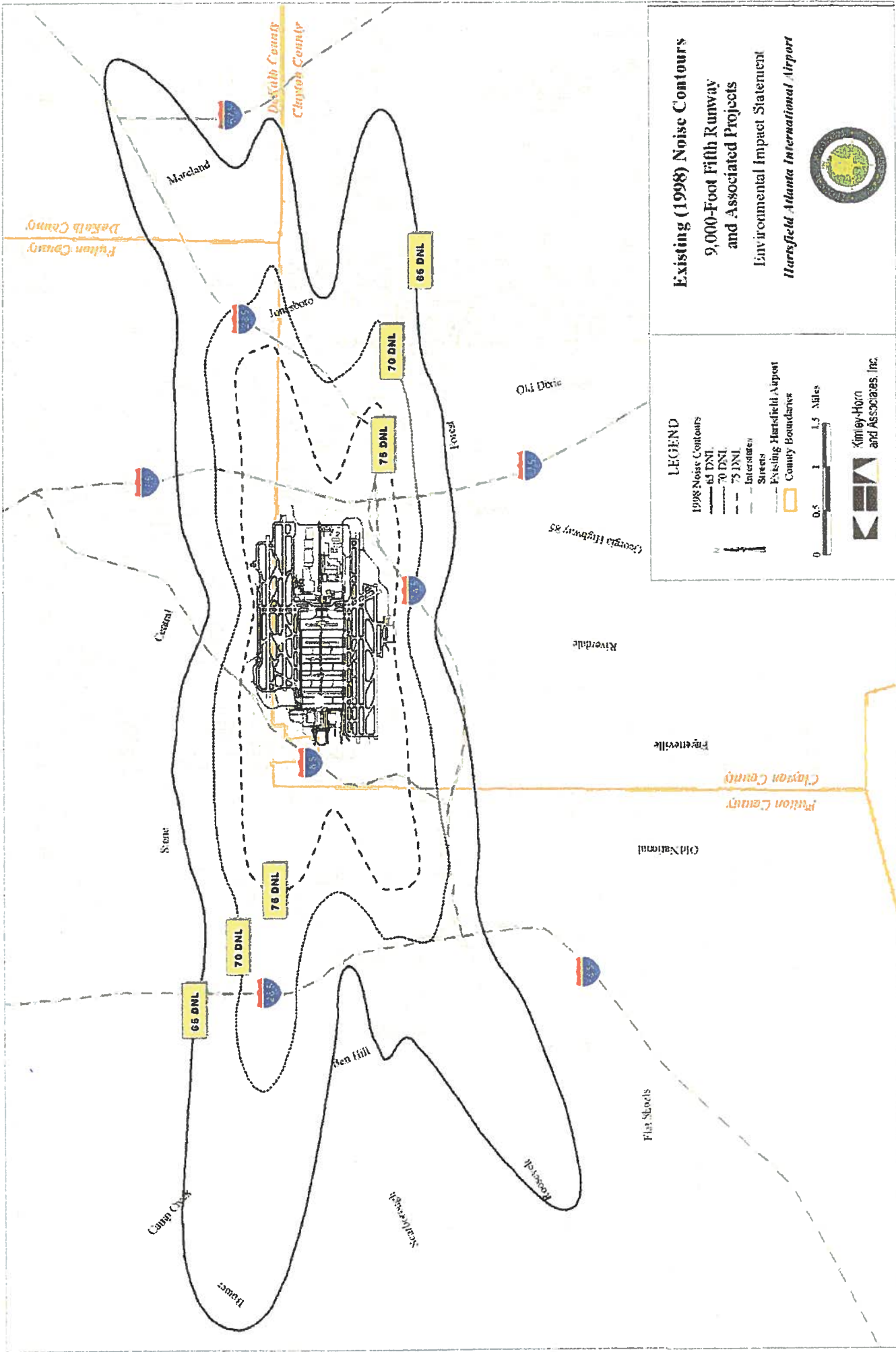
OCTOBER 1996



PREPARED BY  
KECK & WOOD, INC.  
3722 PLEASANTDALE RD., ATLANTA, GEORGIA 30340  
(770) 526-1334



**Appendix A-3**  
**Hartsfield's Existing (1998) Noise Contours Map**



**Existing (1998) Noise Contours**  
**9,000-Foot Fifth Runway**  
**and Associated Projects**  
 Environmental Impact Statement  
*Hartsfield Atlanta International Airport*



**LEGEND**

- 1998 Noise Contours
  - 65 DNL
  - 70 DNL
  - 75 DNL
- Intersecting Streets
- Existing Hartsfield Airport
- County Boundaries

Scale: 0 0.5 1 1.5 Miles

Kimley-Horn and Associates, Inc.



**Appendix A-4**

**Table 1, Land Use Compatibility With Yearly  
Day-Night Average Sound Levels**

TABLE 1 LAND USE COMPATIBILITY\* WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

Land Use	Yearly day-night average sound level (Ldn) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
<b>RESIDENTIAL</b>						
Residential, other than mobile homes and transient lodging	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
<b>PUBLIC USE</b>						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
<b>COMMERCIAL USE</b>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail--building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade--general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
<b>MANUFACTURING AND PRODUCTION</b>						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<b>RECREATIONAL</b>						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parenthesis refer to notes.

\*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or

unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

#### Key to Table 1

SLUCM=Standard Land Use Coding Manual.

Y (YES)=Land Use and related structures compatible without restrictions.

N (No)=Land Use and related structures are not compatible and should be prohibited.

NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.

#### Notes for Table 1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

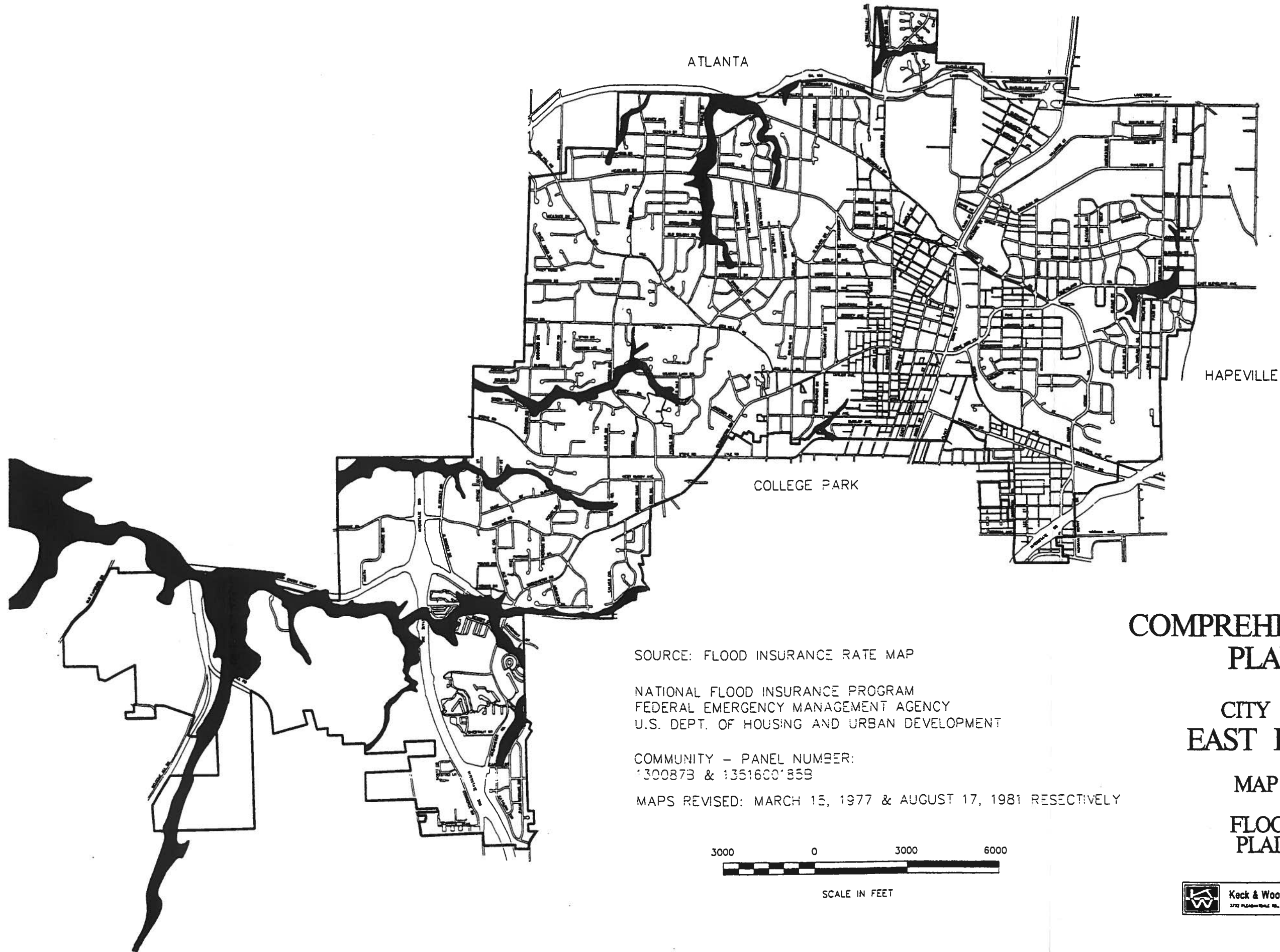
(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.



**Appendix A-5**  
**City of East Point Flood Plain Map**  
**(Comprehensive Plan 1995-2015)**





ATLANTA



HAPEVILLE

COLLEGE PARK

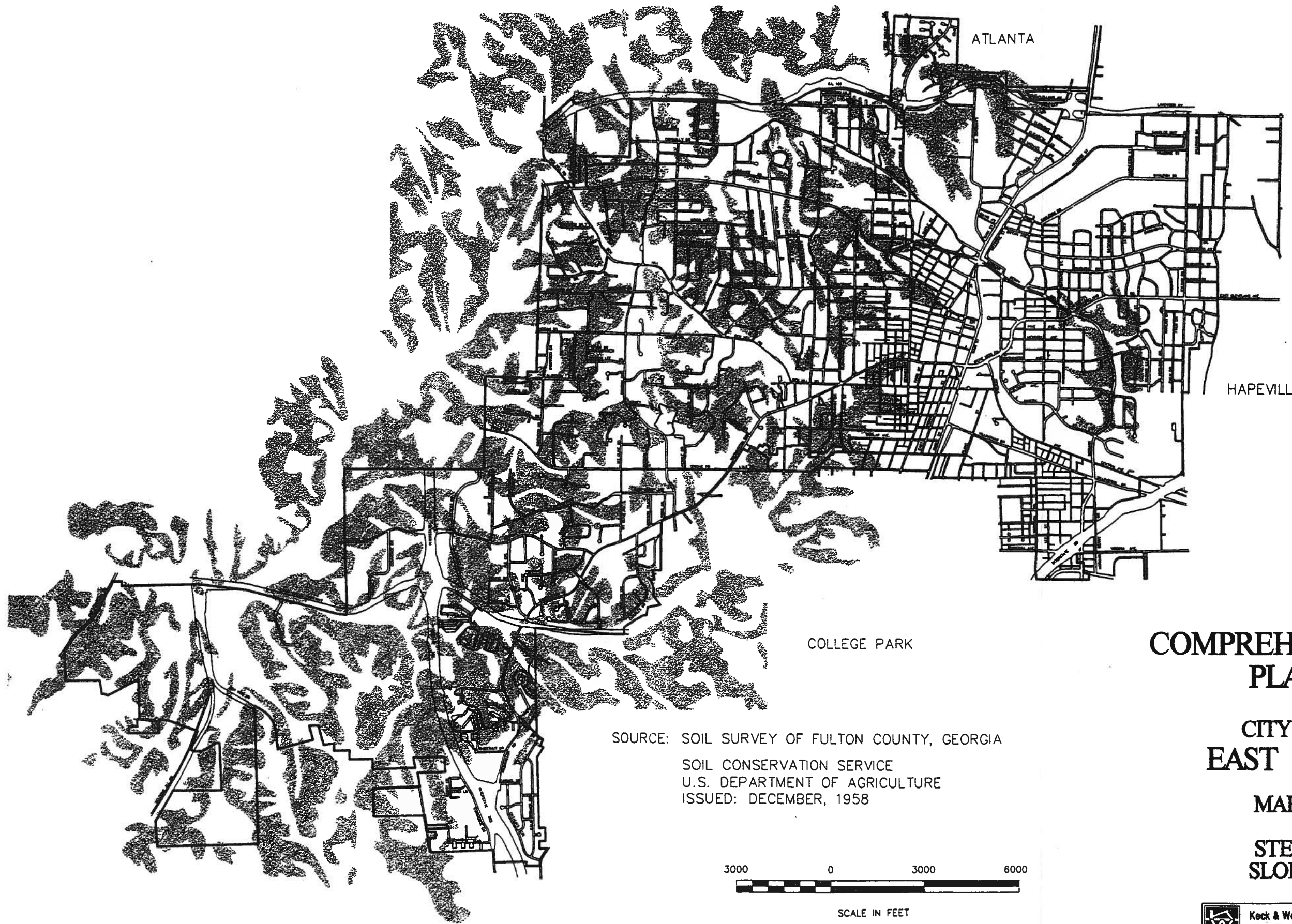
SOURCE: FLOOD INSURANCE RATE MAP  
 NATIONAL FLOOD INSURANCE PROGRAM  
 FEDERAL EMERGENCY MANAGEMENT AGENCY  
 U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT  
 COMMUNITY - PANEL NUMBER:  
 1300873 & 1351600'85B  
 MAPS REVISED: MARCH 15, 1977 & AUGUST 17, 1981 RESECTIVELY



SCALE IN FEET

**COMPREHENSIVE  
 PLAN**  
**CITY OF  
 EAST POINT**  
**MAP 3**  
**FLOOD  
 PLAIN**

 **Keck & Wood, Inc.** ENGINEERS SURVEYORS  
 PLANNERS  
 372 PEARSONS BL. ATLANTA, GEORGIA 30340 (770) 522-1324



ATLANTA



HAPEVILLE

COLLEGE PARK

SOURCE: SOIL SURVEY OF FULTON COUNTY, GEORGIA  
 SOIL CONSERVATION SERVICE  
 U.S. DEPARTMENT OF AGRICULTURE  
 ISSUED: DECEMBER, 1958



SCALE IN FEET

# COMPREHENSIVE PLAN

## CITY OF EAST POINT

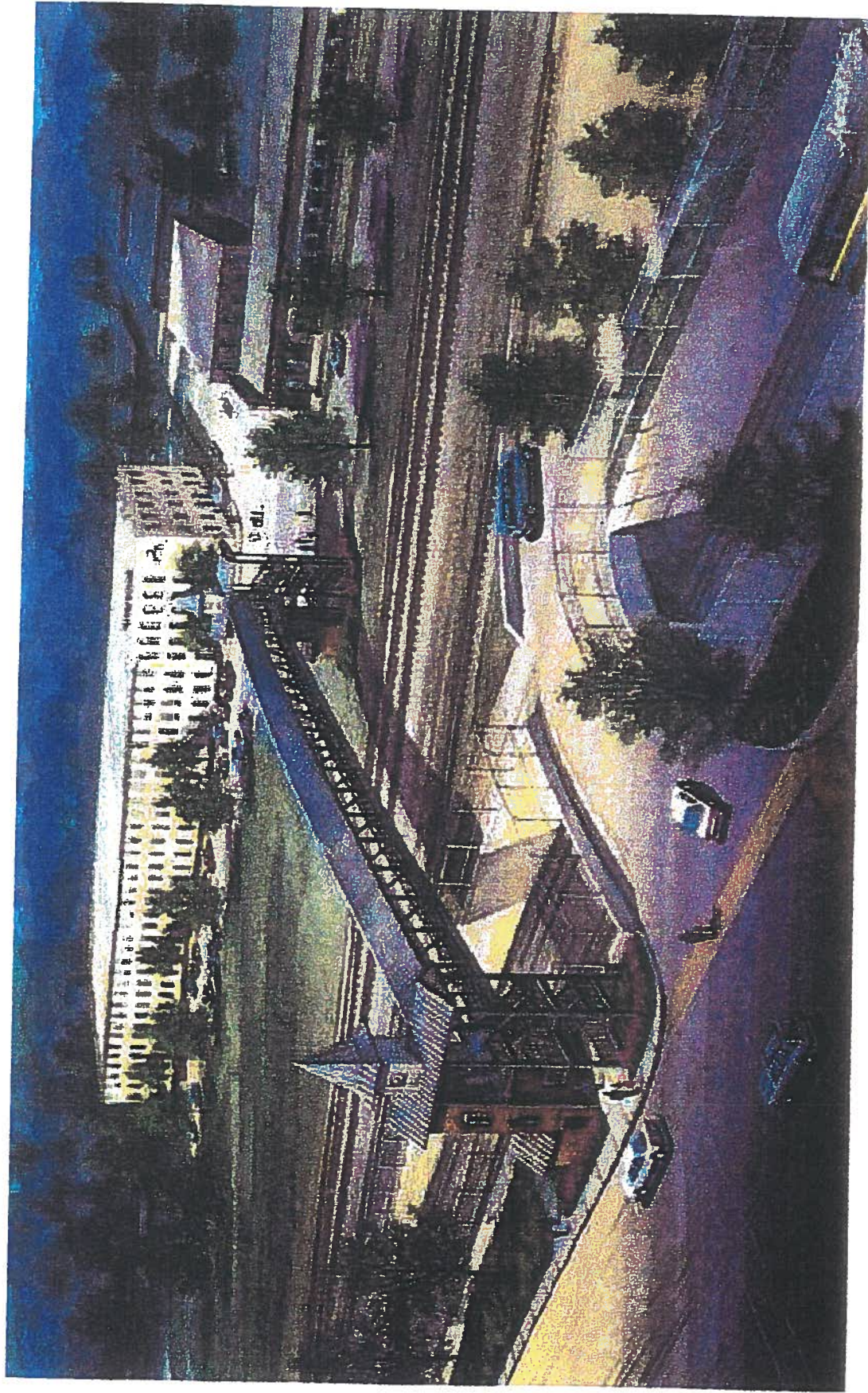
MAP 2

STEEP SLOPES


**Keck & Wood, Inc.** ENGINEERS SURVEYORS PLANNERS  
3722 PLEASANTDALE RD., ATLANTA, GEORGIA 30304 (770) 852-1234



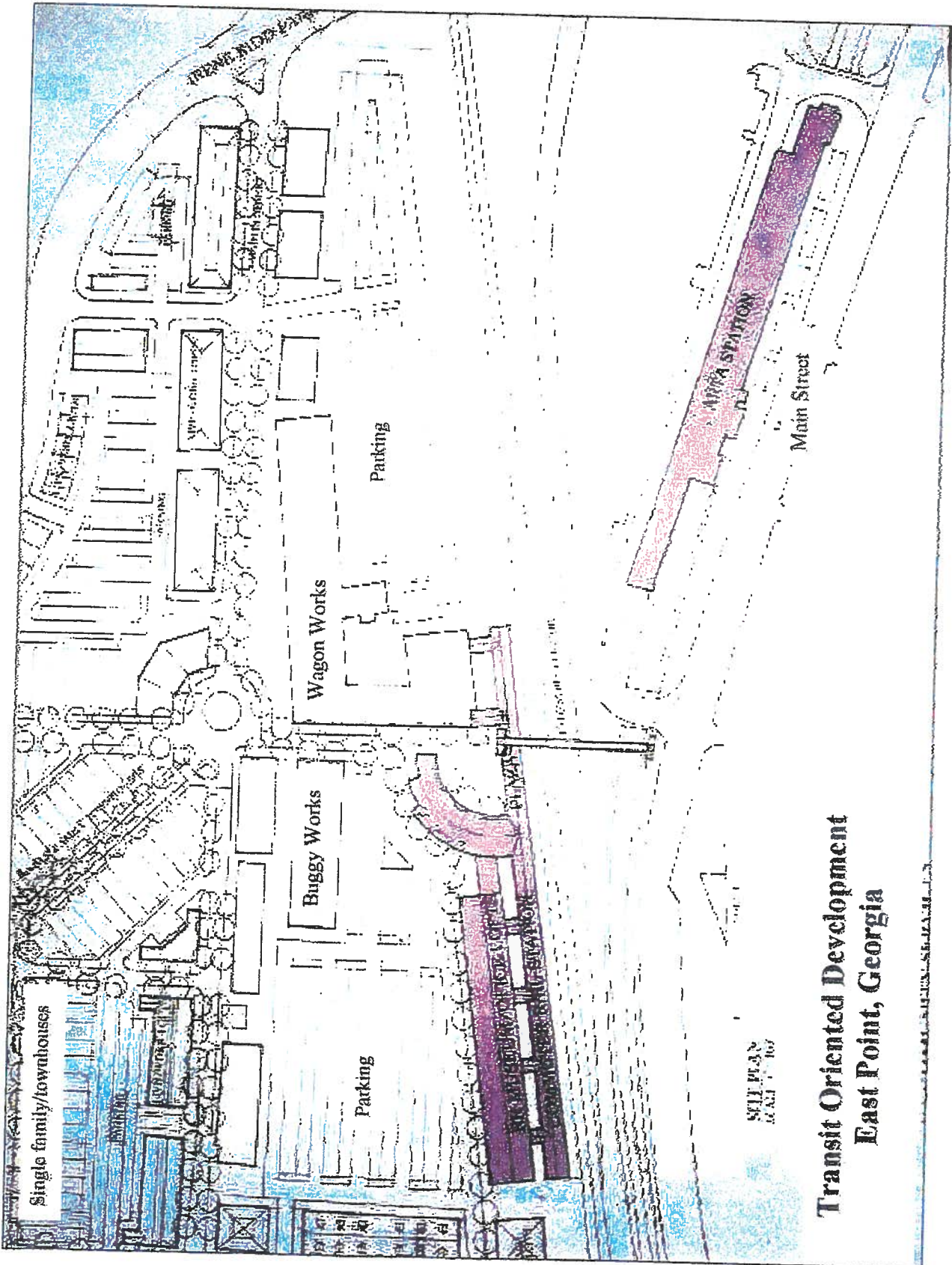
**Appendix A-7**  
**East Point Project Renderings**



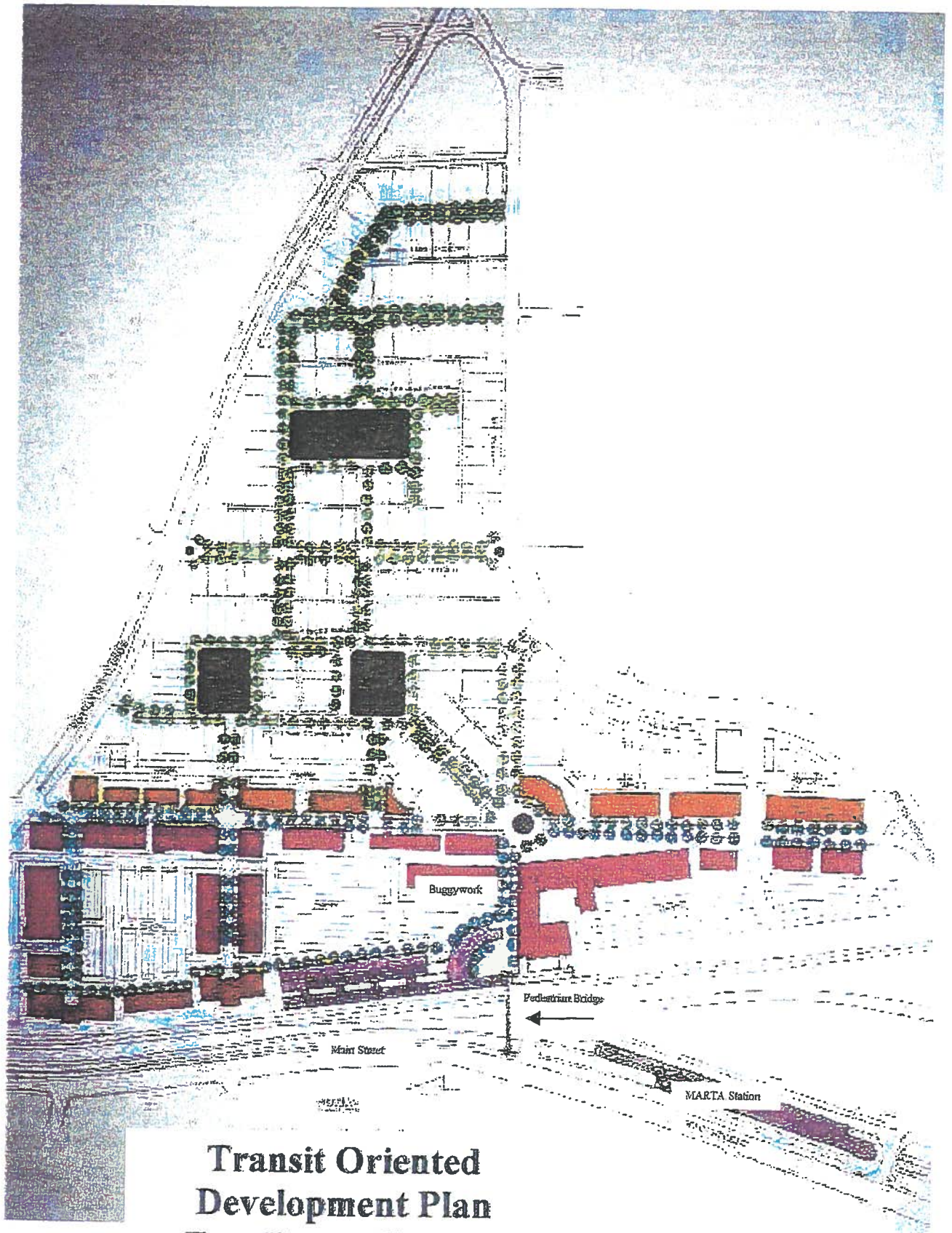
**Pedestrian Bridge linking East & West  
Cleveland Avenues  
Downtown East Point, Georgia**



East Point Transit Rail Plaza



**Transit Oriented Development  
East Point, Georgia**

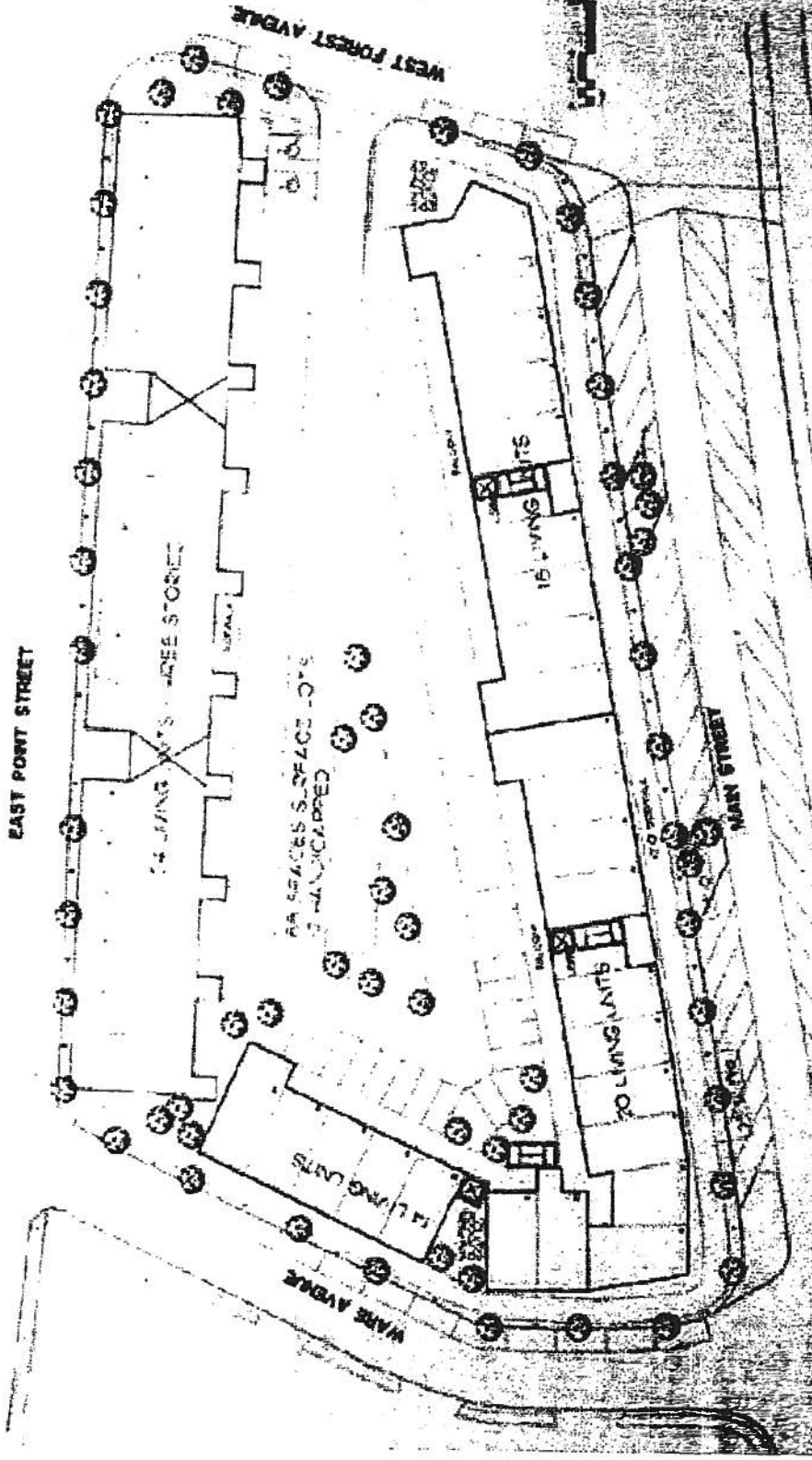


**Transit Oriented  
Development Plan  
East Point, Georgia**

**LEGEND:**

- LIVING UNITS = 48
- COMMERCIAL SALES AREA = 80,000 SQ. FT.
- LIVE WORK AREA = 15,000 SQ. FT.
- SURFACE PARKING SPACES = 88 SPACES
- 2 HIC
- DAY CARE CENTER, CONFERENCE ROOM, HEALTH CLUB AND HOSPITALITY CENTER

CHURCH STREET

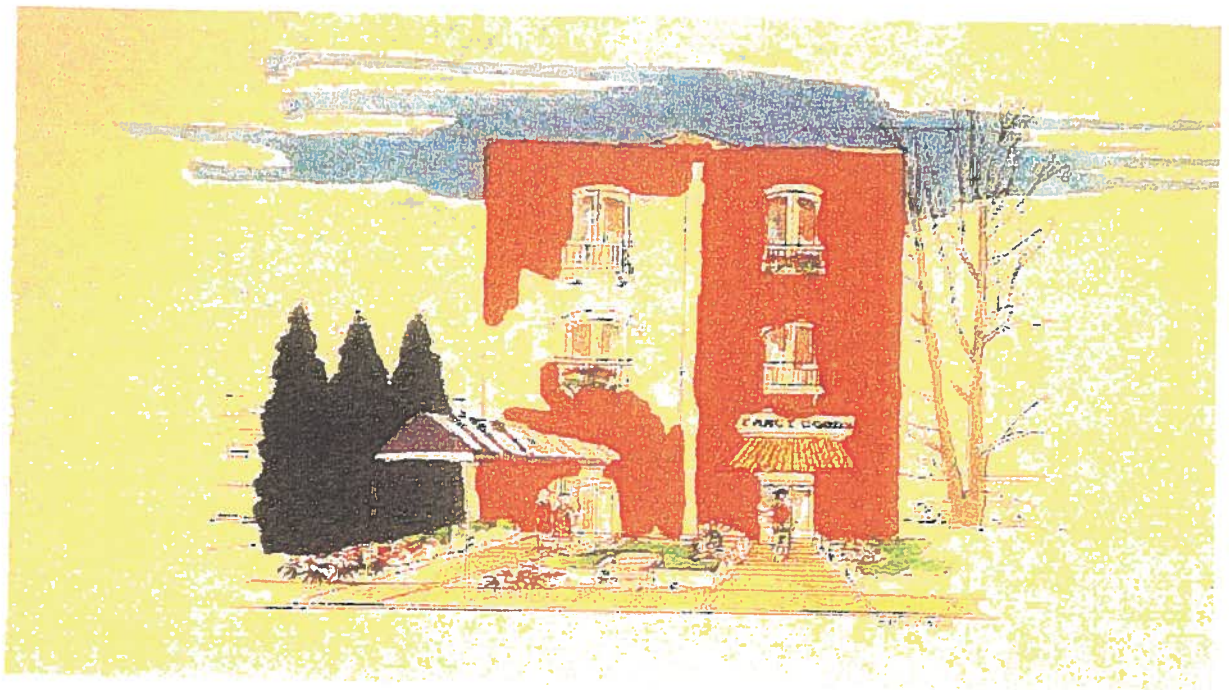


**North Main Street Development Plans  
East Point, Georgia**

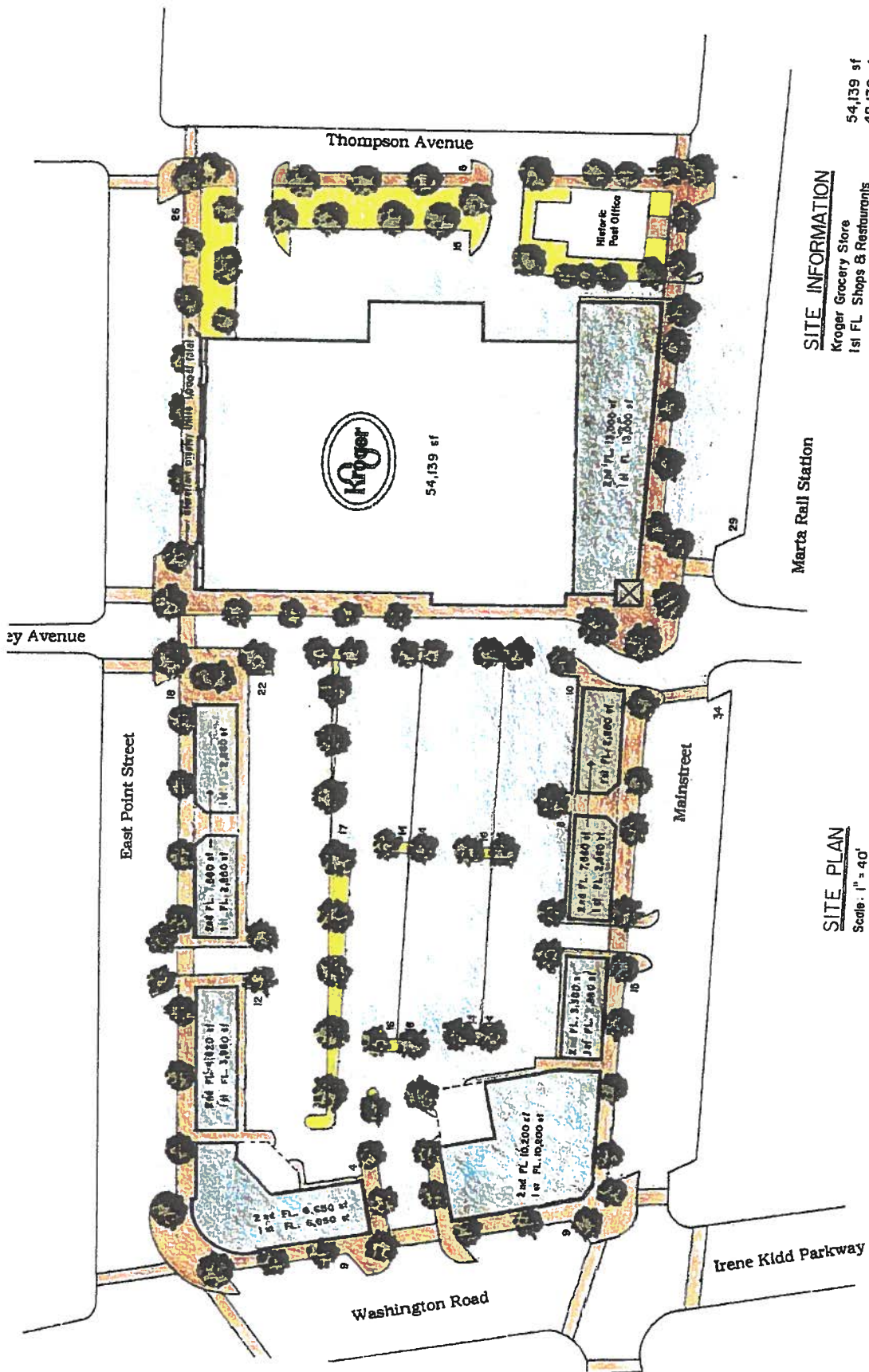




**The Day Building - corner of W. Cleveland  
and Main St., downtown East Point**



**1596 W. Cleveland Ave.  
Old "Elks Club" building  
downtown East Point, Georgia**



**SITE INFORMATION**

Kroger Grocery Store	54,139 sf
1st FL Shops & Restaurants	49,130 sf
2nd FL Lofi Offices & Residences	52,950 sf
<b>Total</b>	<b>156,219 sf</b>

Center Parking	240 Spaces
Perimeter Parking	217 Spaces
<b>Total</b>	<b>457 Spaces</b>

**South Main Street Redevelopment Plan  
East Point, Georgia**

**SITE PLAN**  
Scale: 1" = 40'



Hale|McIntyre Architects

**Main Street - Downtown East Point  
(across from MARTA Station)**

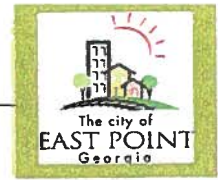


**APPENDIX A-8**

**TAX PARCEL IDENTIFICATION NUMBERS**

The following are the Tax Parcel Identification numbers for the properties to be included in the Redevelopment Area:

09F-3700-0155-013-8	14-0256-LL-016-9
09F-3700-0155-014-6	14-0256-LL-017-7
09F-3700-0180-119-2	14F-0001-LL-006-2
13-0001-LL-001-1	14F-0001-LL-007-0
13-0001-LL-006-0	14F-0001-LL-008-8
13-0002-LL-053-1	
13-0031-LL-089-0	
13-0032-LL-001-4	
13-0032-LL-022-0	
13-0032-LL-024-6	
13-0032-LL-025-3	
13-0032-LL-026-1	
13-0032-LL-027-9	
13-0032-LL-031-1	
14-0255-LL-006-1	
14-0255-LL-019-4	
14-0255-LL-029-3	
14-0255-LL-035-0	
14-0256-LL-009-4	
14-0256-LL-015-1	



**Appendix A-9**

**Development and Infrastructure Cost Schedule**

	<b><u>Infrastructure*</u></b>	<b><u>Capital Improvements</u></b>
Camp Creek Business Center	\$9,400,000	\$100,000,000
Camp Creek MarketPlace	\$4,900,000	\$ 81,000,000
Business Park – Lee Property	\$5,800,000	\$ 25,000,000
Hotel	\$2,500,000	\$ 25,000,000

**\*Includes improvements to Camp Creek Parkway**



**Appendix A-10**  
**Form of Initial Development Agreement**

## DEVELOPMENT AGREEMENT

This Development Agreement (this "Agreement"), dated as of \_\_\_\_\_, 2001, is made by and between the City of East Point, Georgia, a municipal corporation and a political subdivision of the State of Georgia, acting through its legislative body, the City Council (the "City"), and Duke Realty Limited Partnership, an Indiana limited partnership ("Duke") and [North American Entity], a \_\_\_\_\_ limited liability company ("North American"). Capitalized terms are used herein with the meanings given them in Section 1.1.

### RECITALS

By referendum held on June 19, 2001, the exercise of the redevelopment powers granted under the Act by the City was approved.

By Resolution \_\_\_\_\_ adopted by the City Council of the City on \_\_\_\_\_, 2001, and following a public hearing as required by law, the City Council of the City approved the Redevelopment Plan and created the Camp Creek TAD pursuant to the Redevelopment Powers Law.

The Resolution found that it is in the public interest of the City that the Redevelopment Powers Law be exercised to enable a public-private partnership to improve economic and social conditions of the Camp Creek TAD pursuant to the Redevelopment Plan in order to abate or eliminate deleterious effects of its current depressed state.

The Resolution further expressed the intent of the City, as set forth in the Redevelopment Plan, to provide funds through the issuance of TAD Bonds to induce and stimulate development in the Camp Creek TAD.

Based on the findings of the City and in reliance on the City's undertakings expressed in the Resolution, by resolution adopted on \_\_\_\_\_, 2001 by the Board of Commissioners of the County and by resolution adopted on \_\_\_\_\_, 2001 by the School Board, the County and the School Board consented to the inclusion of their respective share of ad valorem property taxes in the computation of the tax allocation increment for the Camp Creek TAD within the meaning of the Redevelopment Powers Law.

The undertakings contemplated by the Redevelopment Plan include, among other development, (i) the Infrastructure Project, the (ii) the Business Park, and (iii) the Retail Center.

In order to induce and further facilitate the successful accomplishment of the Redevelopment Plan, the City has indicated its intent, at the earliest feasible date, to exercise its authority under the Redevelopment Powers Law and in accordance with Georgia law, to issue an initial series of TAD Bonds and thereafter to issue subsequent series of TAD Bonds secured by, among other things, the Tax Allocation Increment

collected in the Camp Creek TAD to finance a portion of the Redevelopment Costs for the Infrastructure Project, or to reimburse any Developer for such Redevelopment Costs expended by it.

The Tax Allocation Increment that will secure the TAD Bonds are anticipated to be generated as a result of the development of the Business Park by Duke Realty and the Retail Center by North American.

## AGREEMENT

For and in consideration of the mutual promises, covenants, obligations and benefits of this Agreement, the parties hereto agree as follows:

### ARTICLE I GENERAL TERMS

**Section 1.1 Definitions.** Unless the context clearly requires a different meaning, the following terms are used herein with following meanings:

"Business Park" means the office/showroom, distribution and warehouse facilities developed or proposed to be developed by Duke on the Duke Property as more fully described in Exhibit B-1, as such Exhibit may be amended or modified from time to time.

"Business Park Construction Schedule" means the estimated schedule for construction of the Business Park as set forth in Exhibit C-1, as such Exhibit may be amended or modified from time to time.

"Business Park Budget" means the budget for the Business Park as set forth in Exhibit D-1, which Business Park Budget includes all architectural, engineering, design, legal and other consultant fees and expenses related to the Business Park, as such Exhibit may be amended or modified from time to time.

"Camp Creek TAD" means Tax Allocation District No. One – City of East Point created by the Resolution and as further described in the Redevelopment Plan.

"City" means the City of East Point, Georgia, a municipal corporation and a political subdivision of the State, acting through its legislative body, the City Council, and any successors and assigns.

"County" means Fulton County, Georgia.

"Developer Advances" means advances by a Developer to pay any costs which comprise Redevelopment Costs.

"Developer" means, individually or collectively, as the text requires, Duke and/or North American, the signatories to this Agreement.



"Developer Documents" means this Agreement any other documents being executed and delivered by a Developer in connection with the issuance of the TAD Bonds.

"Duke" means Duke Realty Limited Partnership, an Indiana limited partnership, and its successors and assigns, the Developer of the Infrastructure Project and the Business Park.

"Duke Property" means the site of the Business Park as described in Exhibit A-1.

"Effective Date" means \_\_\_\_\_, 2001, the effective date of this Agreement.

"Infrastructure Project" means the construction of the certain infrastructure within the Camp Creek TAD, including, without limitation, bridges, roadways and road improvements, utilities (including water and sewer), traffic signalization, walking trails, sidewalks, greenspace, gazebos and water features, all of which is to be dedicated to the City pursuant to Section 4.7, to be financed with the proceeds of TAD Bonds, and which is more specifically described on Exhibit B-3, as such Exhibit may be amended or modified from time to time.

"Infrastructure Construction Schedule" means the estimated schedule for construction of the Infrastructure Project as set forth in Exhibit C-3, as such Exhibit may be amended or modified from time to time.

"Infrastructure Developer" means Duke with respect to the infrastructure to be constructed on the Duke Property, North American, with respect to the infrastructure to be constructed on the North American Property, and either Duke or North American or their designee, as agreed between Duke and North American, with respect to "common infrastructure or infrastructure on property owned by third parties, including property owned by the City or the County; provided that Duke and North American can agree between them that in such circumstances as they determine, either of them may construct all or any portion of the Infrastructure Project.

"Infrastructure Project Budget" means the budget for the Infrastructure Project as set forth in Exhibit D-3, which Infrastructure Project Budget includes all architectural, engineering, design, legal and other consultant fees and expenses related to the Infrastructure Project, as such Exhibit may be amended or modified from time to time.

"Legal Requirements" means any legal requirements, including any local, state or federal statute, law, ordinance, code, rule or regulation, now or hereinafter in effect (including environmental laws) or order, judgment, decree, injunction, permit, license, authorization, certificate, franchise, approval, notice, demand, direction or determination of any governmental authority.

"North American" means [North American Entity], a \_\_\_\_\_ limited liability company, and its successors and assigns, the Developer of the Retail Center.

**Section 8.8 Construction.** This Agreement is a contract made under and will be construed in accordance with and governed by the laws of the United States of America and the State.

**Section 8.9 Entire Agreement.** This written agreement represents the final agreement between the parties and may not be contradicted by evidence of prior, contemporaneous, or subsequent oral agreements of the parties. There are no unwritten oral agreements between the parties.

**Section 8.10 Approval by the Parties.** Whenever this Agreement requires or permits approval or consent to be hereafter given by any of the parties, the parties agree that such approval or consent may not be unreasonably withheld, conditioned or delayed, and will be deemed given if no written objection is delivered to the requesting party within ten business days after delivery of the request to the approving party.

**Section 8.11 Additional Actions.** The parties agree to take such actions, including the execution and delivery of such documents, instruments, petitions and certifications as may be necessary or appropriate, from time to time, to carry out the terms, provisions and intent of this Agreement and to aid and assist each other in carrying out said terms, provisions and intent.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be duly executed as of the \_\_\_\_ day of \_\_\_\_\_, 2001.

DUKE REALTY LIMITED PARTNERSHIP

By: Duke Realty Corporation  
Its General Partner

By: \_\_\_\_\_  
Name:  
Title:

[NORTH AMERICAN ENTITY]

By: \_\_\_\_\_  
Name:  
Title:

CITY OF EAST POINT, GEORGIA

Attest:

By: \_\_\_\_\_

Name:

Title:

\_\_\_\_\_

Name:

Title:

**EXHIBITS**

- A**                    **Property Descriptions**  
A-1 –Duke Property  
A-2 – North American
  
- B**                    **Project Descriptions**  
B-1 - Business Park  
B-2 – Retail Center  
B-3 – Infrastructure Project
  
- C**                    **Project Construction Schedules**  
C-1 - Business Park Construction Schedule  
C-2 – Retail Center Construction Schedule  
C-3 – Infrastructure Project Construction Schedule
  
- D**                    **Project Budgets**  
D-1 –Business Park Budget  
D-2 – Retail Center Budget  
D-3 – Infrastructure Project Budget
  
- E**                    **Form of Requisition**
  
- F**                    **Structure of Series 2002 TAD Bonds**

9/26/01

EXHIBIT A  
PROPERTY DESCRIPTIONS

ATLANTA:4329026.4

EXHIBIT B  
PROJECT DESCRIPTIONS

EXHIBIT C  
PROJECT CONSTRUCTION SCHEDULES

EXHIBIT D  
PROJECT BUDGETS



EXHIBIT E

FORM OF REQUISITION

This Requisition is submitted under that certain Development Agreement (the "Development Agreement") by and between the undersigned, as a "Developer" therein, (the "Developer"), the City of East Point, Georgia (the "City") and the other parties named therein dated \_\_\_\_\_, 2001. Capitalized terms are used in this Requisition with the meaning given them in the Development Agreement.

This Requisition evidences a Developer Advance under the Development Agreement in the amount of \$[amount] for the following:

[describe the and nature of work completed].

By the Developer's execution of this Requisition, the represents (i) that it has made the expenditures and completed the work described in this Requisition and (ii) that it is not in default under the Development Agreement or any other Developer Documents to which it is a party. Copies of the relevant invoices and other appropriate documentation are attached to this Requisition.

By the City's execution of this Requisition, the City indicates its approval of the expenditures and work described in this Requisition and its approval of the matters set forth in this Requisition and authorizes distribution of the amount set forth above from the proceeds of TAD Bonds issued by the City.

AGREED TO this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

[DEVELOPER]

By: \_\_\_\_\_  
Name:  
Title:

CITY OF EAST POINT, GEORGIA

By: \_\_\_\_\_  
Name:  
Title:

EXHIBIT F  
STRUCTURE OF SERIES 2002 TAD BONDS



**Appendix A-11**

**Redevelopment Area Boundary Description**

ALL THAT TRACT OR PARCEL OF LAND CONTAINING 814 ACRES MORE OR LESS BEING PARTIALLY LOCATED IN THE CITY OF EAST POINT AND LYING AND BEING IN LAND LOTS 155 & 180 OF THE 9th DISTRICT F; LAND LOTS 1, 2, 31 & 32 OF THE 13th DISTRICT; LAND LOT 1 OF THE 14th DISTRICT F AND LAND LOTS 255 & 256 OF THE 14th DISTRICT OF FULTON COUNTY, GEORGIA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT AT THE NORTHEASTERLY END OF A MITER OF THE RIGHT OF WAY INTERSECTION OF THE NORTHERLY RIGHT OF WAY OF CAMP CREEK PARKWAY, A RIGHT OF WAY OF VARYING WIDTHS, WITH THE WESTERLY RIGHT OF WAY OF INTERSTATE 285, A RIGHT OF WAY OF VARYING WIDTHS; THENCE LEAVING SAID RIGHT OF WAY SOUTH 20 DEGREES 33 MINUTES 31 SECONDS WEST A DISTANCE OF 352.24 FEET TO A POINT AT THE NORTHWESTERLY END OF A MITER OF THE RIGHT OF WAY INTERSECTION OF THE WESTERLY RIGHT OF WAY OF INTERSTATE 285 WITH THE SOUTHERLY RIGHT OF WAY OF CAMP CREEK PARKWAY; THENCE ALONG

SAID MITER AND RIGHT OF WAY SOUTH 61 DEGREES 01 MINUTES 59 SECONDS EAST A DISTANCE OF 113.16 FEET TO A POINT ON THE CENTER OF A BRANCH; THENCE LEAVING SAID RIGHT OF WAY AND SOUTHERLY ALONG THE CENTER OF SAID BRANCH 1091.57 FEET THE FOLLOWING 12 COURSES: (1) SOUTH 31 DEGREES 53 MINUTES 44 SECONDS WEST A DISTANCE OF 70.13 FEET; (2) SOUTH 06 DEGREES 48 MINUTES 55 SECONDS WEST A DISTANCE OF 142.87 FEET; (3) SOUTH 02 DEGREES 53 MINUTES 39 SECONDS EAST A DISTANCE OF 34.02 FEET; (4) SOUTH 23 DEGREES 31 MINUTES 56 SECONDS WEST A DISTANCE OF 83.20 FEET; (5) SOUTH 15 DEGREES 19 MINUTES 48 SECONDS WEST A DISTANCE OF 89.67 FEET; (6) SOUTH 02 DEGREES 59 MINUTES 29 SECONDS EAST A DISTANCE OF 72.38 FEET; (7) SOUTH 16 DEGREES 18 MINUTES 47 SECONDS WEST A DISTANCE OF 95.61 FEET; (8) SOUTH 27 DEGREES 32 MINUTES 41 SECONDS WEST A DISTANCE OF 85.47 FEET; (9) SOUTH 12 DEGREES 16 MINUTES 52 SECONDS WEST A DISTANCE OF 92.46 FEET; (10) SOUTH 35 DEGREES 30 MINUTES 32 SECONDS WEST A DISTANCE OF 79.53 FEET; (11) SOUTH 27 DEGREES 27 MINUTES 19 SECONDS WEST A DISTANCE OF 75.58 FEET; AND (12) SOUTH 51 DEGREES 51 MINUTES 53 SECONDS WEST A DISTANCE OF 170.65 FEET TO A POINT; THENCE LEAVING SAID BRANCH NORTH 89 DEGREES 10 MINUTES 06 SECONDS WEST A DISTANCE OF 451.51 FEET TO A POINT; THENCE SOUTH 15 DEGREES 43 MINUTES 52 SECONDS EAST A DISTANCE OF 1514.00 FEET TO A POINT; THENCE SOUTH 15 DEGREES 09 MINUTES 18 SECONDS EAST A DISTANCE OF 355.07 FEET TO A POINT; THENCE SOUTH 85 DEGREES 35 MINUTES 36 SECONDS EAST A DISTANCE OF 628.49 FEET TO A POINT ON AFORESAID WESTERLY RIGHT OF WAY OF



INTERSTATE HIGHWAY 285; THENCE ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 7789.44 FEET AN ARC DISTANCE OF 934.47 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING SOUTH 07 DEGREES 03 MINUTES 38 SECONDS EAST A DISTANCE OF 933.91 FEET) TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 08 DEGREES 02 MINUTES 00 SECONDS WEST A DISTANCE OF 108.02 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 30 DEGREES 31 MINUTES 41 SECONDS EAST A DISTANCE OF 108.02 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 7789.44 FEET AN ARC DISTANCE OF 1331.89 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING SOUTH 16 DEGREES 53 MINUTES 45 SECONDS EAST A DISTANCE OF 1330.27 FEET) TO A POINT; THENCE LEAVING SAID RIGHT OF WAY NORTH 89 DEGREES 57 MINUTES 18 SECONDS WEST A DISTANCE OF 188.94 FEET TO A POINT ON THE LAND LOT COMMON TO LAND LOTS 1 AND 2 OF THE 13th DISTRICT; THENCE ALONG SAID LAND LOT LINE SOUTH 00 DEGREES 41 MINUTES 10 SECONDS WEST A DISTANCE OF 80.72 FEET TO A POINT AT THE LAND LOT CORNER COMMON TO LAND LOTS 1, 2, 31 AND 32 OF THE 13th DISTRICT; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 31 AND 32 OF THE 13th DISTRICT SOUTH 00 DEGREES 41 MINUTES 10 SECONDS WEST A DISTANCE OF 336.99 FEET TO A POINT; THENCE CONTINUING ALONG SAID LAND LOT LINE SOUTH 00 DEGREES 05 MINUTES 03 SECONDS WEST A DISTANCE OF 224.00 FEET TO A POINT; THENCE CONTINUING ALONG SAID LAND LOT LINE SOUTH 00 DEGREES 20 MINUTES 51 SECONDS WEST A DISTANCE OF 840.91 FEET TO A POINT; THENCE LEAVING SAID LAND LOT LINE SOUTH 89 DEGREES 22 MINUTES 27 SECONDS EAST A DISTANCE OF 863.82 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF COMMERCE DRIVE, A 50 FOOT RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY SOUTH 19 DEGREES 17 MINUTES 39 SECONDS EAST A DISTANCE OF 63.82 FEET TO A POINT; THENCE LEAVING SAID RIGHT OF WAY NORTH 89 DEGREES 22 MINUTES 27 SECONDS WEST A DISTANCE OF 885.28 FEET TO A POINT ON AFORESAID LAND LOT LINE COMMON TO LAND LOTS 31 AND 32; THENCE ALONG SAID LAND LOT LINE SOUTH 00 DEGREES 09 MINUTES 05 SECONDS EAST A DISTANCE OF 660.36 FEET TO A POINT; THENCE LEAVING SAID LAND LOT LINE SOUTH 89 DEGREES 46 MINUTES 56 SECONDS WEST A DISTANCE OF 394.75 FEET TO A POINT; THENCE NORTH 00 DEGREES 13 MINUTES 04 SECONDS WEST A DISTANCE OF 160.00 FEET TO A POINT; THENCE SOUTH 89 DEGREES 46 MINUTES 56 SECONDS WEST A DISTANCE OF 202.00 FEET TO A POINT; THENCE SOUTH 00 DEGREES 13 MINUTES 04 SECONDS EAST A DISTANCE OF 160.00 FEET TO A POINT; THENCE SOUTH 89 DEGREES 46 MINUTES 56 SECONDS WEST A DISTANCE OF 43.86 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY OF CAMPBELL DRIVE, A 50 FOOT RIGHT OF WAY; THENCE ALONG SAID RIGHT OF WAY NORTH 06 DEGREES 43 MINUTES 15 SECONDS WEST A DISTANCE OF 369.89 FEET TO A POINT; THENCE LEAVING SAID RIGHT OF WAY SOUTH 82 DEGREES 44 MINUTES 52 SECONDS WEST A DISTANCE OF 50.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF SAID CAMPBELL DRIVE; THENCE LEAVING SAID WESTERLY RIGHT OF WAY NORTH



89 DEGREES 45 MINUTES 41 SECONDS WEST A DISTANCE OF 1546.50 FEET TO A POINT; THENCE SOUTH 00 DEGREES 46 MINUTES 45 SECONDS WEST A DISTANCE OF 1068.62 FEET TO A POINT; THENCE NORTH 88 DEGREES 37 MINUTES 50 SECONDS WEST A DISTANCE OF 97.60 FEET TO A POINT; THENCE NORTH 48 DEGREES 56 MINUTES 20 SECONDS WEST A DISTANCE OF 120.00 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY OF ETHAN ALLEN DRIVE, 50 FOOT RIGHT OF WAY; THENCE ALONG THE SOUTHEASTERLY RIGHT OF WAY OF SAID ETHAN ALLEN DRIVE NORTH 41 DEGREES 03 MINUTES 40 SECONDS EAST A DISTANCE OF 18.00 FEET TO A POINT AT THE TERMINUS OF SAID ETHAN ALLEN DRIVE; THENCE LEAVING SAID SOUTHEASTERLY RIGHT OF WAY OF ETHAN ALLEN DRIVE NORTH 48 DEGREES 56 MINUTES 20 SECONDS WEST A DISTANCE OF 230.00 FEET TO A POINT; THENCE SOUTH 41 DEGREES 02 MINUTES 20 SECONDS WEST A DISTANCE OF 475.90 FEET TO A POINT ON THE LAND LOT LINE COMMON TO LAND LOTS 32 AND 33 OF THE 13th DISTRICT; THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 47 MINUTES 30 SECONDS WEST A DISTANCE OF 75.80 FEET TO A POINT AT THE INTERSECTION OF SAID LAND LOT LINE WITH EAST LINE OF LAND LOT 155 OF THE 9th DISTRICT F; THENCE ALONG SAID EAST LINE OF LAND LOT 155 OF THE 9th DISTRICT F AND THE WEST LINE OF LAND LOT 33 OF THE 13th DISTRICT SOUTH 00 DEGREES 52 MINUTES 33 SECONDS WEST A DISTANCE OF 374.85 FEET TO A POINT ON THE LAND LOT LINE COMMON TO LAND LOTS 154 AND 155 OF SAID 9th DISTRICT F; THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 00 MINUTES 11 SECONDS WEST A DISTANCE OF 652.85 FEET TO A POINT ON THE EASTERLY SIDE OF A 30 FOOT PRESCRIPTIVE EASEMENT OF RIDGE ROAD; THENCE NORTHERLY ALONG THE EASTERLY SIDE OF SAID PRESCRIPTIVE EASEMENT A DISTANCE OF 3437.91 FEET THE FOLLOWING 24 COURSES: (1) NORTH 20 DEGREES 47 MINUTES 04 SECONDS WEST A DISTANCE OF 184.16 FEET; (2) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 86.34 FEET AN ARC DISTANCE OF 39.47 FEET (SAID ARC BEING SUBTENDE BY A CHORD BEARING NORTH 07 DEGREES 41 MINUTES 22 SECONDS WEST A DISTANCE OF 39.12 FEET); (3) NORTH 05 DEGREES 24 MINUTES 20 SECONDS EAST A DISTANCE OF 158.13 FEET; (4) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1144.90 FEET AN ARC DISTANCE OF 69.69 FEET (SAID ARC BEING SUBTENDE BY A CHORD BEARING NORTH 07 DEGREES 08 MINUTES 57 SECONDS EAST A DISTANCE OF 69.68 FEET); (5) NORTH 08 DEGREES 53 MINUTES 35 SECONDS EAST A DISTANCE OF 68.39 FEET; (6) ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 3419.10 FEET AN ARC DISTANCE OF 226.07 FEET (SAID ARC BEING SUBTENDE BY A CHORD BEARING NORTH 06 DEGREES 59 MINUTES 56 SECONDS EAST A DISTANCE OF 226.03 FEET); (7) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 625.89 FEET AN ARC DISTANCE OF 82.98 FEET (SAID ARC BEING SUBTENDE BY A CHORD BEARING NORTH 08 DEGREES 54 MINUTES 11 SECONDS EAST A DISTANCE OF 82.92 FEET); (8) NORTH 12 DEGREES 42 MINUTES 04 SECONDS EAST A DISTANCE OF 184.90 FEET; (9) ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 867.57 FEET AN ARC DISTANCE OF 71.19 FEET (SAID ARC BEING SUBTENDE BY A CHORD BEARING NORTH 10 DEGREES 21 MINUTES 01 SECONDS EAST A



DISTANCE OF 71.17 FEET); (10) NORTH 07 DEGREES 59 MINUTES 58 SECONDS EAST A DISTANCE OF 187.71 FEET; (11) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 441.68 FEET AN ARC DISTANCE OF 105.88 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 14 DEGREES 52 MINUTES 01 SECONDS EAST A DISTANCE OF 105.62 FEET); (12) NORTH 21 DEGREES 44 MINUTES 03 SECONDS EAST A DISTANCE OF 424.72 FEET; (13) ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1479.80 FEET AN ARC DISTANCE OF 220.00 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 17 DEGREES 28 MINUTES 31 SECONDS EAST A DISTANCE OF 219.79 FEET); (14) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 915.00 FEET AN ARC DISTANCE OF 93.02 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 16 DEGREES 07 MINUTES 43 SECONDS EAST A DISTANCE OF 92.98 FEET); (15) NORTH 19 DEGREES 02 MINUTES 27 SECONDS EAST A DISTANCE OF 163.42 FEET; (16) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 794.69 FEET AN ARC DISTANCE OF 98.02 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 22 DEGREES 34 MINUTES 28 SECONDS EAST A DISTANCE OF 97.96 FEET); (17) NORTH 26 DEGREES 06 MINUTES 29 SECONDS EAST A DISTANCE OF 125.67 FEET; (18) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 726.21 FEET AN ARC DISTANCE OF 87.40 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 29 DEGREES 33 MINUTES 21 SECONDS EAST A DISTANCE OF 87.34 FEET); (19) ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 307.35 FEET AN ARC DISTANCE OF 91.89 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 24 DEGREES 26 MINUTES 18 SECONDS EAST A DISTANCE OF 91.55 FEET); (20) NORTH 15 DEGREES 52 MINUTES 23 SECONDS EAST A DISTANCE OF 153.53 FEET; (21) ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 588.70 FEET AN ARC DISTANCE OF 107.61 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 10 DEGREES 38 MINUTES 11 SECONDS EAST A DISTANCE OF 107.46 FEET); (22) NORTH 05 DEGREES 23 MINUTES 58 SECONDS EAST A DISTANCE OF 169.12 FEET; (23) ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1485.00 FEET AN ARC DISTANCE OF 108.70 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 07 DEGREES 29 MINUTES 47 SECONDS EAST A DISTANCE OF 108.67 FEET); AND (24) ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2005.20 FEET AN ARC DISTANCE OF 216.24 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 06 DEGREES 30 MINUTES 14 SECONDS EAST A DISTANCE OF 216.14 FEET) TO A POINT AT THE INTERSECTION OF THE LAND LOT LINE COMMON TO LAND LOTS 1 AND 32 OF THE 13th DISTRICT WITH THE EAST LINE OF LAND LOT 180 OF THE 9th DISTRICT F; THENCE ALONG THE LAND LOT LINE COMMON TO LAND LOTS 1 OF THE 13th DISTRICT AND 180 OF THE 9th DISTRICT F NORTH 00 DEGREES 15 MINUTES 50 SECONDS EAST A DISTANCE OF 256.21 FEET TO A POINT; THENCE LEAVING SAID LAND LOT LINE NORTH 89 DEGREES 23 MINUTES 38 SECONDS WEST A DISTANCE OF 444.93 FEET TO A POINT; THENCE NORTH 00 DEGREES 21 MINUTES 45 SECONDS EAST A DISTANCE OF 219.88 FEET TO A POINT; THENCE SOUTH 83 DEGREES 46 MINUTES 18 SECONDS WEST A DISTANCE OF 326.96 FEET TO A POINT; THENCE NORTH 14 DEGREES 12 MINUTES 02 SECONDS WEST A



DISTANCE OF 603.52 FEET TO A POINT; THENCE NORTH 88 DEGREES 56 MINUTES 06 SECONDS WEST A DISTANCE OF 269.59 FEET TO A POINT; THENCE SOUTH 13 DEGREES 59 MINUTES 05 SECONDS EAST A DISTANCE OF 443.42 FEET TO A POINT; THENCE SOUTH 75 DEGREES 14 MINUTES 41 SECONDS WEST A DISTANCE OF 1093.23 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY OF BEN HILL ROAD, A 60 FOOT RIGHT OF WAY; THENCE ALONG SAID EASTERLY RIGHT OF WAY OF BEN HILL ROAD NORTH 04 DEGREES 21 MINUTES 14 SECONDS WEST A DISTANCE OF 347.70 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 3927.11 FEET AN ARC DISTANCE OF 196.14 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 05 DEGREES 47 MINUTES 05 SECONDS WEST A DISTANCE OF 196.12 FEET) TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 956.57 FEET AN ARC DISTANCE OF 409.19 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 19 DEGREES 28 MINUTES 12 SECONDS WEST A DISTANCE OF 406.07 FEET) TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1147.30 FEET AN ARC DISTANCE OF 144.31 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 35 DEGREES 19 MINUTES 41 SECONDS WEST A DISTANCE OF 144.22 FEET) TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 896.10 FEET AN ARC DISTANCE OF 330.97 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 49 DEGREES 30 MINUTES 45 SECONDS WEST A DISTANCE OF 329.09 FEET) TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 10985.82 FEET AN ARC DISTANCE OF 167.78 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 60 DEGREES 31 MINUTES 52 SECONDS WEST A DISTANCE OF 167.78 FEET) TO A POINT ON THE LAND LOT LINE COMMON TO LAND LOTS 179 AND 180 OF THE 9th DISTRICT F; THENCE LEAVING SAID RIGHT OF WAY AND ALONG SAID LAND LOT LINE NORTH 00 DEGREES 38 MINUTES 45 SECONDS EAST A

DISTANCE OF 1009.38 FEET TO A POINT AT THE INTERSECTION OF SAID LAND LOT LINE WITH THE SOUTH LINE OF LAND LOT 1 OF THE 14th DISTRICT FF; THENCE ALONG THE SOUTH LINE OF LAND LOT 1 SOUTH 89 DEGREES 21 MINUTES 14 SECONDS EAST A DISTANCE OF 172.89 FEET TO A POINT; THENCE LEAVING SAID LAND LOT LINE NORTH 05 DEGREES 40 MINUTES 10 SECONDS WEST A DISTANCE OF 1556.37 FEET TO A POINT; THENCE NORTH 05 DEGREES 31 MINUTES 24 SECONDS WEST A DISTANCE OF 697.26 FEET TO A POINT; THENCE NORTH 88 DEGREES 28 MINUTES 38 SECONDS WEST A DISTANCE OF 93.00 FEET TO A POINT ON THE LAND LOT LINE COMMON TO LAND LOTS 1 AND 37 OF THE 14th DISTRICT FF; THENCE ALONG SAID LAND LOT LINE NORTH 00 DEGREES 45 MINUTES 48 SECONDS EAST A DISTANCE OF 359.32 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY CAMP CREEK PARKWAY; THENCE LEAVING SAID LAND LOT LINE AND ALONG SAID RIGHT OF WAY SOUTH 73 DEGREES 55

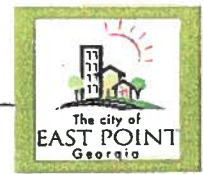


MINUTES 39 SECONDS EAST A DISTANCE OF 1797.14 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY NORTH 16 DEGREES 04 MINUTES 21 SECONDS EAST A DISTANCE OF 15.00 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 73 DEGREES 55 MINUTES 39 SECONDS EAST A DISTANCE OF 550.00 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 16 DEGREES 04 MINUTES 21 SECONDS WEST A DISTANCE OF 10.00 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 73 DEGREES 55 MINUTES 58 SECONDS EAST A DISTANCE OF 406.88 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 84 DEGREES 13 MINUTES 41 SECONDS EAST A DISTANCE OF 315.95 FEET TO A POINT ON THE LAND LOT LINE COMMON TO LAND LOT 1 OF THE 14th DISTRICT FF AND LAND LOT 256 OF THE 14th DISTRICT; THENCE LEAVING SAID RIGHT OF WAY ALONG SAID LAND LOT LINE NORTH 00 DEGREES 55 MINUTES 36 SECONDS EAST A DISTANCE OF 211.76 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF CAMP CREEK PARKWAY; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY OF CAMP CREEK PARKWAY AND CONTINUING ALONG SAID LAND LOT LINE NORTH 00 DEGREES 55 MINUTES 36 SECONDS EAST A DISTANCE OF 1121.50 FEET TO A POINT AT THE INTERSECTION OF THE EAST LINE OF LAND LOT 2 OF THE 14th DISTRICT FF WITH THE LAND LOT LINE COMMON TO LAND LOTS 255 AND 256 OF THE 14th DISTRICT; THENCE NORTH ALONG THE LAND LOT LINE COMMON TO LAND LOT 2 OF THE 14th DISTRICT FF AND LAND LOT 255 OF THE 14th DISTRICT A DISTANCE OF 868 FEET MORE OR LESS TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF REDWINE ROAD, A RIGHT OF WAY OF VARYING WIDTHS; THENCE EASTERLY ALONG SAID RIGHT OF WAY AND FOLLOWING THE CURVATURE THEREOF A DISTANCE OF 739 FEET MORE OR LESS TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 526.95 FEET AN ARC DISTANCE OF 66.15 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 66 DEGREES 41 MINUTES 37 SECONDS EAST A DISTANCE OF 66.11 FEET) TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY NORTH 64 DEGREES 13 MINUTES 18 SECONDS EAST A DISTANCE OF 529.40 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1175.00 FEET AN ARC DISTANCE OF 162.19 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 68 DEGREES 24 MINUTES 05 SECONDS EAST A DISTANCE OF 162.06 FEET) TO A POINT ON THE WESTERLY RIGHT OF WAY OF NORTH COMMERCE DRIVE; THENCE CONTINUING ALONG SAID RIGHT OF WAY OF REDWINE ROAD NORTH 74 DEGREES 55 MINUTES 25 SECONDS EAST A DISTANCE OF 119.27 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY OF NORTH COMMERCE DRIVE; THENCE CONTINUING ALONG SAID RIGHT OF WAY OF REDWINE ROAD NORTH 76 DEGREES 07 MINUTES 15 SECONDS EAST A DISTANCE OF 40.67 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 310.00 FEET AN ARC DISTANCE OF 198.68 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING SOUTH 85 DEGREES 13 MINUTES 38 SECONDS EAST A DISTANCE OF 195.30 FEET) TO A POINT; THENCE





CONTINUING ALONG SAID RIGHT OF WAY SOUTH 66 DEGREES 52 MINUTES 01 SECONDS EAST A DISTANCE OF 81.65 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 649.85 FEET AN ARC DISTANCE OF 264.31 FEET (SAID ARC BEING SUBTENDED BY A CHORD BEARING SOUTH 78 DEGREES 32 MINUTES 33 SECONDS EAST A DISTANCE OF 262.49 FEET) TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY NORTH 89 DEGREES 49 MINUTES 48 SECONDS EAST A DISTANCE OF 142.22 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 00 DEGREES 09 MINUTES 22 SECONDS WEST A DISTANCE OF 24.96 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 83 DEGREES 25 MINUTES 44 SECONDS EAST A DISTANCE OF 170.05 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 88 DEGREES 33 MINUTES 49 SECONDS EAST A DISTANCE OF 109.13 FEET TO A POINT ON AFORESAID WESTERLY RIGHT OF WAY OF INTERSTATE 285; THENCE ALONG SAID RIGHT OF WAY ON INTERSTATE 285 SOUTH 09 DEGREES 28 MINUTES 32 SECONDS EAST A DISTANCE OF 252.63 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 00 DEGREES 06 MINUTES 17 SECONDS WEST A DISTANCE OF 202.72 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 08 DEGREES 37 MINUTES 36 SECONDS WEST A DISTANCE OF 300.31 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 20 DEGREES 04 MINUTES 14 SECONDS WEST A DISTANCE OF 406.47 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY SOUTH 19 DEGREES 37 MINUTES 47 SECONDS WEST A DISTANCE OF 126.80 FEET TO A POINT BEING THE POINT OF BEGINNING.



## **Appendix B**

### **City of East Point Mayor and Council**

**Patsy Jo Hilliard**

**Mayor**

**City Council Members**

**Ward A**

**Russell Widener  
Bobby Carnes**

**Ward B**

**Alex Prince  
Pat Langford**

**Ward C**

**Brian Twaddell  
Melvin Pittman**

**Ward D**

**C. Ann Douglas  
Threet Brown**

[www.eastpointcity.org](http://www.eastpointcity.org)



## Appendix C

### Fulton County Board of Commissioners

**Mike Kenn**  
Chairman (At-Large) – District 1

**Emma I. Darnell**  
Vice Chair – District 5

**Karen Elaine Webster (At-Large) – District 2**  
**Bob Fulton – District 3**  
**Tom Lowe – District 4**  
**Nancy A. Boxill – District 6**  
**William “Bill” Edwards – District 7**

[www.co.fulton.ga.us](http://www.co.fulton.ga.us)



**Appendix D.**

**Fulton County Board of Education**

**Linda Bryant  
President**

**Ron Jackson – VP  
District 1**

**Julia Bernath  
District 7**

**Zenda Bowie  
District 6**

**Gail Dean  
District 3**

**Katie Reeves  
District 2**

**Frank Lambert  
District 5**

[www.fulton.k12.ga.us/](http://www.fulton.k12.ga.us/)



## **Appendix E.**

### **Resources**

- City of East Point Economic Development Department, *City of East Point Community Profile*.
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- City of East Point Community Services Department, *Master Town Plan, East Point, Georgia*. Revised March 2001.
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- Fulton County, *Fulton County Comprehensive Plan 2015, South Fulton Update*. July 1999.
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- Housing Authority of Fulton County, *Red Oak Revitalization Briefing Document*. April 2001.
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