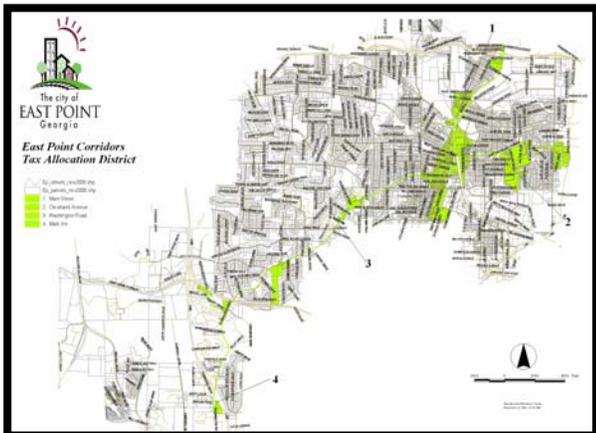


**EAST  
POINT**



# East Point Corridors Tax Allocation District and Redevelopment Plan

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## City of East Point Tax Allocation District #2

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Prepared By  
City of East Point  
Georgia

Submitted  
December, 2006

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NOTE: *Headings followed by a (n) denote information required per Georgia Code Title 36, Chapter 44.*

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## A. Executive Summary

### The Vision for the East Point Corridors and Key Objectives of the East Point Corridors TAD

The redevelopment of the City of East Point is an important step in enhancing the quality of life in the city's downtown and older, established neighborhoods. Creating and maintaining lively and attractive streets and buildings will stimulate investment in East Point's commercial core, adjoining historic neighborhoods such as Conley Hills and the major corridors – Main Street, Cleveland Avenue and Washington Road – that lead into and through the heart of the city.

There are many factors that point to a positive future for the City of East Point. As with other older revitalizing urban areas, there exists a sense and continuity of place and community. There is a sufficient amount of social and physical urban fabric that remains intact to serve as a basis and guide for revitalization efforts. Recent demographic patterns show a renewed interest in urban living as a preferred lifestyle. This has resulted in land use and behavioral changes aimed at reducing the reliance on the automobile and re-establishing pedestrian-oriented places. New economic sectors, such as the digital and communications industries are providing additional markets for the rehabilitation of underutilized or abandoned buildings and properties, such as are found in the East Point Corridors TAD area.

A good redevelopment plan is a community-supported strategy for guiding growth and capital improvement in predictable and desirable ways for an area's commercial and residential neighborhoods and streets. This TAD Redevelopment Plan orients transportation projects towards improving the livability and connectivity of neighborhoods and creating a place where pedestrians, cyclists, transit customers, and motorists are viable partners in a balanced transportation system. Urban design and land use planning is intended to establish a vision that ensures that revitalization efforts are innovative, yet consistent with City of East Point policies. The implementation component is intended to guide future development as it relates to the type and mix of commercial and residential uses. These components are vital in influencing the quality of private investment and the intensity of that commitment to East Point by residents, property owners, and merchants.

### TAD Goals and Objectives

The foundations for this East Point Corridors Redevelopment Plan and Tax Allocation Bond District can be found in several recent plans, much of which is incorporated into this TAD Redevelopment Plan. In addition to the City's own *2006 Comprehensive Plan Update*, this TAD Redevelopment Plan relies heavily on two recently completed studies: (1) the 2005 *City of East Point Livable Centers Initiative* report prepared by Pond & Company in association with The Collaborative Firm, Sizemore Group and Market+Main; and (2) the 2006 *Cleveland Avenue Corridor Study: Masterplan* prepared by Urban Studio, Inc. in association with WK Dickson & Co., Inc. and Iteris, Inc. The 2005 *East Point MARTA Development: Real Estate Development Methods* study prepared by the East Point MARTA Development Consultants team was also reviewed.

The *East Point Corridors Redevelopment Plan and Tax Allocation Bond District* (TAD) is proposed in accordance with this collaborative City-community vision for the following purposes:

1. To attract private, taxable redevelopment opportunities to the East Point Corridors sectors of the City of East Point.
2. To further the City's goals of improving underdeveloped urban areas as well as of attracting desirable development, including professional jobs.
3. To provide funding that, in turn, will attract additional regional, State and Federal funding to allow improvements to land use, transportation, and recreational areas.
4. To realize the full economic potential of an increasingly urbanized community.
5. To increase employment opportunities for residents of the TAD area and surrounding East Point neighborhoods.
6. To increase opportunities for market-driven residential and commercial development within the East Point Corridors area.
7. To overcome constraints to development generated by aged and obsolete commercial and residential structures, inefficient transportation infrastructure and inadequate physical connections to the surrounding community.
8. To maximize the tax revenue potential of the TAD area while achieving the basic goals of the *East Point Corridors Redevelopment Plan*.

Specific goals were articulated by both City officials and staff, as well as residents in the areas of housing, land use, civic and recreational spaces, community revitalization, transportation and safety. These goals were reiterated in the LCI and Cleveland Avenue studies and are therefore incorporated into this study, as follows:

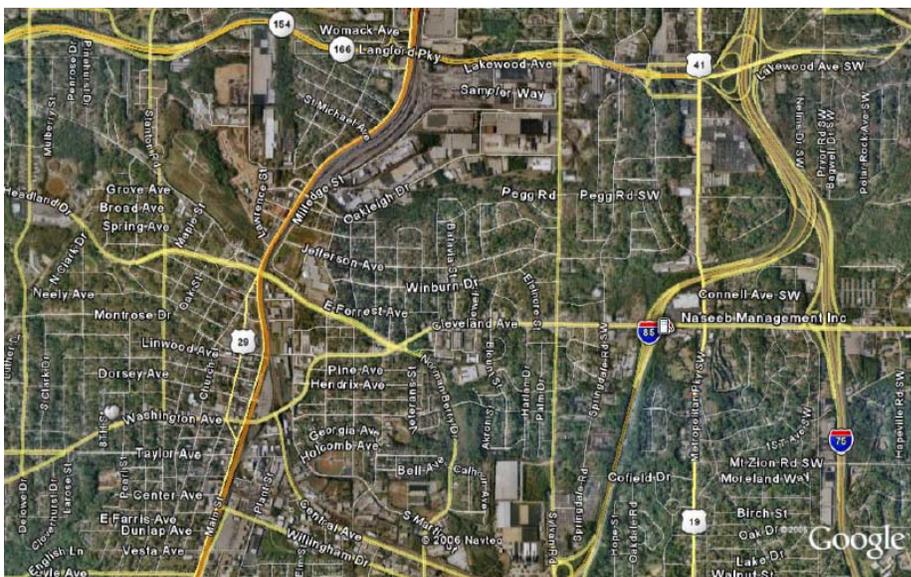
- Provide desirable residential product types in the central business district as identified in the market assessment, preferably with an ownership preference.
  - Provide additional retail, dining, entertainment and other commercial amenities such as better supermarkets within East Point. In addition, create a critical mass of people in the CBD sufficient to attract a destination retail market.
  - Maximize land use advantages through the development of mixed-use projects allowing for live-work convenience to residents and closer retail in proximity to housing.
  - Encourage development that will protect and enhance existing study area neighborhoods while connecting them to the civic and commercial center of the CBD.
  - Enhance connectivity within and among East Point neighborhoods through the design, extension and general improvement of walking, bicycling and multi-use trails. Ensure the provision of sidewalks connecting open spaces and parks and allowing access to existing City amenities.
-

- Improve the possibilities for redevelopment of the surplus MARTA parking lot and Sylvan Road / Cleveland Avenue area.
- Improve the pedestrian environment (amenities, access, usability, traffic calming, lighting, personal safety)
- Increase usable greenspace/parks.
- Increase the tax base with which to fund basic city services.
- Create financing mechanisms, resources and incentives such as this Tax Allocation District to fund redevelopment.
- Create a better profile throughout Metro Atlanta with potential residents seeking unique, convenient, safe, community-oriented housing locations.

With careful planning and guidance, East Point corridors referenced in this TAD Redevelopment Plan can be transformed into desirable, viable commercial and pedestrian-friendly communities. **The overall purpose of the East Point Corridors Tax Allocation District is to provide a financing mechanism to help facilitate recommended improvements as outlined in this Plan.**

## Location and Boundaries of Tax Allocation District

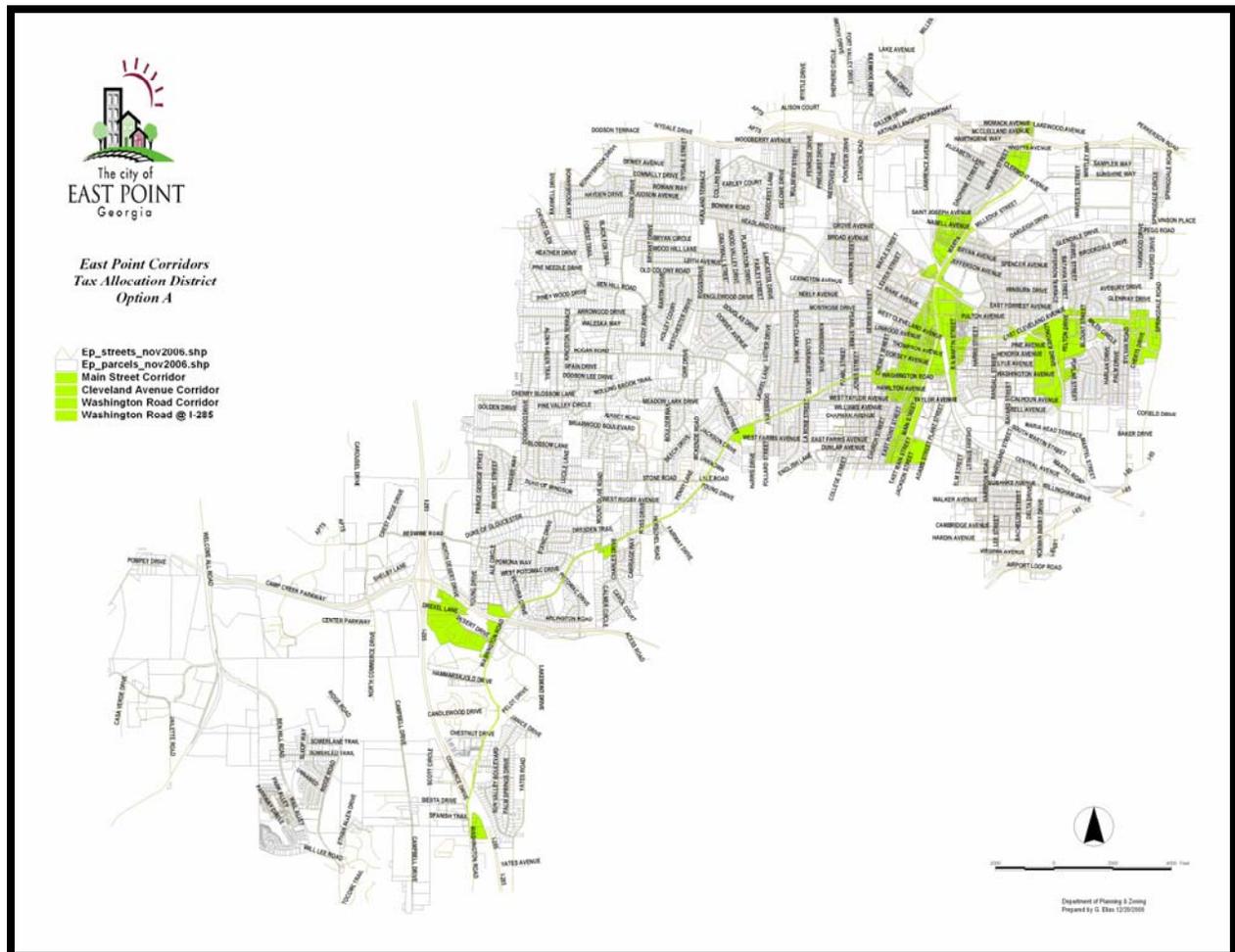
The East Point Corridor TAD incorporates that portion of Cleveland Avenue stretching from the city limits of East Point and Atlanta one block west of I-85 to the Irene Kidd Parkway, where it continues to Church Street two blocks west of Main Street. The TAD also includes that portion of Main Street stretching from Vesta Avenue on the south to the City limits at Womack Avenue on the north. Additionally, the TAD incorporates the Washington Road corridor from the Central Business District to I-285, incorporating several commercial “clusters” along or in immediate proximity to Washington Road.

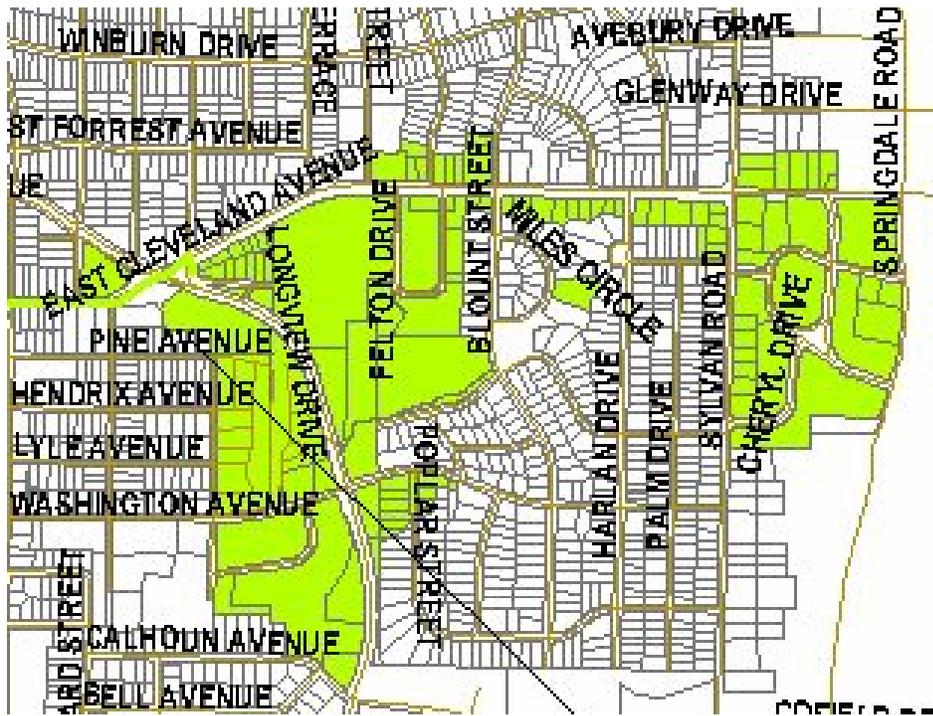


**East Point:  
Regional Overview  
and Major Roads**

The TAD's western borders roughly comprise (north to south) Main Street, St. Joseph Avenue, Lawrence Street, Church Street to West Taylor Avenue, and East Point Street. The TAD also includes the right-of-way of Irene Kidd Parkway/Washington Road west from Church Street to the City limits at Washington Road and I-285, incorporating several clusters of commercial properties at and around (1) Washington Plaza, (2) between Charles Drive and Mt. Olive along Washington, (3) along the western side of Washington Road immediately south of Camp Creek Parkway, (4) along the south side of Camp Creek Parkway in the southeast quadrant of the Camp Creek/I-285 interchange (via a right-of-way corridor along South Desert Drive from Washington Road), and (5) a parcel of land currently occupied by an unoccupied motel (formerly the Mark Inn). The TAD includes certain defined areas to the east of Main Street between Vesta Avenue to Harold Sheats Parkway, at which point the boundary crosses the MARTA rail line to the eastern right-of-way of Main Street, continuing north across Langford Parkway to Womack Avenue.

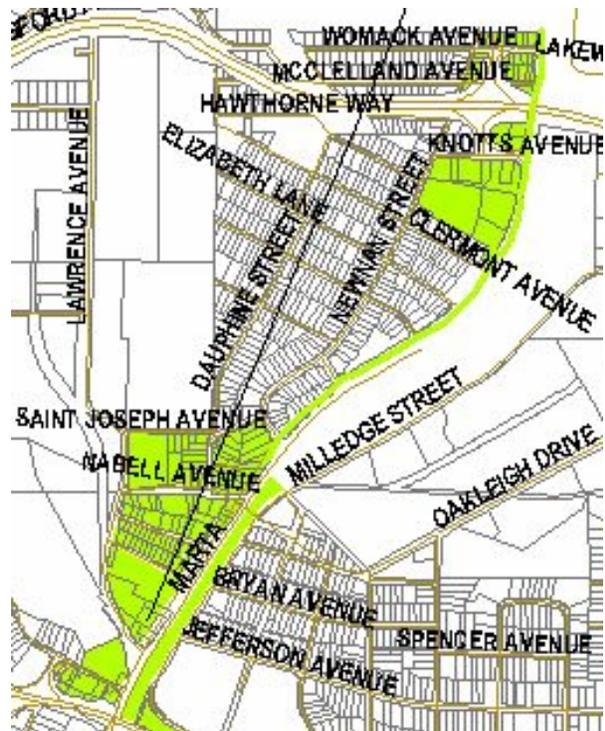
### East Point Corridors TAD Boundaries: All Areas



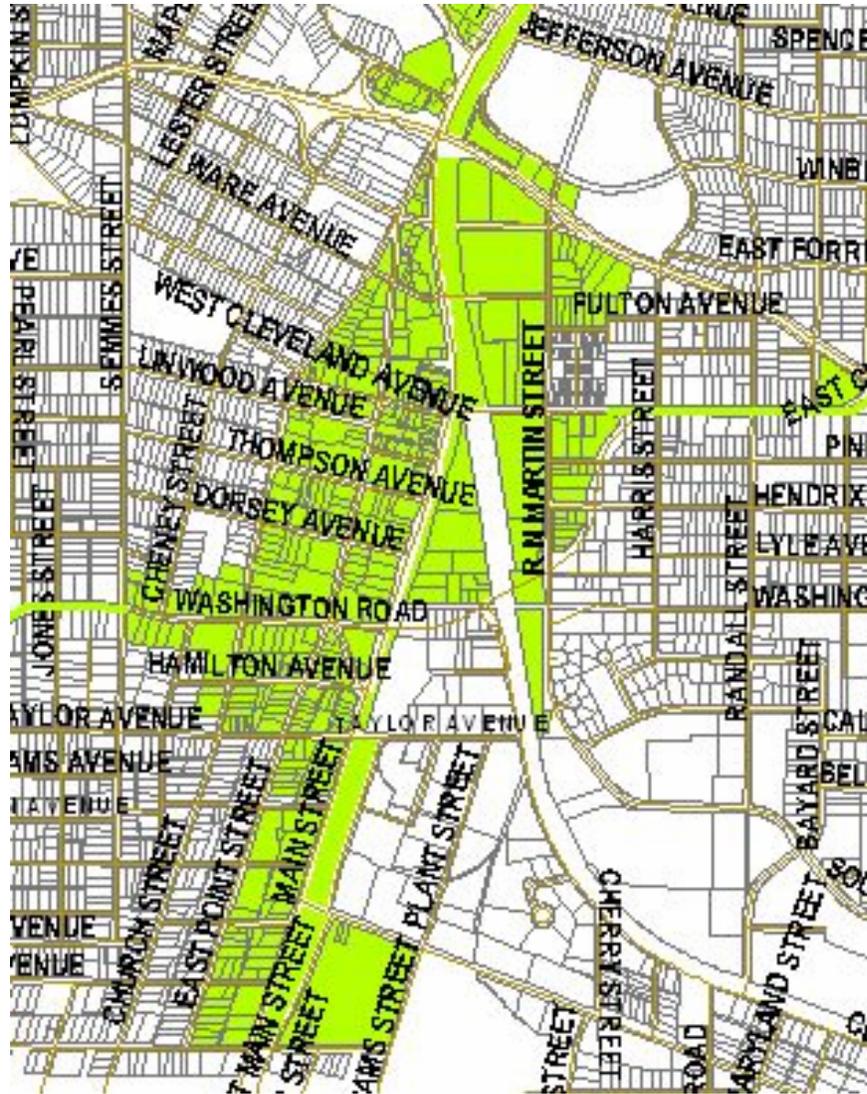


East Point  
Corridors TAD  
Boundaries:  
Cleveland  
Avenue Corridor  
(1)

East Point Corridors  
TAD Boundaries:  
North Main District  
(2)



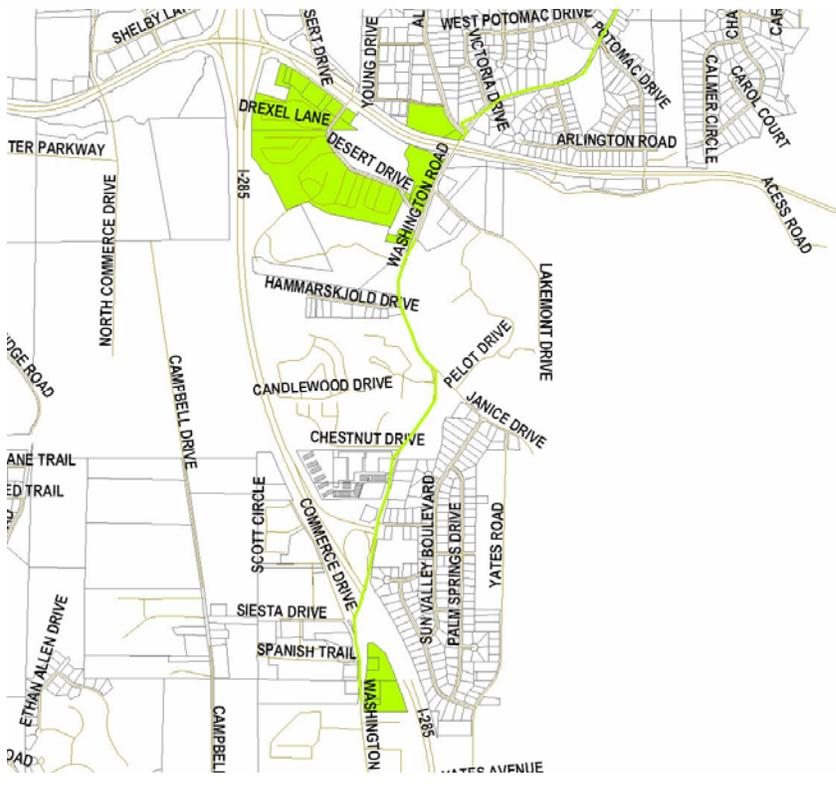
**East Point Corridors TAD Boundaries:  
Central and South Main Districts  
(2)**





**East Point Corridors TAD  
Boundaries: Washington  
Road Corridor - North  
(3)**

**East Point Corridors TAD  
Boundaries:  
Washington Road  
Corridor - South  
(4)**



## Overview of Tax Allocation Districts

Tax allocation districts are authorized in Georgia under the *Redevelopment Powers Law*, Title 36, Chapter 44. A Tax Allocation District ("TAD"), which uses a financing method typically referred to as "tax increment financing," is a tool used to publicly finance certain redevelopment activities in underdeveloped or blighted areas. A TAD derives its funding from the increase in the area's ad valorem taxes levied by the county and the school system. These revenues are placed in a special redevelopment fund for the area and are used to directly pay for the redevelopment costs or to issue bonds to pay for redevelopment costs.

Georgia came later than its competitors to offer a version of tax increment financing. In the 1980s it enacted the *Redevelopment Powers Law* allowing tax allocation districts to provide this type of funding mechanism for downtown improvements. The City of Atlanta's Westside TAD (1992, expanded in 1998) was the first TAD created in the State of Georgia. Its Atlantic Station TAD was created in 1999 and \$76.5 million in TAD bonds were issued in 2001 with a second issue of approximately \$150 million in 2006. \$15 million in TAD bonds were issued for Westside TAD projects in 2002. In December of 2002 the City of Atlanta approved two additional TADs: Perry/Bolton TAD and Princeton Lakes TAD. In December of 2004, Atlanta approved the Eastside TAD. In December of 2005, the City of Atlanta approved the ambitious 22-mile "transit, park and urban redevelopment" TAD known as the Atlanta BeltLine, projected to generate \$1.5-1.7 billion in TAD bonds over a 25-year period. Within the past month, the City of Atlanta has approved four additional "corridor" TADs along Campbellton Road (including the Fort McPherson site), the stadium-area neighborhoods, Hollowell Parkway and Martin Luther King Jr. Boulevard, and Metropolitan Parkway. The Metropolitan Parkway TAD includes that portion of Cleveland Avenue from just east of I-75 to the East Point city limits, where it would connect with the Cleveland Avenue portion of the East Point Corridors TAD.

East Point's own TAD experience has been extremely positive. Since the City created the Camp Creek TAD in 2001, that business park (Camp Creek Trade Center) and regional shopping center (Camp Creek Marketplace) has added significant taxable value to the City's tax base. Camp Creek Marketplace has been so successful that it added a second phase of 550,000 square feet of retail in 2006, bringing the total size of the center to approximately 1.2 million square feet. It also facilitated the development of approximately 1,400 housing units in 2006.

The *East Point Corridors Tax Allocation District and Redevelopment Plan* seeks to provide the City with an effective tool for achieving a full realization of its commercial and residential development potential, as well as a better geographical balance in the development it attracts.

## Legal Basis and Qualifying Conditions for the East Point Corridors Redevelopment Plan

As is substantiated in the "Key Findings within the Redevelopment Area," the East Point Corridors area qualifies as a redevelopment area and for a Tax Allocation District designation due to factors relating to (A)-(C) and (E)-(H) of 36-44-3 of the *Redevelopment Powers Law*, listed immediately above. Specific portions applicable to the East Point Corridors Redevelopment Area are as follows:

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1. *The dilapidation, deterioration, age, or obsolescence of structures, buildings, or improvements (Criterion A);*
    - **Structural Age and Deterioration:** The majority of the retail buildings and apartments were constructed between 25 and 50 years ago. They have experienced only minor improvements since that time. Consequently, they are out of date and have become somewhat dilapidated as a result of the passage of time and frequent use.
    - **Inefficient and Obsolete Commercial Design and Layout:** The commercial centers and freestanding structures along the major roads within the East Point Corridors area are inefficient with respect to site use and density. Most are considered unattractive with respect to current retailer standards and obsolete with respect to consumer market appeal. Parking is inefficient, and store frontage and signage are below current market standards and design.
  2. *The predominance of defective or inadequate street layout, inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment (Criterion B);*
    - **Congested Access and Egress:** The current design and layout of the major roads and intersections within the East Point Corridors TAD contribute to traffic congestion and delays, particularly at major intersections at Cleveland Avenue and Norman Berry Drive; Irene Kidd Parkway at both Central Avenue and Main Street; Norman Berry Drive at Main Street; and Main Street at Willingham Drive. The area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in that area. The currently inadequate network of interior and residential streets within the area will become even less capable of handling both community and pass-through traffic.
  3. *Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Criterion B);*
    - **Inefficient and Obsolete Commercial Design and Layout:** The commercial centers and freestanding structures along East Point Corridors are inefficient with respect to site use and density. Most are considered unattractive with respect to current retailer standards and obsolete with respect to consumer market appeal. Parking is inefficient, and store frontage and signage are below current market standards and design.
  4. *Any combination of the foregoing that substantially impairs or arrests the sound growth of the community retards the provisions of housing accommodations or employment opportunities (Criterion B);*
    - **Underachievement as Employment Center:** Current employment opportunities are limited in the East Point Corridors TAD. There are few professional or business services offered in the area, nor are there any corporate or professional firms. Retail and service industry employment is constrained by the lack of competitive retail offerings and restaurants.
-

5. *Any combination of the foregoing that constitutes an economic or social liability in its present conditions and use (Criterion C);*
  6. *Substantial underutilization due to containing open lots or parcels of land, a substantial number of buildings or structures which are 40 years old or older, or structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity (Criterion E);*
    - **Lack of Retail Market Appeal:** As reflected in both rent and sales, the limited number of retail businesses within the proposed East Point Corridors TAD do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. When developed as contemplated in this redevelopment plan, the area in question will accommodate more primary market retailers and service providers whose business operations will significantly benefit the East Point Corridors and surrounding communities and will encourage the patronage of consumer markets located throughout East Point, College Park, Hapeville and Southwest Atlanta.
    - **Lack of Rental Revenue Generation:** Commercial rental rates in the East Point Corridors Area are significantly below those achieved in developing Metro Atlanta neighborhoods.
    - **Economic Underutilization of Developable Land:** A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values.
  7. *Any geographic area designated within the comprehensive plan of a political subdivision for redevelopment which has previously been developed for commercial, residential, industrial, office, or similar or ancillary uses and which lies within the service delivery area of the political subdivision, in which the current condition of the area is less desirable than the redevelopment of the area and which the local legislative body designates as appropriate for community redevelopment (Criteria E and F);*
    - **City Redevelopment Priority:** The East Point Corridors area has been designated as an area appropriate for redevelopment in the *City of East Point Comprehensive Plan*. Additionally, the City formally adopted the 2005 *East Point Livable Centers Initiative* plan and the 2006 *Cleveland Avenue Corridor Study*. The Comprehensive Plan is updated on an annual basis, and the recommendations of this plan are anticipated to be considered during the update process.
  8. *Current area condition that is less desirable than the redevelopment of the area for new commercial, residential, industrial, office, or other uses, or a combination of uses, including the provision of open space or pedestrian and transit improvements (Criterion F); and*
    - **Lack of Retail Market Appeal:** As reflected in both rent and sales, the limited number of retail businesses within the proposed East Point Corridors TAD do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. When developed as contemplated in
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this redevelopment plan, the area in question will accommodate more primary market retailers and service providers whose business operations will significantly benefit the East Point Corridors and surrounding communities and will encourage the patronage of consumer markets located throughout East Point, College Park, Hapeville and Southwest Atlanta.

- **Lack of Rental Revenue Generation:** Commercial rental rates in the East Point Corridors Area are significantly below those achieved in developing Metro Atlanta neighborhoods.
- **Economic Underutilization of Developable Land:** A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values.

9. *An area connecting two or more urbanized or developed areas that has been subject to some development but which has inadequate roadways, bridges, or public transportation or transit facilities incapable of handling the volume or traffic or passenger flow in or through the area in a safe and efficient manner either at present or following proposed redevelopment (Criterion G).*

- **Congested Access and Egress:** The current design and layout of the major roads and intersections within the East Point Corridors TAD contribute to traffic congestion and delays, particularly at major intersections at Cleveland Avenue and Norman Berry Drive; Irene Kidd Parkway at both Central Avenue and Main Street; Norman Berry Drive at Main Street; and Main Street at Willingham Drive. The area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in that area. The currently inadequate network of interior and residential streets within the area will become even less capable of handling both community and pass-through traffic.

10. *Any combination of criteria listed above (Criterion H).*

**The fundamental purpose of the East Point Corridors TAD Redevelopment Plan is to address the conclusion that the proposed East Point Corridors TAD area has not been subject to growth and development through private enterprise and cannot reasonably anticipate development without approval of this Redevelopment Plan.**

## Concept Plan: Activity Nodes

The Redevelopment Plan is designed to achieve fundamental goals of the City's urban design and economic development strategies, as follows:

- Connect homes, shops and offices.
  - Enhance streetscaping and sidewalks.
  - Emphasizing the pedestrian.
  - Improve access to transit and other transportation options; and
  - Expand housing options.
-

The key elements of the TAD Redevelopment Plan incorporate urban mixed-use concepts, particularly those of Town Center mixed-use developments that would be extremely desirable in the central downtown area. These mixed-use guidelines encourage the development not only of higher-density residential products, but also neighborhood retail, including restaurants, specialty stores and services.

The development potential around the existing MARTA station is such that the introduction of hotels and meeting facilities – Hospitality Commercial – should be encouraged. In other areas of the TAD, particularly in the Sylvan Road -Cleveland Road area, regional retail development are both appropriate and needed in the community. So-called “Big Box” retailers such as Home Depot, Wal-Mart and Lowe’s could draw upon a regional market while attracting East Point community-oriented retailers such as Publix supermarket, a major bookstore, and “Junior Box” retailers such as DSW, Ross and American Signature.

Both the South Fulton Medical Center and the Central Downtown area around the MARTA station, the Wagon Works and the Buggy Works offer potential for development professional office space, with medical-related offices fitting into the SFMC campus and professional and business services professionals being the primary tenants around the Downtown/MARTA area.

Facilitating and complementing this private development would be green space – parks, pathways, trails, open space – as well as gateway features leading into the defined corridors within the TAD, particularly Main Street from both the north and south and Cleveland Avenue from the I-85/City limit through to the third entry corridor, Washington Road.

**Both the *Cleveland Avenue Corridor Study* and the *East Point LCI Study*, which are incorporated and added to in the *City's 2006 Comprehensive Plan Update*, offer suggestions as to types of development that could and should occur within boundaries of the East Point Corridor TAD. The suggestions are incorporated, where feasible and appropriate, in the Private Development Program and the Public Development Program sections of this Redevelopment Plan. As with the description and analysis of Existing Conditions, which included larger study areas than the TAD itself, the suggestions and recommendations of those two studies – as incorporated into the Comprehensive Plan – act as general guidelines in the type and location of development contemplated in this TAD Redevelopment Plan.**

## Private Development Program

**It should be noted that approval of this plan does not constitute approval of any specific project, nor does it circumvent any approval process that would otherwise be required by statute or ordinance.**

The anticipated private development projects that may reasonably be expected to be generated and/or supported by the potential public incentives and initiatives provided for in this TAD Redevelopment Plan are summarized as follows:

1. **Buggy Works Expansion:** There appears to be both site capacity for additional development at the Buggy Works, as well as owner interest in pursuing such development over the next 3-8 years, as market forces dictate.

2. **East Point Commons:** Selig Enterprises is in the process of finalizing its plans for a mixed-use development on the block bordered by Ware Avenue, East Point Street, Cleveland Avenue and Main Street.
3. **Tri-Cities Plaza:** Redevelopment of this shopping center, including the potential addition of townhomes units on the property, should be feasible over the next 4-8 years as the residential market develops in and around the Central Business District.
4. **MARTA South Parking Lot MXD:** MARTA has recently made a number of aggressive moves to solicit private development of a number of its surface parking lots. The East Point station appears capable with respect to both size and an increasingly-favorable market to accommodate a major mixed-use project. It appears to be the most likely site for the development of a new hotel in the CBD.
5. **North Main District:** The area along Main Street from Norman Berry Drive to the City limits at Womack Avenue just north of the Langford Parkway should benefit from improving conditions from both the Fort McPherson redevelopment on the north and the CBD development – particularly East Point Commons – to the south. While one or two sites near Langford Parkway are large enough for a mid-size commercial or residential development, it is anticipated that small-store retail and local office space will be the most likely type of development along the western side of Main Street.
6. **North Main Mixed-Use Development:** The one potential exception to the small-to-moderate sized development along Main Street in the “North Main District” is the possible assemblage of several parcels of land somewhere between Norman Berry Drive and Newman/St. Joseph Avenue. Such an assemblage could allow the development of a reasonably large mixed-use development incorporating retail, local office/services and residential units.
7. **Central Main District:** The heart of the Downtown area appears attractive for the continued introduction of Town Center retail and services, particularly along Main Street.
8. **South Main District:** It is likely that Town Center retail and services similar to those in the North and Central Main districts will continue south along Main Street to Vesta Avenue – the southern boundary of the TAD in the Main Street Corridor. This will be in addition to the possible redevelopment of Tri-Cities Plaza.
9. **SFMC Campus + King Building:** The South Fulton Medical Campus should be able to attract medical-related professional office development in the near future. In addition, the vacant King Building at the intersection of Cleveland Avenue and Norman Berry Drive immediately opposite the SFMC offers a prime location for office redevelopment – either new or a rehab of the existing building.
10. **Sylvan Road Mixed-Use:** The large assemblage of land on the southern side of Cleveland Avenue between Sylvan Road and Springdale Road has great potential for near-term redevelopment that could include not only significant numbers of new townhomes and multifamily residential units, but also significant “big box” and supermarket retail.

11. **Wagon Works Mixed-Use Expansion:** The Wagon Works is in an excellent position to capitalize on its surface parking lot. New loft condominiums could take advantage of the Wagon Works' proximity to the MARTA station, incorporating local-serving retail into the additional structure(s).

In addition, the City has designated the Washington Road Corridor as a City economic development priority and will devote the same economic tools, resources and incentives to key redevelopment sites along Washington Road as to the Cleveland Avenue and Main Street Corridors. While no specific redevelopment projects can be identified in the near-term for this Corridor, it can be reasonably anticipated that such redevelopment will occur as market improvements occur both to the east (Cleveland Avenue/Main Street) as well as to the west (I-285/Camp Creek Parkway) of the Washington Road Corridor. Thus, while no redevelopment projects are quantified for purposes of projecting incremental tax revenue support for TAD bonds, it can be expected that such projects are likely to occur, increasing the amount of supportable bonds projected herein.

Overall, the projected development within the East Point Corridors TAD over the next 10 years can be summarized in the table below:

EAST POINT CORRIDORS TAD: POTENTIAL PRIVATE DEVELOPMENT PROJECTS									
Site	Retail SF	Local Office SF	Corporate Office SF	Hotel Rooms	Industrial	Townhome Units	MF Condo Units	MF Apts Units	SFD Units
1 Buggy Works Expansion	70,000	150,000				150			
2 East Point Commons	52,000						350		
3 Tri-Cities Plaza	100,000					100			
4 MARTA South Parking Lot	50,000		100,000	200					
5 North Main District	25,000	25,000	50,000			100			
6 North Main MXD	50,000	25,000				150			
7 Central Main District	50,000	25,000							
8 South Main District	50,000	10,000				150			
9 SFMC Campus + King Bldg			175,000					200	
10 Sylvan Road MXD Center	250,000	25,000				200		200	
11 Wagon Works Expansion	20,000						350		
<b>TOTALS</b>	<b>717,000</b>	<b>260,000</b>	<b>325,000</b>	<b>200</b>	<b>-</b>	<b>850</b>	<b>700</b>	<b>400</b>	<b>-</b>

The Private Development Program will have the added benefit of creating or retaining approximately 4,730 permanent full-time jobs, as well as approximately 3,100 full-year (full-time equivalent) construction jobs.

## Public Redevelopment/Improvement Projects

The categories of public improvements to be made within the TAD include the following:

- New parks and open spaces;

- Pathways and trails, many linking the area’s parks;
- Roadway improvements and enhances;
- Sidewalk and pedestrian-friendly streetscape improvements;
- Land assemblages and/or site preparation for private commercial and residential development;
- Construction of new public facilities, in particular a community recreation center; and
- Improvements to the area’s basic water, sewer and transportation infrastructure.

Anticipated costs of the public improvements contemplated in this TAD Redevelopment Plan are summarized in the following table:

<b>EAST POINT TAD: PUBLIC IMPROVEMENTS</b>					
<i>Category of Improvements</i>	<i>Total Estimated Costs</i>	<i>Total Estimated Local Match</i>	<i>Primary Potential Local Match Sources*</i>		
			<i>ARC Implemen- tation Grants</i>	<i>City/County Grants</i>	<i>TAD Bonds</i>
Trail					
Projects	\$ 1,350,000	\$ 270,000	\$ 90,000	\$ 90,000	\$ 90,000
Streetscape					
Projects	\$ 6,928,680	\$ 1,385,730	\$ 461,910	\$ 461,910	\$ 461,910
Roadway					
Improvements	\$ 6,380,000	\$ 1,276,000	\$ 425,333	\$ 425,333	\$ 425,333
Pedestrian					
Connectivity	\$ 748,000	\$ 149,600	\$ 49,867	\$ 49,867	\$ 49,867
Recreation					
Facility	\$ 2,000,000	N/A	\$ -	\$ -	\$ 2,000,000
Gateway					
Features	\$ 462,000	\$ 92,400	\$ 30,800	\$ 30,800	\$ 30,800
<b>TOTALS</b>	<b>\$17,868,680</b>	<b>\$ 3,173,730</b>	<b>\$ 1,057,910</b>	<b>\$ 1,057,910</b>	<b>\$ 3,057,910</b>

*\*Assumed to be 1/3 for all categories except Recreation Facility*

## Financing Potential of the East Point Corridors Tax Allocation District

The establishment of an East Point Corridors Tax Allocation Bond District will allow the designated redevelopment agency to leverage future property tax increases through the issuance of TAD bonds. As indicated in the East Point Corridors Redevelopment Area “TAD Bonds Summary,” the aggregate proceeds from a series of proposed bond issues of approximately \$86,908,137 can be supported by projected increases in the area’s aggregate tax base over the anticipated 10-12 year initial Development Period and \$98,305,457 over the entire 25-year life of the TAD, with incremental increases in the district’s taxable property values in excess of the current 2006 base brought forth by the construction of currently proposed redevelopment projects and additional improvements that will follow.

**2006 Assessed Taxable Value within TAD: \$ 48,837,930.**

Increases in the East Point Corridors area’s tax revenue in excess of the 2006 tax base of \$48,837,930 would be dedicated to retire the TAD bonds. Taxable real improvements created after 2006 are estimated at a market value of \$477,349,085 or assessed value of \$190,939,634. Additionally, tax increment from appreciation of existing property over the 25-year period is estimated at a market value of \$410,644,457 or assessed value of \$164,257,783. Total taxable assessed value increase in the TAD tax base is projected to be \$355,197,417, with a market value of \$887,993,541.

<b>ANTICIPATED EAST POINT CORRIDORS TAD BOND ISSUES</b>		
<i>Year of Issue</i>	<i>Amount of Bond Issue</i>	<i>Cumulative Bond Amount</i>
2010	\$ 62,722,174	\$ 62,722,174
2014	14,772,012	77,494,186
2018	9,413,951	86,908,137
2022	7,455,846	94,363,983
2026	3,941,474	98,305,457
2030	0	98,305,457
	<b>\$ 98,305,457</b>	

## Summary Conclusion

The ultimate goal for the East Point Corridors TAD is to encourage private investment in the City’s major corridors and Central Business District by offering financing incentives that will help ameliorate the current conditions contributing to disinvestment and marginal use of the property. Creating the East Point Corridors TAD will provide inducement for certain major new developments that will spur more desirable and sustainable, market-based commercial and residential development in this area. With careful planning and guidance, the Main Street Corridor, Cleveland Avenue Corridor and Washington Road Corridor – and their surrounding communities – can be transformed into desirable, viable commercial and pedestrian-friendly communities. The overall purpose of the East Point Corridors Tax Allocation District is to provide a financing mechanism to help facilitate recommended improvements as outlined in this Plan.

The results can be dramatic, as reflected in the following summary of development and tax base projections.

<b>EAST POINT CORRIDORS TAD DEVELOPMENT &amp; BOND ISSUES: SUMMARY</b>	
Total Value of Taxable Real Property within City of East Point (2006)	\$ 911,372,181
Total Value of Taxable Real Property within East Point Corridors TAD (2006)	\$ 48,837,930
Percentage of City's Taxable Real Property within East Point Corridors TAD	5.359%
Total Estimated Future Improvements: Full Development Cost	\$ 502,581,680
Total Estimated Non-taxable Improvements: Full Development Cost	\$ 17,868,680
Net Taxable Future Improvements: Full Development Cost	\$ 484,713,000
Total Taxable Market Value: Future Development (Net of Exemptions)	\$ 477,349,085
Total Taxable Market Value: Appreciation of Existing Properties (2006 Base)	\$ 410,644,457
Total Taxable Market Value: Future Development + Appreciation	\$ 887,993,541
Net Assessed Taxable Value : Future Development (Net of Exemptions)	\$ 190,939,634
Net Assessed Taxable Value: Appreciation of Existing Properties	\$ 164,257,783
Net Assessed Taxable Value: Future Development + Appreciation Yrs 1-25	\$ 355,197,417
Total Millage Rate: City, County, Schools	37.601
Debt Service Coverage	1.25
Rate, 25-year Bonds	6.50%
Total Supportable TAD Bonds: Years 1-25 (Projected TAD Term)	\$ 98,305,457

## B. TAD Purpose, Objectives and Boundaries

### The Vision for the East Point Corridors and Key Objectives of the East Point Corridors TAD

The redevelopment of the City of East Point is an important step in enhancing the quality of life in the city's downtown and older, established neighborhoods. Creating and maintaining lively and attractive streets and buildings will stimulate investment in East Point's commercial core, adjoining historic neighborhoods such as Conley Hills and the major corridors – Main Street, Cleveland Avenue and Washington Road – that lead into and through the heart of the city.

There are many factors that point to a positive future for the City of East Point. As with other older revitalizing urban areas, there exists a sense and continuity of place and community. There is a sufficient amount of social and physical urban fabric that remains intact to serve as a basis and guide for revitalization efforts. Recent demographic patterns show a renewed interest in urban living as a preferred lifestyle. This has resulted in land use and behavioral changes aimed at reducing the reliance on the automobile and re-establishing pedestrian-oriented places. New economic sectors, such as the digital and communications industries are providing additional markets for the rehabilitation of underutilized or abandoned buildings and properties, such as are found in the East Point Corridors TAD area.

#### **Goals of the Tax Allocation District Redevelopment Plan**

A good redevelopment plan is a community-supported strategy for guiding growth and capital improvement in predictable and desirable ways for an area's commercial and residential neighborhoods and streets. This TAD Redevelopment Plan orients transportation projects towards improving the livability and connectivity of neighborhoods and creating a place where pedestrians, cyclists, transit customers, and motorists are viable partners in a balanced transportation system. Urban design and land use planning is intended to establish a vision that ensures that revitalization efforts are innovative, yet consistent with City of East Point policies. The implementation component is intended to guide future development as it relates to the type and mix of commercial and residential uses. These components are vital in influencing the quality of private investment and the intensity of that commitment to East Point by residents, property owners, and merchants.

The foundations for this East Point Corridors Redevelopment Plan and Tax Allocation Bond District can be found in several recent plans, much of which is incorporated into this TAD Redevelopment Plan. In addition to the City's own *2006 Comprehensive Plan Update*, this TAD Redevelopment Plan relies heavily on two recently completed studies: (1) the 2005 *City of East Point Livable Centers Initiative* report prepared by Pond & Company in association with The Collaborative Firm, Sizemore Group and Market+Main; and (2) the 2006 *Cleveland Avenue Corridor Study: Masterplan* prepared by Urban Studio, Inc. in association with WK Dickson & Co., Inc. and Iteris, Inc. The 2005 *East Point MARTA Development: Real Estate Development Methods* study prepared by the East Point MARTA Development Consultants team was also reviewed.

The *East Point Corridors Redevelopment Plan and Tax Allocation Bond District* is proposed in accordance with this collaborative City-community vision for the following purposes:

1. To attract private, taxable redevelopment opportunities to the East Point Corridors sectors of the City of East Point.
2. To further the City's goals of improving underdeveloped urban areas as well as of attracting desirable development, including professional jobs.
3. To provide funding that, in turn, will attract additional regional, State and Federal funding to allow improvements to land use, transportation, and recreational areas.
4. To realize the full economic potential of an increasingly urbanized community.
5. To increase employment opportunities for residents of the TAD area and surrounding East Point neighborhoods.
6. To increase opportunities for market-driven residential and commercial development within the East Point Corridors area.
7. To overcome constraints to development generated by aged and obsolete commercial and residential structures, inefficient transportation infrastructure and inadequate physical connections to the surrounding community.
8. To maximize the tax revenue potential of the TAD area while achieving the basic goals of the *East Point Corridors Redevelopment Plan*.

Specific goals were articulated by both City officials and staff, as well as residents in the areas of housing, land use, civic and recreational spaces, community revitalization, transportation and safety. These goals were reiterated in the LCI and Cleveland Avenue studies and are therefore incorporated into this study, as follows:

- Provide desirable residential product types in the central business district as identified in the market assessment, preferably with an ownership preference.
  - Provide additional retail, dining, entertainment and other commercial amenities such as better supermarkets within East Point. In addition, create a critical mass of people in the CBD sufficient to attract a destination retail market.
  - Maximize land use advantages through the development of mixed-use projects allowing for live-work convenience to residents and closer retail in proximity to housing.
  - Encourage development that will protect and enhance existing study area neighborhoods while connecting them to the civic and commercial center of the CBD.
  - Enhance connectivity within and among East Point neighborhoods through the design, extension and general improvement of walking, bicycling and multi-use trails. Ensure the provision of sidewalks connecting open spaces and parks and allowing access to existing City amenities.
  - Improve the possibilities for redevelopment of the surplus MARTA parking lot and Sylvan Road / Cleveland Avenue area.
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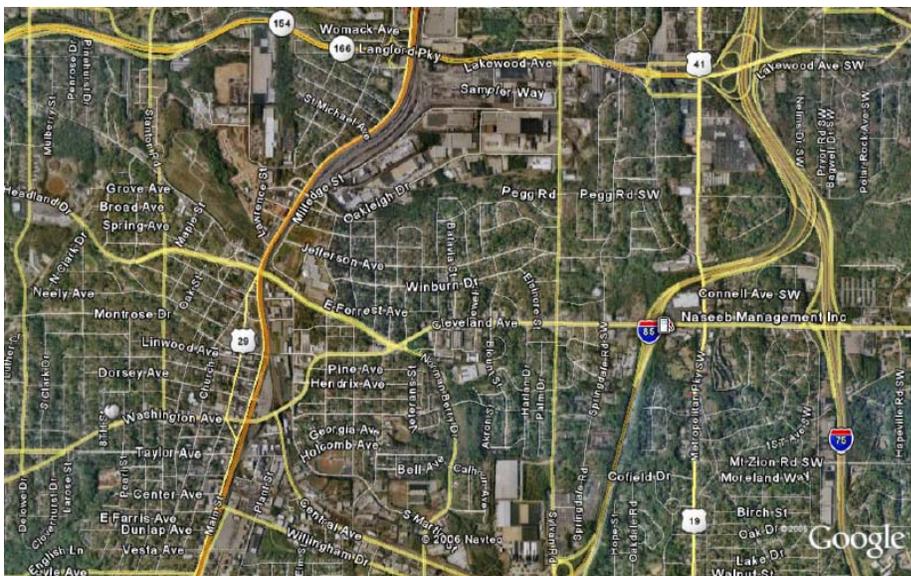
- Improve the pedestrian environment (amenities, access, usability, traffic calming, lighting, personal safety)
- Increase usable greenspace/parks.
- Increase the tax base with which to fund basic city services.
- Create financing mechanisms, resources and incentives such as this Tax Allocation District to fund redevelopment.
- Create a better profile throughout Metro Atlanta with potential residents seeking unique, convenient, safe, community-oriented housing locations.

With careful planning and guidance, East Point corridors referenced in this TAD Redevelopment Plan can be transformed into desirable, viable commercial and pedestrian-friendly communities.

**The overall purpose of the East Point Corridors Tax Allocation District is to provide a financing mechanism to help facilitate recommended improvements as outlined in this Plan.**

## Location and Boundaries of Tax Allocation District

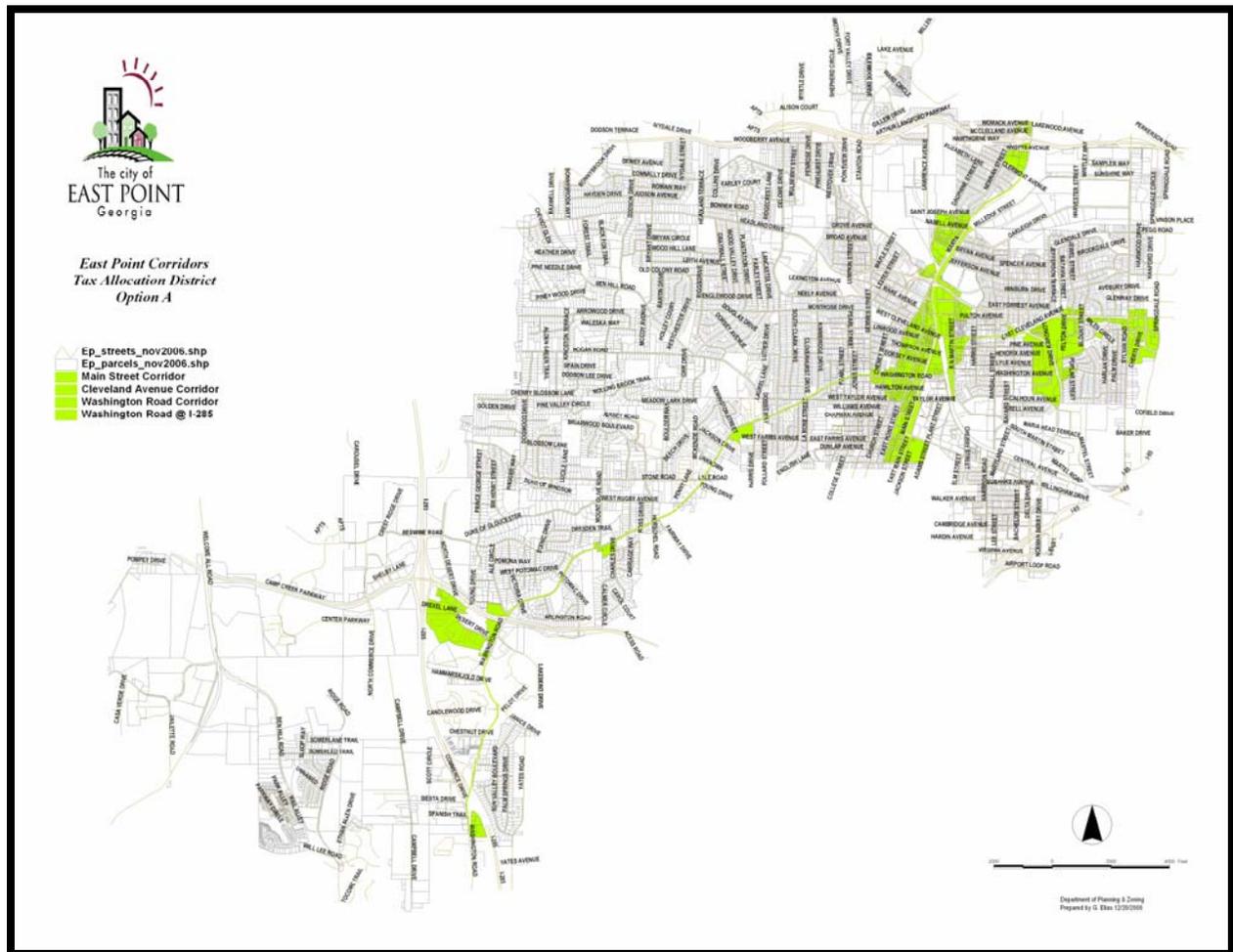
The East Point Corridor TAD incorporates that portion of Cleveland Avenue stretching from the city limits of East Point and Atlanta one block west of I-85 to the Irene Kidd Parkway, where it continues to Church Street two blocks west of Main Street. The TAD also includes that portion of Main Street stretching from Vesta Avenue on the south to the City limits at Womack Avenue on the north. Additionally, the TAD incorporates the Washington Road corridor from the Central Business District to I-285, incorporating several commercial “clusters” along or in immediate proximity to Washington Road.

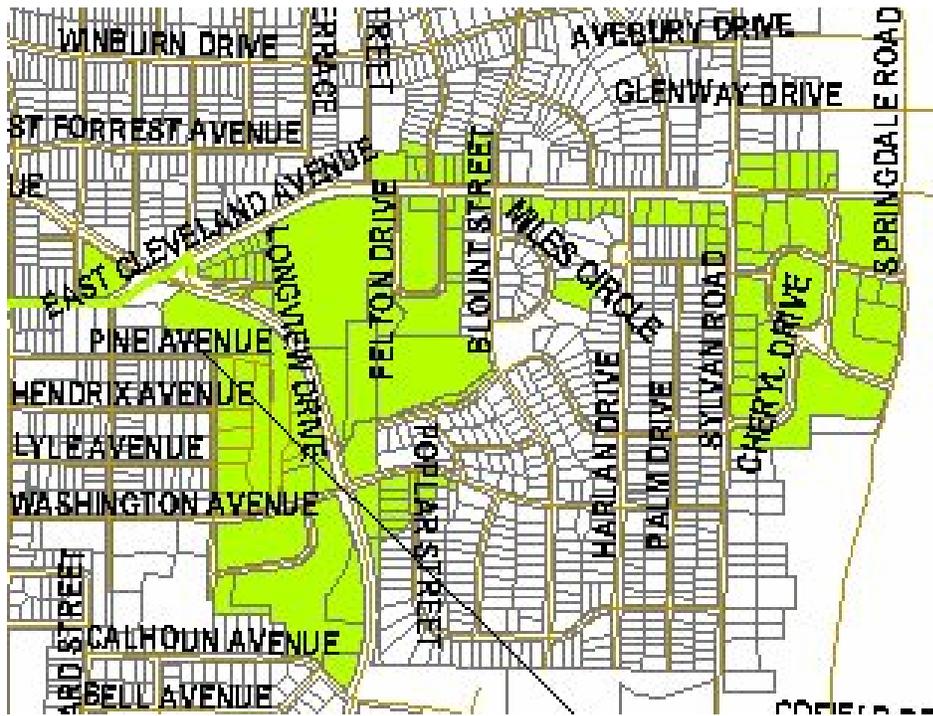


**East Point:  
Regional Overview  
and Major Roads**

The TAD's western borders roughly comprise (north to south) Main Street, St. Joseph Avenue, Lawrence Street, Church Street to West Taylor Avenue, and East Point Street. The TAD also includes the right-of-way of Irene Kidd Parkway/Washington Road west from Church Street to the City limits at Washington Road and I-285, incorporating several clusters of commercial properties at and around (1) Washington Plaza, (2) between Charles Drive and Mt. Olive along Washington, (3) along the western side of Washington Road immediately south of Camp Creek Parkway, (4) along the south side of Camp Creek Parkway in the southeast quadrant of the Camp Creek/I-285 interchange (via a right-of-way corridor along South Desert Drive from Washington Road), and (5) a parcel of land currently occupied by an unoccupied motel (formerly the Mark Inn). The TAD includes certain defined areas to the east of Main Street between Vesta Avenue to Harold Sheats Parkway, at which point the boundary crosses the MARTA rail line to the eastern right-of-way of Main Street, continuing north across Langford Parkway to Womack Avenue.

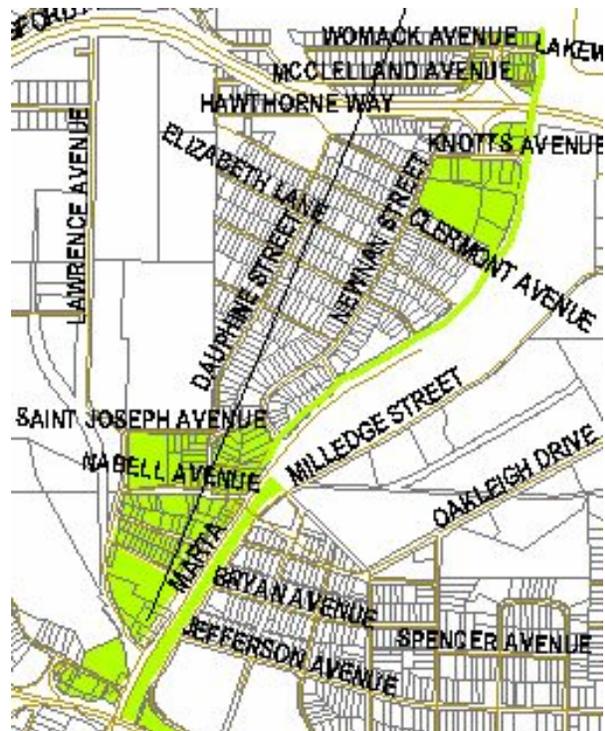
### East Point Corridors TAD Boundaries: All Areas



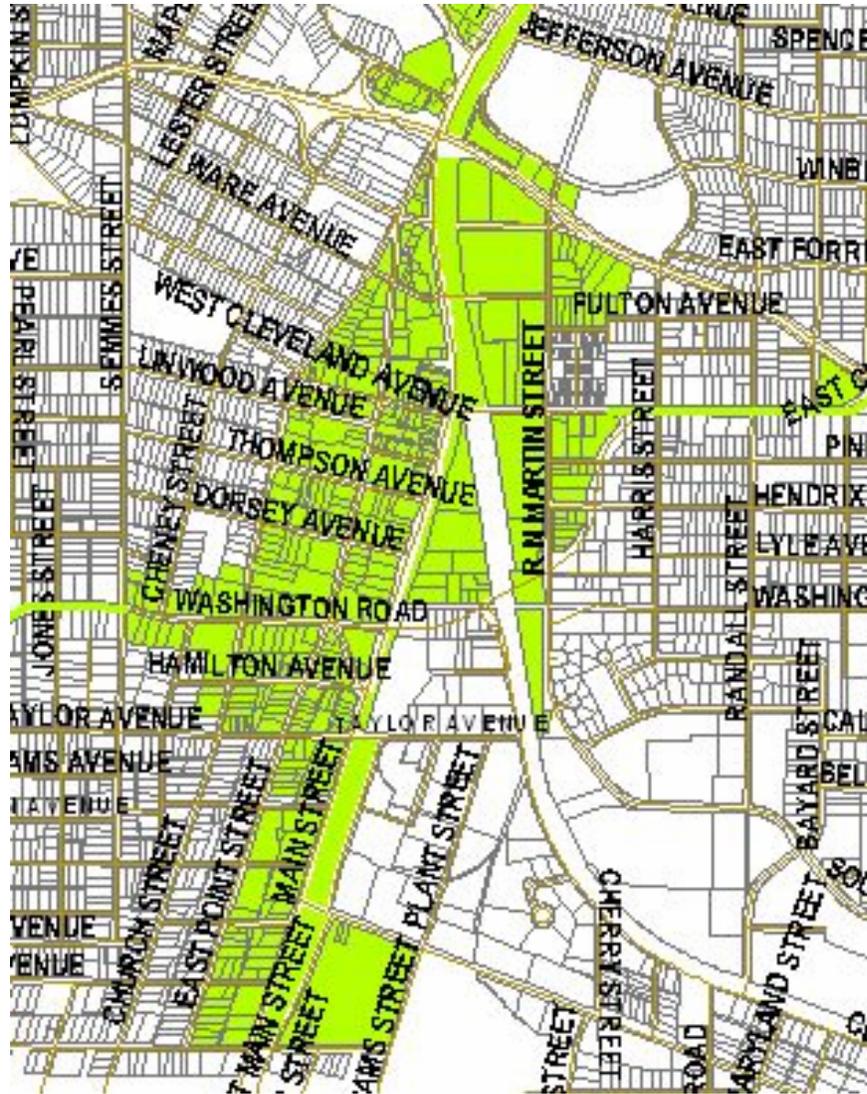


East Point  
Corridors TAD  
Boundaries:  
Cleveland  
Avenue Corridor  
(1)

East Point Corridors  
TAD Boundaries:  
North Main District  
(2)



**East Point Corridors TAD Boundaries:  
Central and South Main Districts  
(2)**





East Point Corridors TAD  
Boundaries: Washington  
Road Corridor - North  
(3)

East Point Corridors TAD  
Boundaries:  
Washington Road  
Corridor - South  
(4)



## Overview of Tax Allocation Districts

Tax allocation districts are authorized in Georgia under the *Redevelopment Powers Law*, Title 36, Chapter 44. A Tax Allocation District ("TAD"), which uses a financing method typically referred to as "tax increment financing," is a tool used to publicly finance certain redevelopment activities in underdeveloped or blighted areas. A TAD derives its funding from the increase in the area's ad valorem taxes levied by the county and the school system. These revenues are placed in a special redevelopment fund for the area and are used to directly pay for the redevelopment costs or to issue bonds to pay for redevelopment costs.

The TAD would become a key City economic development incentive. The proposed East Point Corridors TAD encompasses similar geographic boundaries to those detailed in the 2005 *East Point Livable Centers Initiative* report in combination with those of the 2006 *Cleveland Avenue Corridor Masterplan*, thus encompassing most of the East Point Corridors area. This important tool will enable the City to use tax incremental financing techniques to provide capital improvements within the East Point Corridors TAD.

Tax allocation districts are recognized as effective financing vehicles and rank among the top incentives that local municipalities can use to spur new investment in Georgia's blighted and underdeveloped urban areas. TADs have been identified as THE component critical to smart growth in areas that would otherwise remain uncompetitive and unproductive. A TAD is necessary to spur redevelopment in the East Point Corridors area.

Examples of potential projects include the following:

- New parks and open spaces;
- Pathways and trails, many linking the area's parks;
- Roadway improvements and enhances;
- Sidewalk and pedestrian-friendly streetscape improvements;
- Land assemblages and/or site preparation for private commercial and residential development;
- Assistance to private and/or public/private mixed-use development;
- Construction of new public facilities; and
- Improvements to the area's basic water, sewer and transportation infrastructure.

TADs are relatively low-risk for governments in that they are non-recourse and are not considered public debt. They rely on an increase in the tax base and not on general funds to pay for infrastructure and other improvements necessary to revitalize central cities. This incentive supports developments that add jobs, lessen commuter congestion and bring specific areas back to life. TADs can make affordable and market-rate housing, transit-oriented offices and homes, efficient and functional retail centers, and a desirable quality of life available to areas like the East Point Corridors and surrounding areas that have sought for years to turn the corner on disinvestment and decline.

Georgia came later than its competitors to offer a version of tax increment financing. In the 1980s it enacted the *Redevelopment Powers Law* allowing tax allocation districts to provide this type of funding mechanism for downtown improvements. The City of Atlanta's Westside TAD (1992, expanded in 1998) was the first TAD created in the State of Georgia. Its Atlantic Station

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TAD was created in 1999 and \$76.5 million in TAD bonds were issued in 2001 with a second issue of approximately \$150 million in 2006. \$15 million in TAD bonds were issued for Westside TAD projects in 2002. In December of 2002 the City of Atlanta approved two additional TADs: Perry/Bolton TAD and Princeton Lakes TAD. In December of 2004, Atlanta approved the Eastside TAD. In December of 2005, the City of Atlanta approved the ambitious 22-mile “transit, park and urban redevelopment” TAD known as the Atlanta BeltLine, projected to generate \$1.5-1.7 billion in TAD bonds over a 25-year period. Within the past month, the City of Atlanta has approved four additional “corridor” TADs along Campbellton Road (including the Fort McPherson site), the stadium-area neighborhoods, Hollowell Parkway and Martin Luther King Jr. Boulevard, and Metropolitan Parkway. The Metropolitan Parkway TAD includes that portion of Cleveland Avenue from just east of I-75 to the East Point city limits, where it would connect with the Cleveland Avenue portion of the East Point Corridors TAD.

East Point’s own TAD experience has been extremely positive. Since the City created the Camp Creek TAD in 2001, that business park (Camp Creek Trade Center) and regional shopping center (Camp Creek Marketplace) has added significant taxable value to the City’s tax base. Camp Creek Marketplace has been so successful that it added a second phase of 550,000 square feet of retail in 2006, bringing the total size of the center to approximately 1.2 million square feet. It also facilitated the development of approximately 1,400 housing units in 2006.

The *East Point Corridors Tax Allocation District and Redevelopment Plan* seeks to provide the City with an effective tool for achieving a full realization of its commercial and residential development potential, as well as a better geographical balance in the development it attracts.

## C. Key Findings within the Redevelopment Area

### Legal Basis and Qualifying Conditions for the East Point Corridors Redevelopment Plan

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.

*It is, therefore, in the public interest that such areas be redeveloped to the maximum extent practicable to improve economic and social conditions therein in order to abate or eliminate such deleterious effects. To encourage such redevelopment, it is essential that the counties and municipalities of this state have additional powers to form a more effective partnership with private enterprise to overcome economic limitations that have previously impeded or prohibited redevelopment of such areas. (O.C.G.A. 36-44-2)*

Under the *Redevelopment Powers Law*, any area that meets one of the following tests qualifies as a redevelopment area:

(A) Any urbanized or developed area in which the structures, buildings, or improvements by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, high unemployment, juvenile delinquency, or crime and is detrimental to the public health, safety, morals, or welfare;

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

(C) Any open area located within an urbanized or developed area within the corporate limits of the municipality, which because of any factor or combination of factors enumerated in subparagraph (A) or (B) of this paragraph substantially impairs or arrests the sound growth of the community;

(D) Any area located within an urbanized or developed area and which, immediately prior to becoming an open area, qualified as a redevelopment area under subparagraph (A) or (B) of this paragraph;

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

(F) Any geographic area designated within the comprehensive plan of a political subdivision for redevelopment which has previously been developed for commercial, residential, industrial, office, or similar or ancillary uses and which lies within the service delivery area of the political subdivision, in which the current condition of the area is less desirable than the redevelopment of the area for new commercial, residential, industrial, office, or other uses, or a combination of uses, including the provision of open space or pedestrian and transit improvements, and any geographic area that is adversely affected by airport or transportation related noise or other environmental degradation, or other environmental factors which the political subdivision has determined to be impairing or retarding the development of the area;

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(G) Any urbanized or developed area or an area connecting two or more urbanized or developed areas that has been subject to some development but which has inadequate roadways, bridges, or public transportation or transit facilities incapable of handling the volume or traffic or passenger flow in or through the area in a safe and efficient manner either at present or following proposed redevelopment; or

(H) Any area combining any factors specified in subparagraphs (A) through (G) of this paragraph.

## Specific Qualifying Criteria for the East Point Corridors Redevelopment Area and Tax Allocation District

The land area and neighborhoods within the proposed East Point Corridors TAD boundaries have been examined and analyzed to determine the area's eligibility for inclusion in a redevelopment area under the Georgia *Redevelopment Powers Law*. As described in the section immediately preceding with respect to specific *Redevelopment Powers Law* definitions and criteria, a recent analysis of physical, land use and market conditions in the proposed East Point Corridors TAD findings reveal that this area is economically and socially depressed, with conditions contributing to social ills that have a deleterious effect upon the economic health and safety of the immediate and surrounding communities.

As described in the preceding section, East Point Corridors qualifies as a redevelopment area under the *Redevelopment Powers Law* due to its meeting most of the general criteria cited in that Law. The overall purpose of the East Point Corridors TAD is to address and resolve those key challenges, conditions and barriers to private investment and development.

As is substantiated in the "Key Findings within the Redevelopment Area," the East Point Corridors area qualifies as a redevelopment area and for a Tax Allocation District designation due to factors relating to (A)-(C) and (E)-(H) of 36-44-3 of the *Redevelopment Powers Law*, listed immediately above. Specific portions applicable to the East Point Corridors Redevelopment Area are as follows:

1. *The dilapidation, deterioration, age, or obsolescence of structures, buildings, or improvements (Criterion A):*
  - **Structural Age and Deterioration:** The majority of the retail buildings and apartments were constructed between 25 and 50 years ago. They have experienced only minor improvements since that time. Consequently, they are out of date and have become somewhat dilapidated as a result of the passage of time and frequent use.
  - **Inefficient and Obsolete Commercial Design and Layout:** The commercial centers and freestanding structures along the major roads within the East Point Corridors area are inefficient with respect to site use and density. Most are considered unattractive with respect to current retailer standards and obsolete with respect to consumer market appeal. Parking is inefficient, and store frontage and signage are below current market standards and design.

2. *The predominance of defective or inadequate street layout, inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment (Criterion B);*

- **Congested Access and Egress:** The current design and layout of the major roads and intersections within the East Point Corridors TAD contribute to traffic congestion and delays, particularly at major intersections at Cleveland Avenue and Norman Berry Drive; Irene Kidd Parkway at both Central Avenue and Main Street; Norman Berry Drive at Main Street; and Main Street at Willingham Drive. The area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in that area. The currently inadequate network of interior and residential streets within the area will become even less capable of handling both community and pass-through traffic.

3. *Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Criterion B);*

- **Inefficient and Obsolete Commercial Design and Layout:** The commercial centers and freestanding structures along East Point Corridors are inefficient with respect to site use and density. Most are considered unattractive with respect to current retailer standards and obsolete with respect to consumer market appeal. Parking is inefficient, and store frontage and signage are below current market standards and design.

4. *Any combination of the foregoing that substantially impairs or arrests the sound growth of the community retards the provisions of housing accommodations or employment opportunities (Criterion B);*

- **Underachievement as Employment Center:** Current employment opportunities are limited in the East Point Corridors TAD. There are relatively few professional or business services offered in the area, nor are there many corporate or professional firms. Retail and service industry employment is constrained by the relative lack of competitive retail offerings and restaurants.

5. *Any combination of the foregoing that constitutes an economic or social liability in its present conditions and use (Criterion C);*

6. *Substantial underutilization due to containing open lots or parcels of land, a substantial number of buildings or structures which are 40 years old or older, or structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity (Criterion E);*

- **Lack of Retail Market Appeal:** As reflected in both rent and sales, the limited number of retail businesses within the proposed East Point Corridors TAD do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. When developed as contemplated in this redevelopment plan, the area in question will accommodate more primary market retailers and service providers whose
-

business operations will significantly benefit the East Point Corridors and surrounding communities and will encourage the patronage of consumer markets located throughout East Point, College Park, Hapeville and Southwest Atlanta.

- **Lack of Rental Revenue Generation:** Commercial rental rates in the East Point Corridors Area are significantly below those achieved in developing urbanized "town center" neighborhoods throughout the metro Atlanta area.
- **Economic Underutilization of Developable Land:** A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values.

7. *Any geographic area designated within the comprehensive plan of a political subdivision for redevelopment which has previously been developed for commercial, residential, industrial, office, or similar or ancillary uses and which lies within the service delivery area of the political subdivision, in which the current condition of the area is less desirable than the redevelopment of the area and which the local legislative body designates as appropriate for community redevelopment (Criteria E and F);*

- **City Redevelopment Priority:** The East Point Corridors area has been designated as an area appropriate for redevelopment in the *City of East Point Comprehensive Plan*. Additionally, the City formally adopted the 2005 *East Point Livable Centers Initiative* plan and the 2006 *Cleveland Avenue Corridor Study*. The Comprehensive Plan is updated on an annual basis, and the recommendations of this plan are anticipated to be considered during the update process.

8. *Current area condition that is less desirable than the redevelopment of the area for new commercial, residential, industrial, office, or other uses, or a combination of uses, including the provision of open space or pedestrian and transit improvements (Criterion F); and*

- **Lack of Retail Market Appeal:** As reflected in both rent and sales, the limited number of retail businesses within the proposed East Point Corridors TAD do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. When developed as contemplated in this redevelopment plan, the area in question will accommodate more primary market retailers and service providers whose business operations will significantly benefit the East Point Corridors and surrounding communities and will encourage the patronage of consumer markets located throughout East Point, College Park, Hapeville and Southwest Atlanta.
  - **Lack of Rental Revenue Generation:** Commercial rental rates in the East Point Corridors Area are significantly below those achieved in developing Metro Atlanta neighborhoods.
  - **Economic Underutilization of Developable Land:** A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values.
-

9. *An area connecting two or more urbanized or developed areas that has been subject to some development but which has inadequate roadways, bridges, or public transportation or transit facilities incapable of handling the volume or traffic or passenger flow in or through the area in a safe and efficient manner either at present or following proposed redevelopment (Criterion G).*

- **Congested Access and Egress:** The current design and layout of the major roads and intersections within the East Point Corridors TAD contribute to traffic congestion and delays, particularly at major intersections at Cleveland Avenue and Norman Berry Drive; Irene Kidd Parkway at both Central Avenue and Main Street; Norman Berry Drive at Main Street; and Main Street at Willingham Drive. The area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in that area. The currently inadequate network of interior and residential streets within the area will become even less capable of handling both community and pass-through traffic.

10. *Any combination of criteria listed above (Criterion H).*

While not representative of the overall City of East Point, which has numerous thriving commercial centers and residential neighborhoods, the following photos taken within the East Point Corridors TAD area are representative of the conditions cited above that qualify the area as a TAD under the *Redevelopment Powers Law*.







As described in the preceding section, East Point Corridors qualifies as a redevelopment area under the *Redevelopment Powers Law* due to its meeting almost all of the general criteria cited in that Law. The overall purpose of the East Point Corridors TAD is to address and resolve the key challenges, conditions and barriers to private investment and development.

The calculations contained later in this report, under “Positive Tax Allocation Increment,” indicate the extent to which additional taxes may be generated by new development and rehabilitations on the sites proposed. The potential increase in long-term tax dollars indicates that a tax redevelopment strategy in the City’s CBD and Cleveland Avenue communities, as provided for by the *Redevelopment Powers Law* in a TAD, could generate substantial assistance in relieving the deteriorating effects of the generally stagnant pockets of this area. The linkages it would generate would improve an economic impact felt not only within the Redevelopment Area, but in adjacent areas as well.

**The fundamental purpose of the East Point Corridors TAD Redevelopment Plan is to address the conclusion that the proposed East Point Corridors TAD area has not been subject to growth and development through private enterprise and cannot reasonably anticipate development without approval of this Redevelopment Plan.**

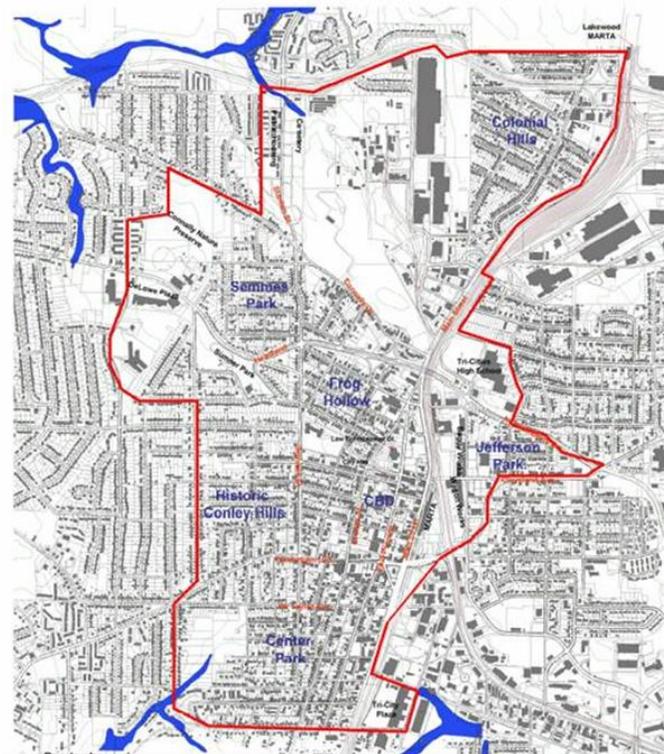
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It is essential that all available incentives, including the TAD, be offered throughout the City of East Point – and particularly in declining areas such as the East Point Corridors – in order to balance the development potential of this entire area, thus enhancing the competitiveness of City of East Point neighborhoods in attracting business and investment.

## Key Findings of Property Conditions within the East Point Corridors TAD

Cleveland Avenue began as a primarily residential street comprised of working class households that served nearby industries (see photos below). It also served as a rail crossing and major junction with Main Street in downtown East Point. As the neighborhoods declined and the connection to downtown was severed by MARTA in the 1980's, this corridor was targeted for commercial redevelopment and roadway expansion. Like many road widening projects at the time, little was done in terms of planning to set a framework in place for just how that corridor would develop. The thought was, 'if we widen it and connect it to the interstate, they will come.' The result is a mix of uses, building types, parcels, and zoning with no unifying plan.

### Existing Land Use and Development

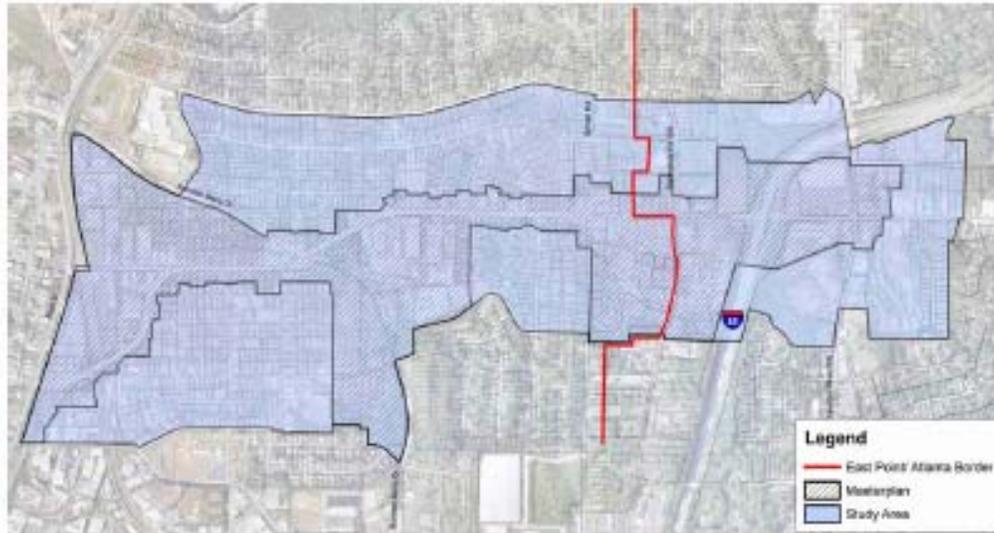


### East Point LCI Study Area

Given the incorporation of many of the East Point LCI's findings into this TAD Redevelopment Plan, it is appropriate to indicate the boundaries of that report's Study Area, which is bordered by Langford Parkway on the north, DeLowe Drive/ Kimmeridge Drive/Larose Drive on the west, Main Street on the east and Vesta Avenue on the south. On the eastern side, the LCI Study Area does also cross the railroad tracks to include the Tri-Cities High School and the Jefferson Park neighborhood, bordered by Harris Drive, Norman Berry Drive and Irene Kidd Parkway. Other neighborhoods within the Study Area include Semmes Park, Frog Hollow, Historic Conley Hills, Center Park, Colonial Hills, as well as the Central Business District. In terms of statistics, the Study Area is comprised of Census Tracts 112.01 and 112.02, as well as Block Group 3 from both Census Tracts 111 and 110.

### Cleveland Avenue Corridor Study Area

As with the East Point LCI, many findings of the Cleveland Avenue Corridor Study have been incorporated into the findings of this TAD Redevelopment Plan. The Study Area of that report is indicated in the map below:



Property conditions within the East Point Corridors TAD generally fall into one or more of the following categories of use and/or condition:

- Underutilized commercial properties, often in substandard condition
- Automobile-related businesses
- Aging strip shopping centers
- Lack of pedestrian-friendly infrastructure in commercial areas and corridors connecting residential and commercial areas
- Pawn shops and check-cashing stores
- Convenience stores
- Franchise fast-food offerings
- Free-standing retail and services

Downtown East Point is characterized by a compact grid street network, with low rise development. Most of the buildings are two to three stories. The low-rise development and the small block sizes provide a suitable walking environment. The core of the downtown is defined by a one-way pair of streets; Main Street and East Point Street, from the intersection by Norman Berry Drive to Washington Street. MARTA rail and freight rail tracks parallel Main Street on the east side, with a MARTA station located on the west side, in the heart of downtown. This station is a major element in downtown. The Buggy Works and Wagon Works are two distinct buildings significant in size located east of the rail tracks have been recently renovated into office buildings. The rail tracks separate this development from the downtown. This area is connected to downtown by a pedestrian bridge at Cleveland Avenue. The pedestrian bridge is a powerful visual element that marks the downtown.

Downtown consists of civic buildings, churches, several banks, retail and little residential product. The residential housing consists of several houses on East Point Street and a condominium development on Cleveland Avenue. The entire downtown is within approximately ¼ mile (five minute walking) radius.

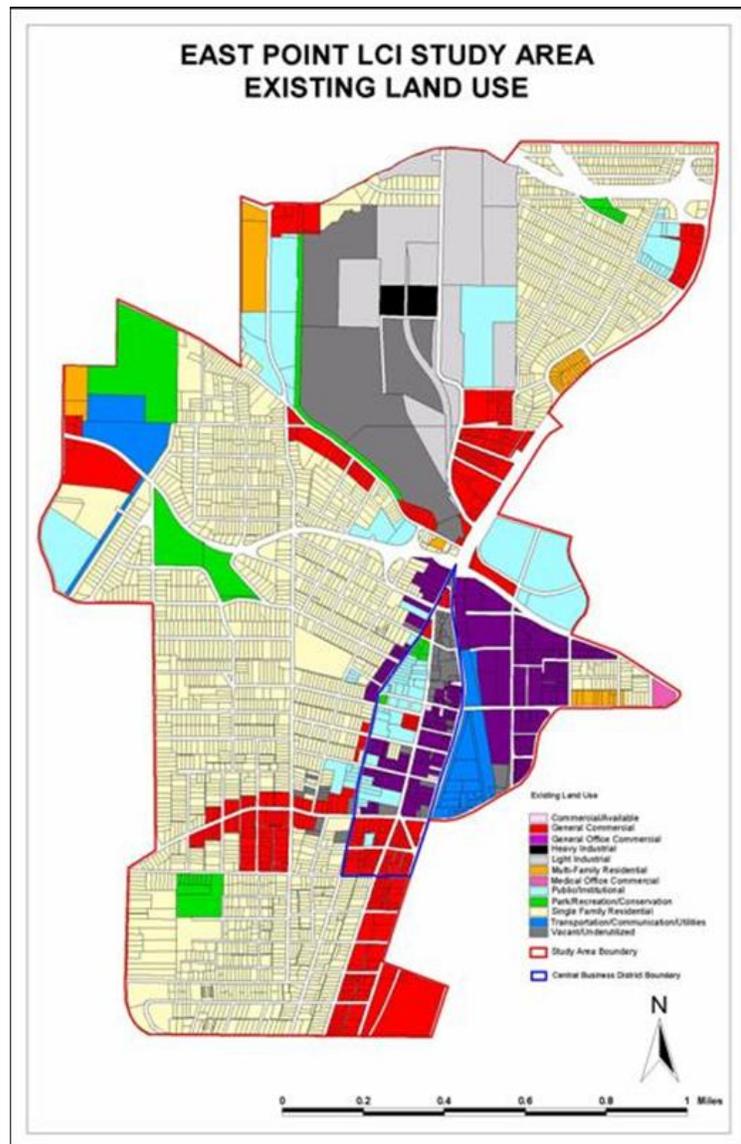
The current uses embodied in the existing land use map are described below:

Commercial Available – These are buildings/properties that have been physically rehabilitated and are ready for commercial/retail developments.

General Commercial – These areas were developed on the fringe of the historic downtown business district along the main roadway corridors. In most cases, these are typical strip mall developments and single buildings with independent stores and parking provided in the front of the businesses.

General Office Commercial - This is the second largest land use component in the study area. Although they are in the same category, a separate concentration of uses exists on the west side of Main Street versus the east side of Main Street.

The west side of Main Street caters to a mixed use component including multi-level buildings with loft living or offices on the top floors, and retail storefronts at street level. This area tends to accommodate the pedestrian with sidewalks and street furniture that abuts the street. Typically these businesses are served by on-street parking and supplemented by public parking lots.



The east side of Main Street includes the old industrial buildings that are listed as a National Register Historic District. Two of the warehouses have been converted into office space, but some underutilized areas still exist. This area has large self serving parking lots, but they are located in the rear of the lots.

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Light Industrial – Most of the industrial land is vacant or has underdeveloped parcels of land. The remaining areas include a logging company, portable toilet company, asphalt and paving company, a junk yard and several small shipping warehouses.

Multi-Family – These are apartment housing units, with some public housing included.

Public Institutional – These land use areas include property owned by a governmental or faith-based entity. These include: city hall, city auditorium, public safety facilities, cemetery, Tricities high school, and most of the churches.

Park/Recreation/Conservation – These areas are owned by the city government and provide recreational usage for the citizens including: Connally Nature Preserve, Sumner Park with the Velodrome and community building,

Single Family – These are detached single family homes/residences. This is the largest land use category within the study area.

Transportation – The MARTA Train Station and Water Utility Company are included in these areas.

Vacant/Underutilized – These areas highlight underutilized lots for viable development including vacant lots with no buildings, lots with buildings that have no aesthetic, historic or architectural value or general open lots that have been used as unofficial gathering spaces.

LANDUSE	Number of Parcels	%of Total Parcels	Acreage	% of Total Acreage
Commercial/Available	5	0%	0.68	0%
General Commercial	338	11%	183.92	13%
General Office Commercial	197	7%	86.48	6%
Heavy Industrial	5	0%	6.37	0%
Light Industrial	16	1%	128.49	9%
Multi-Family	41	1%	29.00	2%
Medical Office Commercial	1	0%	1.69	0%
Public Institutional	82	3%	115.65	8%
Park/Recreation/Conservation	32	1%	124.61	9%
Single Family	2,193	73%	572.20	39%
Transportation/Communication/ Utility	32	1%	87.73	6%
Vacant/Underutilized	58	2%	118.66	8%
<b>Total Net Land Area</b>	<b>3,000</b>		<b>1,455.48</b>	

**Total Gross Land Area**

**1477.20**

An important goal of the Redevelopment Plan is to address the redevelopment of underutilized/vacant properties. The initial land use inventory yielded a low number of retail uses (4) and high numbers of vacant buildings (10) and vacant lots (33).

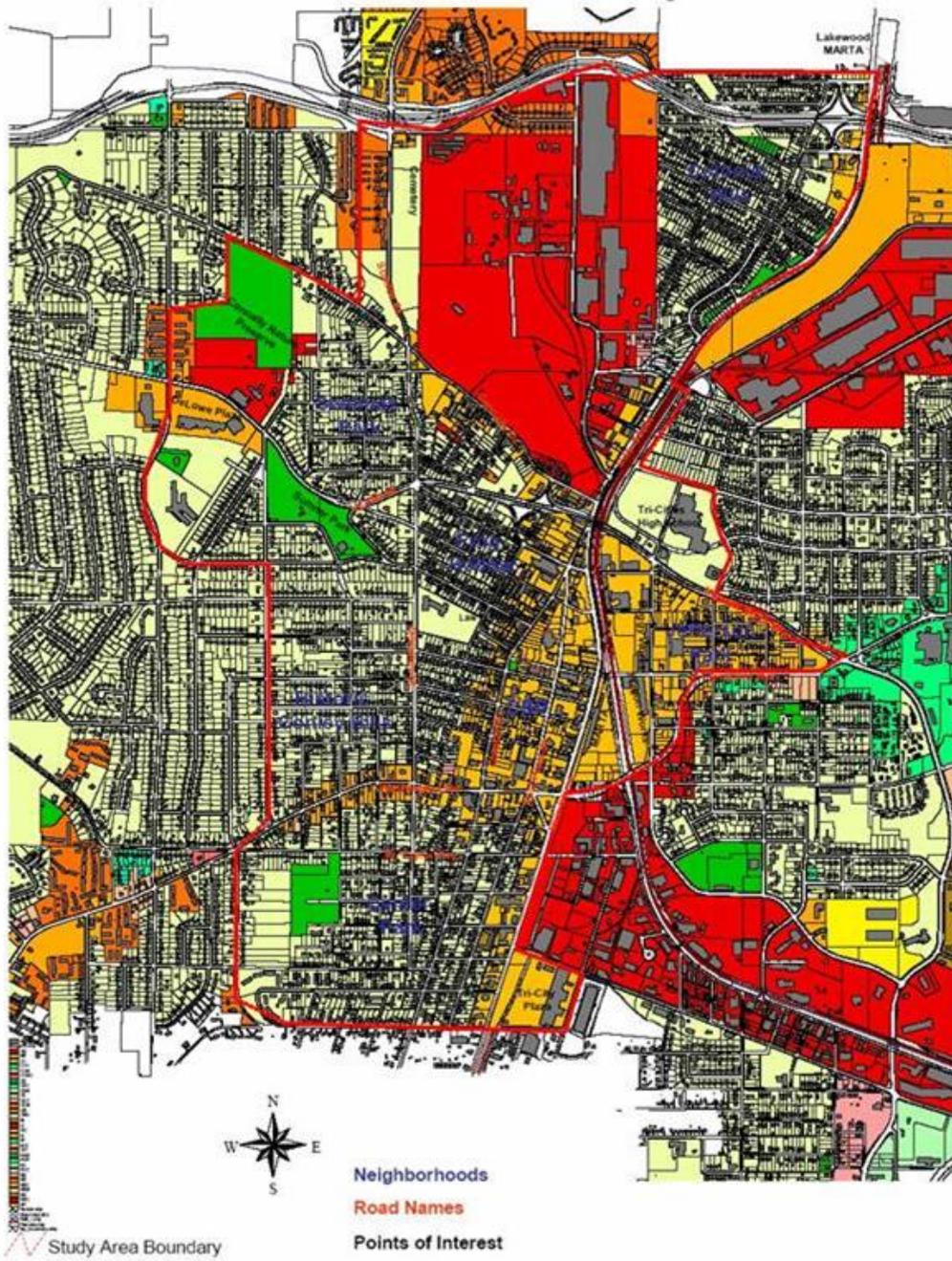
## **Zoning**

East Point's history has had a large effect on the current zoning in place. East Point has progressed from a small farming community of the 1820's to a well-known industrial suburb in the late 1800's and early 1900's. Today, East Point enjoys a mixture of industrial and small businesses throughout the City. Much of the industrial roots of the community are still evident through the current zoning code because a large majority of the study area is still zoned for light industrial although the areas are underutilized or have been converted to office space.

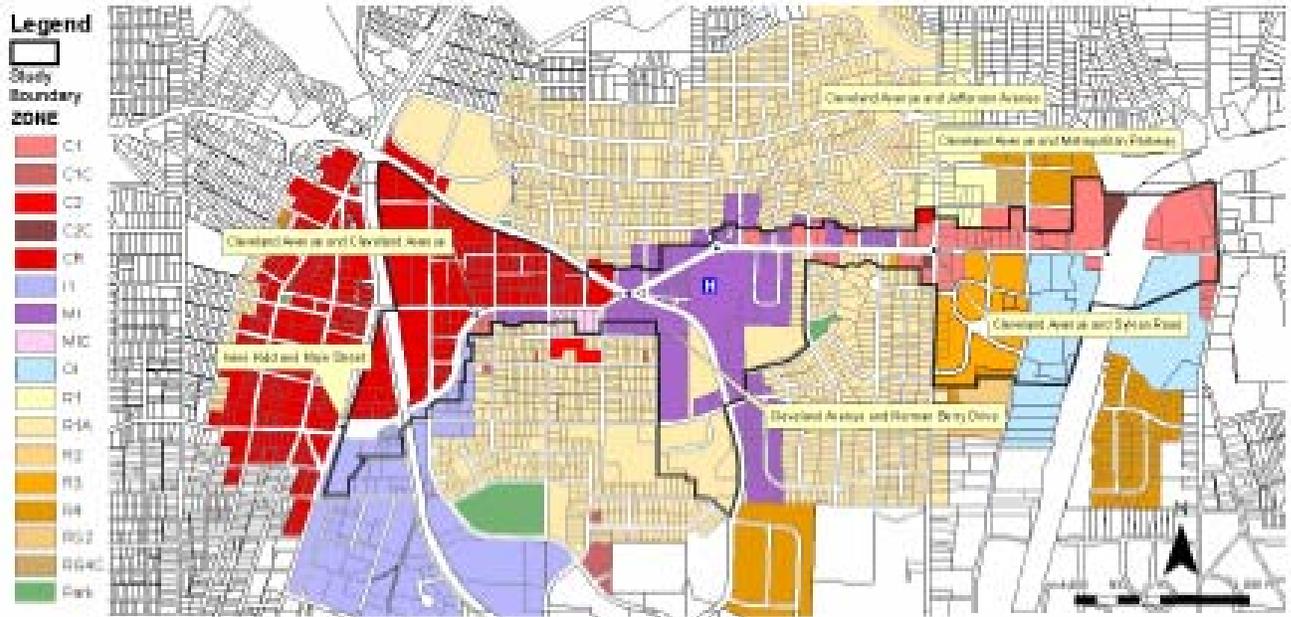
The existing zoning is made up of a mixture that includes categories from Industrial to Single Family Residential. The commercial and medical categories are generally compatible in their adjacencies, however, there is a need for step-down categories or buffer controls between single-family and I1, MI or C1 uses. The existing zoning categories do not support pedestrian activity or active uses along the street. Setback requirements and lack of architectural controls create a corridor that has a blighted experiential quality.

In addition, a lack of retail, usable greenspace, and mixed-use development is evident and is not well supported under the current zoning categories. With the exception of a small area of CR zoning in the Buggy Works area, there are no architectural controls in these zoning categories. The zoning classifications and their intent are specified below. Within the TAD area and immediately adjacent neighborhoods, the principal zoning classifications are single-family residential, light industrial and commercial redevelopment.

## East Point LCI Study Area Zoning



Designation	Purpose/Definition
C1 = NEIGHBORHOOD BUSINESS DISTRICT	Provides convenient shopping goods and services required by the neighboring residence and excludes other uses which might have a detrimental effect upon residential usage.
C2 = CENTRAL BUSINESS DISTRICT	Provides an area for those commercial goods and services which serve the entire community.
CR = COMMERCIAL REDEVELOPMENT	To facilitate and encourage innovative, functional, aesthetically pleasing and creative design and development of the most compatible and desirable mixed-use pattern of retail, commercial service, institutional and residential land uses which are primarily pedestrian and public transit oriented.
MAIN STREET ARCHITECTURAL DISTRICT	Properties in this district will comply with architectural standards as seen fit under the architectural design review procedure.
M-I = MEDICAL INSTITUTIONAL DISTRICT	Provides for the establishment and maintenance of high-quality medical and institutional uses, structures, facilities and accessory uses, and excludes incompatible uses.
OIT = OFFICE INSTITUTIONAL TRANSITION DISTRICT	Provides for the compatible transition from residential to limited office and institutional development.
I-1 = LIGHT INDUSTRIAL	Provides for light manufacturing, assembly, packaging and warehousing operations, free from incompatible residential, commercial and heavy industrial activities.
I-2 = HEAVY INDUSTRIAL	Provides for light and heavy manufacturing, processing, assembly, packaging and warehousing operations.
TRN = TRADITIONAL RESIDENTIAL NEIGHBORHOOD DISTRICT	Provides for traditional residential neighborhood within walking distance of downtown, as there is currently no opportunity for construction of single-family residences along main street.
R1 = SINGLE FAMILY RESIDENTIAL	Provides quiet low density residential neighborhood for single-family dwelling that will not generate any traffic other than that for the residents.
R2 = TWO FAMILY RESIDENTIAL	Provides a quiet, medium density residential neighborhood consisting of single-family dwelling, and limited private and public community uses.
R3 = MULTI-FAMILY RESIDENTIAL	Provides a quiet, moderate density residential neighborhood consisting of single-family dwelling, and limited private and public community uses.
R4 = MULTI-FAMILY RESIDENTIAL	Provides a moderately concentrated residential area of single-family, two-family and multi-family dwellings, and limited private and public community uses.



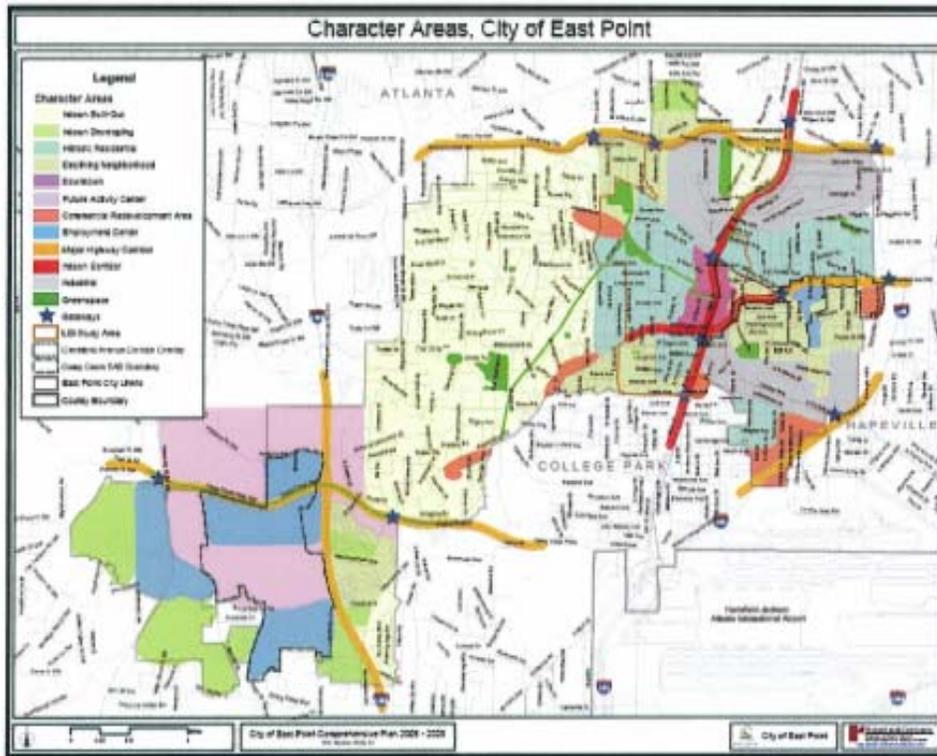
## Character and Building Conditions

### Image and Character

Downtown East Point has several vacant and under-utilized properties. It also has low-rise development and small building footprints. With the exception of White Way, the blocks between East Point Street and Main Street are sparsely developed. Thompson Avenue and Dorsey Avenue contain many under-utilized buildings set back from the street with surface parking, interspersed with several vacant properties. The downtown lacks a cohesive image and a continuous building edge to the street and defined blocks. Though there are retail establishments that engage the public on the weekdays, the activity level is relatively low in the evening and weekends as these establishments are closed. The renovated retail stretch along White Way and Main Street has several restaurants that offer some level of activity.

The MARTA station, which is a significant element, needs to be integrated into the downtown fabric. Some of the buildings need façade improvements and maintenance. There is a need for creating a focal point - a civic plaza or space in downtown that can define the 'heart' of downtown. Clearly defined gateways are needed to mark the extents of downtown. Though Main Street will be getting anew street treatments shortly, there are opportunities to improve streetscape, landscape, way finding signage and art work in other parts of the downtown with a consistent theme and character to enhance the image and provide a cohesive character to downtown.

Tri-Cities Plaza located at the southern end of the study needs improvement. It has a suburban shopping strip character with large parking lot. The building is in average condition and has no architectural character of significance. It is in critical need of façade and landscaping improvements at the very least, and could benefit from an overall redevelopment.



## Existing Transportation Infrastructure

### Roadways

The transportation network within the East Point area is composed primarily of a grid system, with two primary north-south one way pairs within the downtown core, Main Street and East Point Street, which serve as both state and federal facilities (SR 14/US 29). The East Point MARTA heavy rail station is located near this split. Due to the proximity of these two routes, to each other, there is a large degree of internal circulation during peak traffic periods and a long running discussion as to whether this separation is warranted.

Outside of these state highways, local streets in the area form a grid and therefore allowing for alternate routes and turning movements. This network configuration enables the vast majority of local and through traffic onto this state highway. Current traffic volumes do not exceed capacity but do create difficult conditions for pedestrians. The majority of traffic is gathered from multiple locations throughout the general Hartsfield/Jackson Airport area and funneled onto these two streets and several other major facilities. Several of other these major facilities, such as Cleveland Avenue and Norman Berry Drive move traffic in an east-west direction allowing access to Interstate 85. Other facilities, such as Headland Drive and Hogan Road provide east-west traffic to the Greenbriar Mall.

### Major Arterials

- US Route 29 (State Route 14, Main Street)
- Camp Creek Parkway

### Minor Arterials

- Washington Road / Irene Kidd Parkway / Cleveland Avenue
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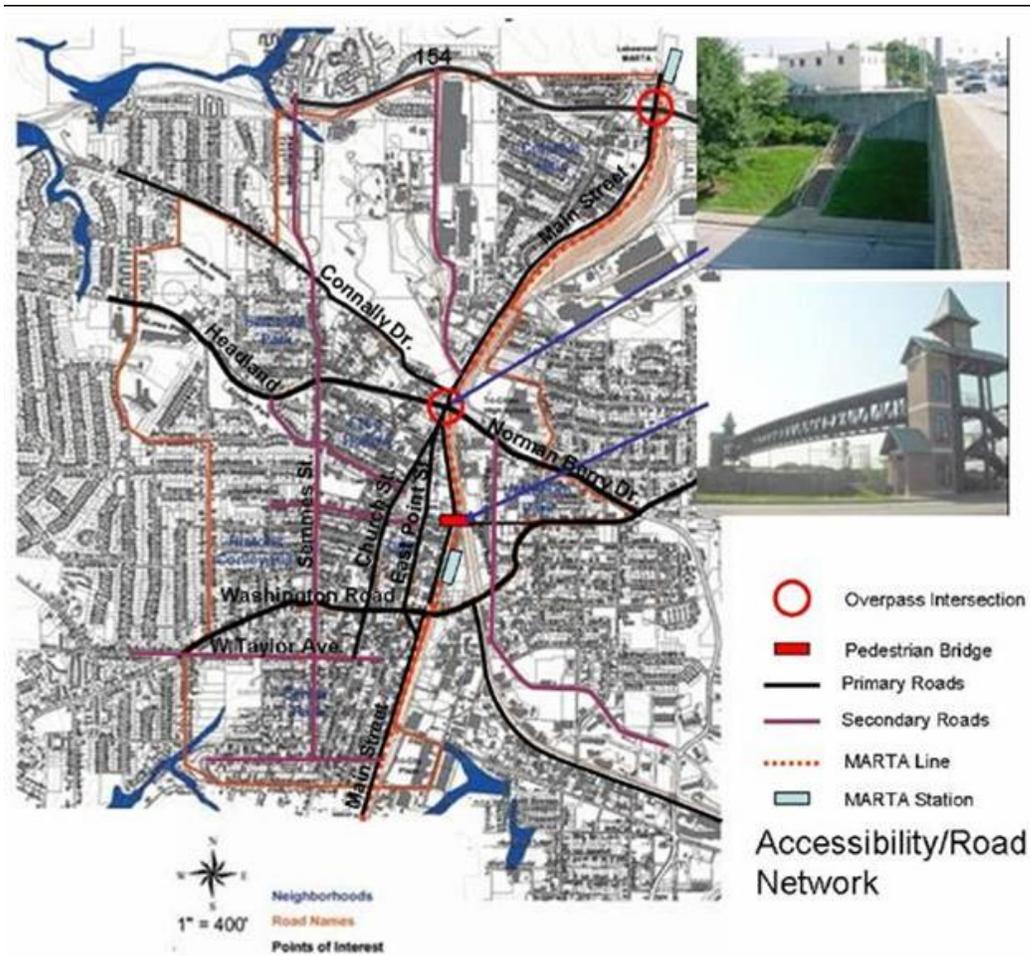
- Norman Berry Drive (from Semmes St. to Central Ave.)
- Bobby Brown Parkway
- East Point Street (from Forrest Ave. to Washington Rd.)

Major Collectors

- Central Avenue/Connally Drive
- Delowe Drive (from Washington Road to the City limits)
- Headland Drive
- Hogan Road
- Lyle Road (between Dodson Drive and Washington Road)
- Semmes Street (from Washington Road to Langford Memorial Parkway)
- Stanton Street

Minor Collectors

- Church Street
- Delowe Drive (south of Washington Road)
- Lawrence Street
- Taylor Avenue



According to GDOT, the number of vehicles flowing through the study area along the Main Street/East Point Street axis during a 24-hour period is lower than the road network is designed to carry. Generally, the carrying capacity of US 29/SR 14 is between 14,890 vehicles per day near the Lakewood Freeway to 8,730 vehicles per day at Washington Road on the two lane, two-way segments and 22,640 vehicles per day on the one-way segments, which contain several lanes each with an additional lane that functions like a continuous left turn lane

Several intersections in this general area are approaching capacity, however. For the purposes of the East Point LCI study, existing morning and afternoon peak hour turning movement volumes were obtained for the following area intersections:

- SR 14 and Washington Road
- SR 14 and Norman Berry Drive
- SR 14 and Church Avenue
- Headland Drive and Delowe Drive

The redevelopment of the Fort McPherson site immediately north of the City limit at Main Street and Womack Avenue will likely increase traffic along the Main Street/East Point Street corridor significantly over the next several years.

### **Sidewalks and Bicycle Facilities**

All streets within the study have some type of sidewalk, though conditions vary. Major streets within the downtown area have minimum sidewalk widths of five feet and maximum sidewalk widths of ten feet along the east side of Main Street near the MARTA station. They are continuous throughout. The streets, however, are in need of street treatments and a streetscape and sidewalk project is scheduled for Main Street south of Cleveland Avenue to the College Park border. The sidewalks are alive during lunch time and there is a good deal of pedestrian traffic generated by the MARTA station.

The local street grid in and around the downtown core provides numerous opportunities for pedestrian access to several downtown attractions. However, a lack of sidewalks and pedestrian amenities such as shade trees, benches, and way-finding signage discourages pedestrians. Additionally, there is a pedestrian overpass from Central Avenue across to Main Street just north of the MARTA station. This helps pedestrians, including many students from Tri-Cities High School to cross over the MARTA and freight rail tracks.

### **Parking**

Based on an analysis of existing land uses in the East Point TAD area, an estimate of demand for parking spaces was calculated for the downtown commercial core and current spaces were physically counted. The physical count included surface parking lots and on-street parking. Based on this examination, there are 1,195 spaces within the Central Business District. It was assumed that other land uses currently have sufficient on site parking. Roughly 642 parking spaces are required to serve commercial and housing developments within the study area. This figure was established by multiplying the total square feet of development in the area by established parking standards.

Additionally, a survey of parking conditions was performed to determine existing parking supply. All commercial and mixed-use properties in the study area contain substantial off street parking available to patrons. During the p.m. peak hour, typically a time of high demand for retail, due to high numbers of drive by trips, there were not any lots that appeared to be more than 40 to

50 percent occupied. Based on conversations with City staff and City Council, there is a perceived need for parking as 85% of the total spaces are private. Since the success of retail redevelopment in the downtown core depends on providing sufficient parking for patrons, it is clear that there is a need for adequate public parking. Development of an adequately sized public parking deck however, is hampered by the parcel size and the need for appropriate clear zones for interior movement.

## Demographic Findings, Market Conditions and Market Trends

For purposes of assessing the commercial (retail, services, office) potential of the East Point Corridors area, the primary focus is on the Corridor's two resident "Market Areas," which are its Primary Market Area" and "Secondary Market Area."

### Primary Market Area

The Primary Market Area is defined as a 2.5 mile radius from the intersection of Stanton Drive and

Headland Drive. On average, residents are willing to drive between two and three miles for convenience retail, such as groceries, sundry items, dry cleaners, etc. This area is primarily comprised of residents of the immediate area, or workers from businesses located in the area, in search of convenience-related goods and services. Restaurant customers would most likely be those making spontaneous decisions to eat out or pick something up for dinner that evening.



### Secondary Market Area

The Secondary Market Area is defined by a 15-minute drive time from the intersection of Stanton Drive and Headland Drive. This area is where the majority of customers will come from.

These consumers will be looking for some convenience retail, but will also be searching for community and even regional retail options; these will be planned or destination-related shopping trips. These customers will be willing to travel further distances for unique goods and services, something they cannot find close to their own homes or businesses. Restaurant customers will be looking for the same elements; unique foods or selections; unusual atmospheres; white-tablecloth restaurants; or popular meeting places.

## **Area Strengths, Issues and Opportunities**

### **Strengths**

Investigation of the TAD area reveals strengths that provide building blocks for future planning:

- Proximity to MARTA, I-85, downtown Atlanta, and the airport make the area an excellent location to capture an increasing share of Atlanta's – and particularly the Southside's – dramatic recent and projected growth.
- South Fulton Medical Center is the largest landowner and employer along the Cleveland Avenue corridor.
- There exist a significant number of structures of historic and/or architectural significance throughout the area.
- Several established office buildings and professional practices have significant prominence.
- Adjacent neighborhoods provide a residential base within walking distance for commercial uses and pedestrian activity.
- Existing sidewalk infrastructure connects neighborhoods with corridor services.
- Many opportunities exist for greenspace and gateway features.

### **Issues**

Along with these strengths, there are several key issues in the area that are important to address as goals for future planning and redevelopment efforts:

- Lack of architectural controls
- Code violations and dumping
- Lack of signage controls
- Visual blight of overhead utilities
- Vacant, dilapidated buildings
- High traffic speeds
- Lack of pedestrian facilities (benches, bus shelters, etc.)
- Lack of usable greenspace
- Lack of gateways, definition for city limits, districts, or neighborhoods
- Underutilized property
- Lack of curb-appeal
- Accessibility problems/ADA
- Lack of retail uses in the corridors
- Lack of step-down uses between commercial and residential

### **Market Trends and Implications for Development**

The East Point Corridors TAD is an area poised to benefit from additional office, retail and residential growth. With the impetus of a few key developments now in the works, the area could sustain more growth due to its capacity, proximity to the interstate and to mass transit, and its relative affordability. In conclusion, based on an analysis of retail, residential, and office

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data, the specific proposed uses for the corridor overlay mentioned in the introduction can be supported by projected market conditions.

In order for the Plan to fully develop as envisioned, it will be important to keep a mix of each development type in order to support the rest. A mixed-use approach will be the most effective mechanism to sustain growth in this unique market.

In order to assess the redevelopment potential in the area, it is important to note several key trends which support the increase in development as proposed:

- There is an overall trend toward intown dwelling due to the pressure of congestion in Metro Atlanta. East Point is an untapped location for infill development.
- The local and greater market area surrounding the East Point Corridors TAD includes mature housing stock; nonetheless, it is growing at a steady pace. New development in more dense residential patterns is beginning to increase population and will continue as a trend.
- The area has the advantage of MARTA access as well as interstate access - both of which will factor into future business location decisions.
- Existing patterns of particular types of office developments within the CBD and along Cleveland Avenue should be built upon, such as medical office development near the existing South Fulton Medical Center and local professional and business services in the CBD District. However, this type of traditional office segment is going to attract the boutique or service oriented firm, not necessarily Class A office tenants except for medical-related offices that could be developed on or near the SFMC campus.

#### **Retail Sales Potential and Supportable Space**

Potential sales volume for the corridor study area and the local market area are developed based on consumer expenditures data, household income, and population projections for the study area. Potential sales volume for greater market area residents would be spread over a much larger area than the study area – East Point is expected to capture only a portion of the retail dollars spent. As well, daytime population will contribute to the purchases at a retail center, not just area residents. Therefore, it is essential to note existing retail centers in the area and determine the share that can be supported in the East Point Corridors TAD.

The nearest retail centers include Kroger Citi-Center, Headland Delowe Shopping Center, and Greenbriar Crossing. Each of these shopping centers is over 100,000 square feet in size, and they are spread 3-4 miles apart. Vacancy rates within these shopping centers are low; however, so are rent rates and identified sales volume. The nearest shopping mall is Greenbriar Mall.

The most successful new retail development in the market is Camp Creek Marketplace at I-285 and Camp Creek Parkway, the newest retail center to meet a need where demand was plentiful. As noted previously, this center was developed as part of East Point's Camp Creek TAD.

Existing area retail space includes Kroger Citi-Center, downtown retail and scattered miscellaneous retail establishments. The area is highly lacking in restaurants, personal services and shopper's goods. Due to the proximity to interstate travel, potential visibility and existing demand, a good strategy for the corridor is to determine the amount of retail that can be supported in a new community center, which is defined as a development anchored by a discount department store, a supermarket or other larger retailer. During the East Point LCI and Cleveland Avenue Corridor study planning workshops in 2005 and 2006, residents expressed a

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strong desire for retail and services within the corridor area, citing the fact that they travel to Midtown Atlanta or to Camp Creek Marketplace to shop, both over five miles from the target area.

Retail options can be broken down into convenience goods and shopper's goods. Convenience goods are located in stores such as supermarkets and drug stores. Shopper's goods are items such as men's and women's clothing, major appliances and jewelry. Other categories considered were Food and Beverages as well as Personal Services.

In order to calculate the demand for these goods, it is important to know the distance a buyer will go to make a retail purchase. Convenience goods are predominantly purchased by a local market within a study area. While shopping for more durable shopper's goods, on the other hand, a consumer will generally travel farther to make the purchase. These two are broken down based on a percentage of the local market share and the corridor market share. Since the local market area will have options beyond these shopping centers, an 8-10% capture rate for shopper's goods, a 10-17% capture rate for convenience goods and a 10-20% capture rate for other goods are assumed. Within the East Point TAD area, a 10-18% capture rate for shopper's goods, a 45-65% capture rate for convenience goods and a 40% capture rate for other goods are used, based on the fact that these consumers will shop closest to home. It is assumed that the area's population will best determine neighborhood-serving retail demand, and that Local Market population can be used to determine community-serving retail demand.

Future projections through 2030 are based on initial calculations of 2005 to 2010 increase in demand. Income projections for the study area show an 8.5% increase over five years according to SitesUSA.

According to demand studies, the area could immediately support an additional 150,000 square feet of mixed retail (majority Convenience goods and Restaurants) beyond the existing 165,000 square foot neighborhood center and various other retail. The area's proximity to the interstate as well as to destination trips would easily attract customers from beyond the local market area.

In order to estimate outside additional demand for retail, the greater market area is included, but since the greater market area will have many more choices within the 10-mile radius, only 10% of that capture rate is estimated for capacity. Being conservative, this calculation concludes that the supply of proposed corridor retail shops will be supported easily by estimated demand by 2020 to 2025. It is important to point out that, while convenience shopping is generally going to take place within 1-2 miles, the perception of the trip and experience will also factor into the purchase. Residents who have moved to the area and would like a choice of shopping centers may vote with their pocketbooks and shop outside of the local market area otherwise. Also, specific to shopper's goods - the retail would be best supported in a dense center that attracts many different customers within as well as outside of the corridor.

### **Residential Market Analysis**

Single family residential sales are mature in the study area. The sales prices for Zip Code 30344 (City of East Point) as well as Zip Code 30315 (City of Atlanta) were analyzed for area trends. Relatively few sales in East Point were new, as this would generally be infill development only. A greater percentage of home sales in the City of Atlanta market were new. Resale of homes within East Point is increasing in sales prices over the past few years. Jefferson Park, a neighborhood just north of the TAD area, tends to reflect higher sales prices than the local

market. Jefferson Park, an older neighborhood with good housing stock, is being targeted for rehabilitation, a trend consistent with other intown neighborhoods in the metro area.

As the majority of residents within the local market area are still renters, it is important to determine the trend of residential rental properties. In the immediate vicinity, older apartment complexes outnumber newer ones. However, there is a trend to renovate or build new developments in order to capture a higher rental rate that may be as much as twice the rent of more mature developments. Another trend is toward more rental townhomes, rather than the typical apartment building. The townhomes could eventually become condo ownership housing.

The area will receive around 75 to 100 of the projected 400-500 resales of homes in East Point in the next 5 years, continuing to increase property values through sales. In addition, by using population projections, an area with a one-mile radius will support 178 new households (or 462 people) over the next five years. Again, population factors are relatively low in this area due to the mature housing stock and neighborhood structure.

Historically, the increase in housing units has been slow, a positive outcome from maintaining a historic flavor to the area. The majority of new units will be denser (predominately townhouse or multifamily) and will occur along nodes of the corridor, not generally within the existing single family neighborhoods. Using conservative projections again, it appears that an increase in housing units can be supported.

The expected increase in demand will support 930 units over a 25 year projection, with 75-80% being multi-unit developments. These units will fit into the neighborhood structure, mostly filling in with increased density developments, as well as mixed use applications within space above the office and retail.

### **Office Market Analysis**

Since the office market is generally analyzed on a Metro basis, this analysis reviews existing office space compared to proposed office space along with a proposed build out timeline. The advantage of office development in the Cleveland Avenue corridor is the opportunity to provide competitive rents within the metro Atlanta area. Currently, there are two historic boutique office complexes, the Wagon Works and the Buggy Works. Being immediately across the railroad tracks from Main Street, these properties are poised to attract tenants using rapid transit, and boutique firms looking for a unique property.

Currently there is a redevelopment of another older warehouse building into office, which will add an additional 70,000 square feet to the mix. High occupancy rates over the last several years at the Buggy Works property have encouraged developers to continue office development in the area, and the trend appears to be successful. The other primary office type found in the corridor is medical office either associated with South Fulton Medical Center or with Morehouse School of Medicine. It is assumed that the TAD area is attractive to these types of users and will continue to build concentration. As rental rates climb in Downtown and Midtown Atlanta, some tenants will seek lower rents in areas that are still convenient to the Atlanta core and mass transit. As the area develops, industrial and low density businesses are going to be replaced by higher density office buildings and mixed use districts. Therefore, the TAD area buildout will tend to shift the employment type toward more white-collar jobs.

## D. Proposed Land Uses and Redevelopment Projects

### Concept Plan

The basic goals of the East Point Corridors TAD are as follows:

- Provide desirable residential product types in the central business district as identified in the market assessment, preferably with an ownership preference.
- Provide additional retail, dining, entertainment and other commercial amenities such as better supermarkets within East Point. In addition, create a critical mass of people in the CBD sufficient to attract a destination retail market.
- Maximize land use advantages through the development of mixed-use projects allowing for live-work convenience to residents and closer retail in proximity to housing.
- Encourage development that will protect and enhance existing study area neighborhoods while connecting them to the civic and commercial center of the CBD.
- Enhance connectivity within and among East Point neighborhoods through the design, extension and general improvement of walking, bicycling and multi-use trails. Ensure the provision of sidewalks connecting open spaces and parks and allowing access to existing amenities.
- Improve the possibilities for redevelopment of the surplus MARTA parking lot and Sylvan Road / Cleveland Avenue area.
- Improve the pedestrian environment (amenities, access, usability, traffic calming, lighting, personal safety)
- Increase usable greenspace/parks.
- Increase the tax base with which to fund basic city services.
- Create financing mechanisms, resources and incentives such as this Tax Allocation District to fund redevelopment.
- Create a better profile throughout Metro Atlanta and within potential resident markets seeking unique, convenient, safe, community-oriented housing locations.

The TAD Redevelopment Plan provides the City of East Point with several opportunities and a methodology for achieving its commercial and residential development potential, in addition to a more appropriate geographical balance in the type of development it would like to attract.

The basic design and development guidelines that shape the Development Concept for the East Point Corridors TAD are found in the City's *2006 Comprehensive Plan Update*, as follows:

## Mixed Use

Mixed Use development will allow East Point residents the opportunity to live, work and play in the same community. Redevelopment of these areas will be thoughtful and will provide a well integrated and compatible development consistent with surrounding neighborhood character. These areas primarily are made up of structures oriented towards the street. High density vertical structures that allow multiple uses within the same building make up the street blocks and shared parking lots are located to the rear of the structures.

**Recommended Uses**

- Retail, Residential, and Office Development
- Greenspace/Public Plaza
- Civic
- Public/Institutional

**Quality Community Objectives**

- Infill Development
- Housing and Choices
- Employment Options
- Sense of Place/Community Identity

**Location**

There are several locations in the City designated as mixed use. One is in the western part of the City. Another is located in the northwest corner of the central section, and the remaining areas are located in the eastern section, with one large mixed use development in an old industrial area.

**Implementation Measures**

- Architectural Standards
- Mixed Use Zoning
- Land Assemblage If Necessary
- Marketing for Potential Developers
- Architectural Design Standards Including Decorative Columns, Railings and Awnings
- Context Sensitive Design For Streets
- Creation of Public Greenspace
- Visually Minimized Parking
- Brownfield Site Remediation and Brownfield Redevelopment Financing Mechanisms may be Used to Redevelop the Industrial Site
- Zero Setbacks



## Town Center Mixed Use

Town Center Mixed Use development is similar to Mixed Use with the additional characteristic of being the heart of the City of East Point. The Town Center will serve as a community focal point and gathering place for residents of East Point. Civic spaces will encourage community interaction, recreation and relaxation. Development in the Town Center will be oriented toward the street and offer many uses in vertical, high density development while utilizing the grid street system for easy accessibility and wayfinding. The Town Center will also serve as the location for the concentration of city agencies and offices. Close proximity to the MARTA rail station enhances transit options.

**Recommended Uses**

- Retail, Residential, and Office Development
- Greenspace/Recreation
- Government Center
- Civic Community Buildings
- Public/Institutional
- Public Art/Plaza

**Quality Community Objectives**

- Sense of Place/Community Identity
- Housing and Retail Choices
- Transportation Alternatives
- Vibrant Downtown

**Location**

Town Center Mixed Use is located in East Point's Central Business District.

**Implementation Measures**

- Develop Historic Building Architectural Standards
- Mixed Use Zoning
- Public Greenspace/Plaza Set-Aside
- Enhanced Gateways
- Transit Oriented Development
- Visually Minimized Parking
- Choosing Businesses to Recruit and Support
- Economic Development Sales Team
- Federal and State Programs Supporting Economic Development
- Niche Marketing
- Urban Redevelopment/Downtown Development
- Community Improvement District
- Rehabilitation Codes
- Tax Allocation District
- Financing Infrastructure Improvements
- Overlay District



## Urban Residential

Urban Residential consists of higher density development with a mix of housing types and income levels. It includes both multi-family and single-family products while retaining specified community open spaces for community services such as bicycle and pedestrian paths, playgrounds, ball fields, etc. These areas will primarily accommodate the future growth of the city with housing products such as condominiums, apartments, attached and detached single-family dwelling units. Areas consist of architecturally uniform design while providing the most economically viable usage of infrastructure and city services. These areas offer opportunities for diversified culture within a neighborhood, while promoting a unified identity. Areas are characterized by easy accessibility to retail and employment centers via alternative transit modes such as bus service, sidewalks and bicycle lanes.

**Recommended Uses**

- Multi-Family & Single-Family Housing
- Parks/Recreation
- Public/Institutional

**Quality Community Objectives**

- Infill Development
- Housing Choices
- Aging in Place

**Location**

One Urban Residential area is located in western East Point, the other is located in northeastern East Point along Lakewood Freeway.

**Implementation Measures**

- Architectural Standards
- Strict Code Enforcement
- Buffering between Neighborhood and Other Uses
- Affordable Rental Programs
- Traffic Calming Measures
- Pedestrian/Bicycle Improvements
- Encourage Interconnectivity Between Neighborhoods
- Visually Minimized Parking Facilities
- Home Business Use Regulations (Department of Community Affairs Model 3-3)



## Neighborhood Commercial

Neighborhood Commercial development is retail development focused on serving the immediate residential areas on a neighborhood scale. It serves the everyday needs of these residents with services such as restaurants, dry cleaners, coffee shops, etc. Neighborhood Commercial development provides services conveniently accessible to a resident without the need to travel via automobile and appropriately scaled civic spaces allows resident opportunities to interact with their neighbor. The architecture of neighborhood retail is compatible with surrounding buildings to ensure the aesthetic integration of the development.

**Recommended Uses**

- Neighborhood Scale Retail for Daily Service Needs
- Restaurants
- Limited Service-Oriented Office
- Greenspace/Recreation

**Quality Community Objectives**

- Retail Choices
- Sense of Place/Community Identity

**Location**

There are three Neighborhood Commercial locations located in the central area of the City. Two areas are along Washington Road and a third is at the intersection of Delowe Drive and Lakewood Freeway.

**Implementation Measures**

- Architectural Standards
- Land Assemblage if Necessary
- Visually Minimized Parking Facilities
- Community Improvement District
- Targeted Corridor Redevelopment
- Tax Allocation District
- Strategies for Re-Use of Greyfields
- Niche Marketing



## Hospitality Commercial

Hospitality Commercial development are activity centers that cater to the tourism sector, while providing recreation opportunities for local patrons. East Point's location to Hartsfield-Jackson Airport provides a prime opportunity for lodging and entertainment, such as theaters, restaurants, music venues and shopping.

**Implementation Measures**

- Architectural Standards
- Entertainment/Hospitality District Designation
- Tax Allocation District
- Shuttle from East Point and/or Airport MARTA Station to Hospitality District
- Niche Marketing
- Level of Service Standards
- Context Sensitive Design

**Recommended Uses**

- Hotel Lodging
- Retail
- Cultural
- Recreation

**Quality Community Objectives**

- Employment Options
- Recreation Opportunities
- Economic Stimulation and Stability



**Location**

There are two locations in East Point for Hospitality Commercial. One is located in the western section, while the other is located in the eastern section and borders the airport.

## Regional Commercial

Regional Commercial development is an activity center that attracts residents of East Point, as well as, visitors from outside the immediate community. It's location directly off of Interstate-285 provides good accessibility to patrons from around the Atlanta Metropolitan region. Development is oriented towards the automobile due to the large number of patrons utilizing their cars to travel to this location; however, connectivity throughout the development allows pedestrians to safely maneuver from one store to the next. Regional Commercial development consists of independent and national brand stores and restaurants that provide patrons with many shopping opportunities for all of their consumption needs. Regional Commercial development stimulates the city's economy and will effectively serve the urban residential development located to the north and south of this activity center.

**Implementation Measures**

- Architecture Standards
- Signage Standards
- Buffering Between Regional Commercial and Neighborhoods
- Automobile Accessibility Connecting Regional Commercial Center to Neighborhoods
- Transportation Enhancement Program
- Niche Marketing
- Utility Relocation
- Context Sensitive Design for Streets
- Traffic Calming

**Recommended Uses**

- Regional Scale Retail
- Entertainment/Recreation

**Quality Community Objectives**

- Retail Choices
- Employment Options
- Regional Identity



**Location**

There is one Regional Commercial development in the western section of East Point.

## Professional Employment Centers

Professional Employment Centers are concentrations of business that provide employment opportunities for both the residents of East Point and residents of other areas in the Metropolitan region. East Point's proximate location to the City of Atlanta, the Hartsfield-Jackson Airport and three major Interstates makes it a prime location for employment clusters. Development in Professional Employment Centers provide accessibility for automobiles, but are also pedestrian-oriented due to their close location to several neighborhoods allowing employees to walk to work. Development is multi-story and multi-tenant with uniform architectural features. Professional Employment Centers enhance the City's ability to generate income and provide a stable economic base for the City.

**Implementation Measures**

- Architectural Standards
- Business Relocation and Economic Incentives
- Shuttle Service from East Point MARTA Station to Employment Centers
- Pedestrian Oriented Principles
- Choosing Businesses to Recruit and Support
- Tracking Business Needs
- Core Economic Development Sales Team
- Federal and State Programs Supporting Economic Development
- Matching Labor Needs and Training Resources
- Matching Labor Needs with Workforce Ability
- Identifying Workforce Training Resources
- Niche Marketing

**Recommended Uses**

- High Quality Office/Professional
- Greenspace/Plaza
- Appropriate Retail/Restaurants

**Quality Community Objectives**

- Employment Options
- Proximity to Housing
- Jobs and Housing Balance
- Economic Stimulation and Stability



**Location**

Three employment centers are located in the western section of the City. The fourth is located in eastern East Point.

## Greenspace/Greenways

Greenspace is an important element for the community of East Point. It promotes physical activity, community interaction and creates a community identity. Greenspace for passive recreation maintains a more natural setting, but does include paths and park furniture that encourages residents to walk, hike or relax. Greenspace for active recreation includes opportunities to participate in more physical activities by providing playgrounds, tennis courts, basketball courts, etc. The City of East Point has well integrated greenspace in established neighborhoods that serve existing residents, as well as, greenspace in new development to serve the expected increase in future population.

**Implementation Measures**

- Required Greenspace Set-Asides for New Development
- Master Planning to Ensure Most Efficient Greenspace Provision
- Public Art Commissioning
- Land Bank
- Park Acquisition, Maintenance, and Development
- Linear Parks Alongside Corridors
- Bicycle Facility Standards
- Bikeway Plan
- Utility Relocation
- Connectivity Between Trails and Greenway
- Connectivity Between Parks and Greenspace

**Recommended Uses**

- Greenspace
- Public Art/Plaza
- Active Recreation
- Passive Recreation

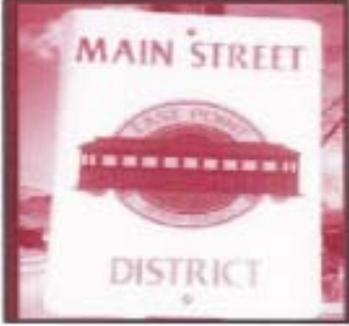
**Quality Community Objectives**

- Recreation Opportunities
- Natural Settings
- Community Interaction
- Sense of Place/Community Identity



**Location**

Greenspace is dispersed throughout the City of East Point.

Corridors	Gateways
<p>Corridors throughout the City of East Point are major local transportation thoroughfares connecting the City.</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center; color: #4CAF50;">Quality Community Objectives</p> <ul style="list-style-type: none"> <li>• Connectivity</li> <li>• Pedestrian Safety</li> <li>• Automobile Safety</li> <li>• Beautification of Community</li> </ul> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center; color: #4CAF50;">Implementation Measures</p> <ul style="list-style-type: none"> <li>• Acquisition of Right-of-Way for Street Widening and Improvements</li> <li>• Sidewalk and Pedestrian Network Design</li> <li>• Implement Corridor Improvement Program with Designated Funding</li> <li>• Transportation Enhancement Program</li> <li>• Flexible Street Design Standards</li> <li>• Corridor Overlay District</li> </ul> </div> 	<p style="text-align: center; color: #4CAF50; font-size: 1.2em;">Gateways</p> <p>Gateways into the City of East Point and the Town Center provide residents and visitors identifying landmarks to highlight their entrance into the City and downtown area. This creates a unique sense of place and identity important to the success of the community by creating identifiable borders and easily recalled images creating repeated recognition of the City.</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center; color: #4CAF50;">Recommended Uses</p> <ul style="list-style-type: none"> <li>• Monument-Style Signage</li> <li>• Unique Identity Structures</li> <li>• Landscaping</li> </ul> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center; color: #4CAF50;">Quality Community Objectives</p> <ul style="list-style-type: none"> <li>• Sense of Place/Community Identity</li> <li>• Brand East Point</li> </ul> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center; color: #4CAF50;">Location</p> <p>Gateways into East Point are located all along the City boundary. Town Center gateways are located just north and south of the Central Business District.</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center; color: #4CAF50;">Implementation Measures</p> <ul style="list-style-type: none"> <li>• Gateway Enhancement Program with Designated Funds</li> <li>• Community Competition for Gateway Design</li> <li>• Capital Improvements Program</li> <li>• Trails and Greenway Networks Connecting Gateways</li> </ul> </div> 
<p style="text-align: center; color: #4CAF50;">Location/Recommended Uses</p> <p>Cleveland Avenue from the City Boundary to Washington Road at 8th Street:</p> <ul style="list-style-type: none"> <li>• Pedestrian Oriented Development</li> <li>• Streetscaping/Wide Sidewalks</li> <li>• Bicycle Paths</li> <li>• Wide, Landscaped Roads</li> </ul> <p>Washington Road from 8th Street to Camp Creek Parkway:</p> <ul style="list-style-type: none"> <li>• Streetscaping/Wide Sidewalks</li> <li>• Bicycle Paths</li> <li>• Wide, Landscaped Roads</li> </ul> <p>Main Street Corridor and the Norman Berry Corridor:</p> <ul style="list-style-type: none"> <li>• Pedestrian Oriented Development</li> <li>• Streetscaping/Wide Sidewalks</li> <li>• Bicycle Paths</li> </ul> <p>Camp Creek Parkway:</p> <ul style="list-style-type: none"> <li>• Pedestrian Oriented Development</li> <li>• Streetscaping/Wide Sidewalks</li> <li>• Connection to Neighborhoods</li> <li>• Congestion-Free Auto Access</li> </ul> <p>Stone Road and Willingham Road Corridors:</p> <ul style="list-style-type: none"> <li>• Wide, Landscaped Roads</li> <li>• Streetscaping</li> <li>• Bicycle Paths</li> </ul> <p>Jefferson Avenue:</p> <ul style="list-style-type: none"> <li>• Pedestrian Bridge over MARTA to Main Street</li> </ul>	

The key elements of the TAD Redevelopment Plan incorporate urban mixed-use concepts, particularly those of Town Center mixed-use developments that would be extremely desirable in the central downtown area. These mixed-use guidelines encourage the development not only of higher-density residential products, but also neighborhood retail, including restaurants, specialty stores and services.

The development potential around the existing MARTA station is such that the introduction of hotels and meeting facilities – Hospitality Commercial – should be encouraged. In other areas of the TAD, particularly in the Sylvan Road -Cleveland Road area, regional retail development are both appropriate and needed in the community. So-called “Big Box” retailers such as Home Depot, Wal-Mart and Lowe’s could draw upon a regional market while attracting East Point community-oriented retailers such as Publix supermarket, a major bookstore, and “Junior Box” retailers such as DSW, Ross and American Signature.

Both the South Fulton Medical Center and the Central Downtown area around the MARTA station, the Wagon Works and the Buggy Works offer potential for development professional office space, with medical-related offices fitting into the SFMC campus and professional and business services professionals being the primary tenants around the Downtown/MARTA area.

Facilitating and complementing this private development would be green space – parks, pathways, trails, open space – as well as gateway features leading into the defined corridors within the TAD, particularly Main Street from both the north and south and Cleveland Avenue from the I-85/City limit through to the third entry corridor, Washington Road.

Both the *Cleveland Avenue Corridor Study* and the *East Point LCI Study*, which are incorporated and added to in the City's *2006 Comprehensive Plan Update*, offer suggestions as to types of development that could and should occur within boundaries of the East Point Corridor TAD. The suggestions are incorporated, where feasible and appropriate, in the Private Development Program and the Public Development Program sections of this Redevelopment Plan. As with the description and analysis of Existing Conditions, which included larger study areas than the TAD itself, the suggestions and recommendations of those two studies – as incorporated into the Comprehensive Plan – act as general guidelines in the type and location of development contemplated in this TAD Redevelopment Plan.

The following concept plans are incorporated into this TAD Redevelopment Plan as examples of the types of development envisioned to occur within the TAD. Their inclusion does not constitute an endorsement of the specific, detailed concept plan presented.

### **Cleveland Avenue Corridor**

(to Norman Berry Drive and Irene Kidd Parkway)



The *Cleveland Avenue Corridor Study* identified four “activity nodes” and associated development concepts in its master plan that fall within the TAD. Those following development opportunities were derived from the public process and approved by the City Council. As part of this process, a comparison of recommendations and opportunities of the area were compared to the current zoning classification and the future land use map. In most cases, the future land use map and zoning classification were not compatible to the recommendations of this study. Recommendations of the proposed development opportunities and the changes to the future land use map and zoning regulations needed are included below.

Along Cleveland Avenue, the plan develops around several nodes or key areas of activity, which support walking within a .25-.5 mile radius. In addition, several important gateways to

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districts and neighborhoods are identified along the corridor. These gateways provide opportunities for pedestrian amenities, such as bus shelters, as well as creating focal points for neighborhood and district entrances.



The TAD Redevelopment Plan adopts the Corridor Study plan of transforming Cleveland Avenue into a 'green boulevard', providing pedestrian access to and from neighborhoods, as well as vehicular access from I-85. Several traffic calming measures, such as narrowing travel lanes, adding a median, introducing a roundabout, and incorporating bulb-outs at pedestrian crossings are utilized to provide for safe and comfortable pedestrian traverse across Cleveland Avenue. The boulevard also features bike lanes and an off-street multi-use greenway trail.

Although the primary focuses of this study are the Main Street-Cleveland Avenue corridors, several adjacent areas with strong redevelopment potential are also addressed.





The “Big Box” Center concept plan features large retail development compatible with adjacent neighborhoods and new residential development. The center is walkable and shared parking is hidden behind buildings and screened with landscaping. Short term on-street parking is also provided in front of stores for convenience trips. This area connects to the trail system through a park median. This retail center is flanked with townhomes and includes mixed-use residential/retail development. The residential component is an important aspect for the sustainability of the area.



### **South Fulton Medical Center Campus**

The SFMC campus concept plan features medical office and supporting services connected to a walking trail system. Additionally, this area features an educational campus with a new Park Lane elementary school building.

South Fulton Medical Center campus extends from Felton Drive to Norman Berry Drive. Additional property lies beyond Norman Berry in the creek corridor. Plans for this area include increasing medical offices in the Felton Drive area, improving the Park Lane School campus to allow greater access to the greenway trail, and adding additional outdoor amenities to the hospital campus for visitors.

The district immediately surrounding the medical center includes primarily medical offices. The hospital building and surrounding facilities serve the surrounding South Atlanta region and attract auxiliary doctors' offices in the surrounding area. The area is most likely to develop with additional medical offices, as well as services such as restaurants and retail to support the hospital and surrounding offices.

Passive green space is provided on the hill at the intersection of Norman Berry Drive and Cleveland Avenue, accentuated by moderately sloping walkways, an amphitheater, and access to the hospital's conference center across Norman Berry Drive. The greenway trail meanders through the paths and creek corridor, crosses the Drive to follow the stream bank, connecting back to Cleveland Avenue through neighborhood easements.



The Cleveland Avenue Entrance to South Fulton Medical Center is the hospital's front door to the community. Most guests enter from Cleveland to use the drop-off area or parking deck, and use of the intersection of Cleveland Avenue and Jefferson Terrace is encouraged by the placement of a monumental entrance sign.

Drop-off and emergency use is accessed via the west vehicular entrance. Pedestrian use is encouraged by the addition of a plaza and covered bus shelter directly in front of the main entrance. A water feature is envisioned to add character to the entrance. Plantings should be low groundcover and shade and ornamental trees, with few medium shrubs to distract from visibility of the front door. An additional plaza is added to the area between the entrance and the emergency guest parking in order to provide additional outdoor space for visitors. Crosswalks encourage the exploration of neighboring retail shops and restaurants. As much as possible, the addition of pavers, accent plantings and water features will make entering the hospital a memorable experience.

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## Central Business District

Several development opportunities have been identified over the past several years in the downtown/CBD area of East Point, which centers on Main Street but also includes the area east of the rail line that includes the Wagon Works, the Buggy Works and the MARTA station. To the west of Main Street, the CBD encompasses the area west of Main Street across East Point Street to Church Street. For descriptive purposes of these concept plans, the downtown/CBD area runs between Irene Kidd Parkway on the south and Norman Berry Drive on the north.

As identified in the LCI and Corridor studies, there are a surprising number of properties in the Central Business District that are vacant (approximately 15). The core of the CBD retail, a multi-block area roughly bordered by Main Street, Cleveland Avenue, Dorsey Avenue and East Point Street, continues to nurse the seed of downtown revitalization. Yet, despite continued efforts at downtown development, a true economic destination is still lacking. An infill mixed-use development with a drug store, housing and open space would be a substantial catalyst to reignite the Central Business District.

An "ideal location" – as described in the LCI study – for infill development was identified in the area of Ware Avenue between Main Street and East Point Street. The block area is practically vacant now, and through a competitive bid process, the City selected Selig Enterprises to redevelop the block as a mixed-use complex that will include both high-density residential and Town Center retail.

A drug store, such as a CVS or Walgreen's, is a needed addition to the TAD's retail mix. The retail demand assessment supports this assertion; there is sufficient demand to support a drug/pharmacy store in the area. The scale of this store should be approximately 10,000 square feet, and it should be located at the edge of the CBD as an anchor to allow people to leverage visits for convenience goods with visiting the other retailers in the CBD. Additional retail space should be located within this infill (including those that might have to be temporarily moved to enable development to occur) integrated with the other elements that might make it mixed-use.

There is also a need for a different housing product type in the CBD. The current selection of housing is comprised of lofts in converted commercial buildings. While these conversions seem to be of good quality and priced reasonably, they have not been absorbed quickly in the existing market. This could be for any number of reasons, but most likely it is due to the initial pricing in the marketplace, that they are only available for purchase, and they are a very unique product. The uniqueness of the product can be an asset or can be a detriment, depending on the customer. A loft is a very specific product that appeals to select individuals. Generally speaking, this is a strong product addition to a market that has a wide variety of product already; this is not the case in the TAD area. Given the location, the price point similar to many single-family detached homes in the area, and the building type, these lofts appeal to a narrow market segment. This does not mean they will not be successful, it just means that the absorption rate can be expected to be slow.

## Downtown / Central Business District



A housing product that could be successful in the Central Business District is townhomes, offered for lease. A configuration that allows live/work space and potentially street level in retail in a portion of the development would be ideal. Townhomes are an accepted and known product that can help bridge the gap between single-family and multi-family. They are also a variable product type because they will provide a comparable scale that can help to transition to the surrounding single-family neighborhoods. Additionally, having housing downtown helps to provide more street life for longer periods of time helping to improve the attractiveness of the CBD to residents and consumers, as well as developers and retailers. Providing townhomes on

the edge of the CBD for lease can provide an opportunity for individuals to “test out” living in downtown East Point. Asking people to invest a large sum of money in a down-payment without understanding what the downtown living experience is like is a hard sell in any community, but particularly one that is at the beginning of its redevelopment. If there is success in the for-lease townhomes, other developers will be willing to develop additional for-sale stock in the marketplace, particularly if the City actively pursues a land buy-down incentive program.

The potential development strategy for this CBD area of the TAD includes:

- Civic Node – New Municipal Complex
- Main Civic Axis
- Civic Green – Mixed Use Development
- Main Street/MARTA – Option A, on Main St. Option B, on East Point St.
- CBD – Infill Redevelopment (Retail, Restaurants, etc.)
- Gateways

The future land use map calls for this area as a general office commercial and public/institutional usage. The future land use map should be amended to show mixed use development. Additionally, higher density for downtown should be considered. One of the major obstacles for higher density development in the downtown area is the ability to combine



individually owned lots. At this time, the sizes of the lots do not appear to allow for any sizeable projects to attract high density. The City owns a large amount of property on the northern tip of the Central Business District and could begin a higher density trend if a public private partnership were created with an interested developer. When the City updates its Comprehensive Plan, amending this area for mixed use development should be priority.

### **Buggy Works / Wagon Works Historic District**

Another potential development component of this area of downtown East Point focuses on the Buggy Works, Wagon Works and adjoining blocks. The redevelopment concept incorporates a mix of housing types and densities that support Transit Oriented Development (TOD) within walking distance of the MARTA station.

Revitalization of the “Buggy Works / Wagon Works Historic District” builds upon the redevelopment of the MARTA station into a hotel and conference center. As a result, this piece serves as a gateway to Main Street East Point. Offices and shops are

connected to the hotel and conference center by means of a ramping boardwalk that runs adjacent to the railroad tracks, enabling the area to come alive as a daytime office and evening entertainment district. Parking for these uses and activities are accommodated through underground parking and parking decks to achieve higher densities and pedestrian oriented places. An additional feature of the Buggy Works / Wagon Works area is the reconstruction of the old train depot, to be utilized as a commuter rail station and museum.

### **MARTA South Parking Lot**

The South Parking lot of the MARTA station offers potential development that could be centered around “Hospitality Commercial” uses such as a hotel and conference center, possibly augmented by retail and housing.

This lot is currently positioned in a hole that does not allow for high visibility due to its topography. This situation makes the parking lot less marketable. The future land use map identifies this area as a light industrial site. To allow the proposed usage from the study, this area should allow commercial usage that a hotel would be suitable.

Adjacent to the Main Street Corridor, the Buggy Works / Wagon Works Historic District is an area poised for mixed uses, combining office, residential and entertainment in a location close to downtown and MARTA. The historic nature of the existing buildings and the open parcels



between provide an opportunity for a mix of old and new construction that represents the vibrancy of East Point. In order to be successful, the vacant land must be incorporated into a dense urban environment including live/work/play spaces. As well, parking infill must be carefully designed to be available, yet hidden.

The North-South corridors are strongest in this neighborhood, but the area will benefit from strengthening East-West connections. A recent project is a pedestrian bridge linking the MARTA station and Main Street to the Buggy Works / Wagon Works District.

This area could also feature a mix of housing types and densities that support Transit Oriented Development (TOD) within walking distance of the MARTA station.

Adjacent to the Buggy Works / Wagon Works District, this neighborhood is composed of corner townhomes, apartments and single family homes. Increased residential uses allow more activity in the Buggy Works/ Wagon Works District.

Land use steps down in density from Cleveland Avenue into the neighborhood. Street patterns have been redeveloped to improve the neighborhood connectivity. Pocket parks and civic uses are incorporated to provide community focus. The streets include on-street parking for guests as residential structures are accessed through alleys.

Between Martin Street and the Cleveland Avenue/Norman Berry Drive intersection, the district is made up of mostly single-family residential with a transition along Cleveland Avenue into commercial uses. The masterplan designates additional live/ work uses for this area with a slight increase in density and simplification of street patterns. Included in this district are the King Building, Teens at Work, and several retail shops that are undergoing a positive turnover. Several small medical offices have also been built in the past few years, continuing the medical presence along the corridor. Although most development along Cleveland Avenue is commercial, streets within the district continue to house single family homes. The district is currently undergoing renovation/redevelopment phase that would lend itself to increased residential and live/work development. While much of this largely-residential component of the concept for this area is outside the boundaries of the East Point Corridors TAD, attention should be paid to the overall context of this neighborhood – both within and adjacent to the TAD – in developing complementary uses and creating linkages among them.

### **Redevelopment of Tri-Cities Plaza**

Tri-Cities Plaza is a crucial redevelopment project for several reasons: it is located at a gateway entrance into the City of East Point; it borders the City of College Park; a new residential development with single-family homes priced from the high \$300,000s is under construction next door; it accounts for a large portion of retail space in the City and the TAD; it is under new ownership; and it has a significant footprint, covering about 16 acres. If done well, Tri-Cities Plaza can become a key entry marker for the City of East Point for residents, workers, and visitors alike. Currently, there is little of note to demarcate each city while traveling among the Tri-Cities area, except for city limit signs amid the strip center development.

A grocer-anchored community serving retail center of approximately 50,000 to 60,000 square feet is supportable in this area. A grocer location in Tri-Cities Plaza would benefit from a close proximity to Main Street, solid traffic/commuting patterns, and a central location accessible from much of the Primary Market Area. This is a feasible space assignment, as a grocery store was previously located within this shopping center (but it is relevant to note it was a discount grocer). Grocery shopping is a destination use in that all people shop for groceries, and if it is quality and convenient, people will choose that location for their daily or weekly shopping trips. Locating a grocer in such close proximity to the CBD helps to leverage trips that will be taken to obtain convenience goods anyway, and can promote one trip achieving multiple retail purchases at more than one retailer. Further, this helps to redefine Tri-Cities Plaza as a destination and gives it a distinct purpose, and will increase the draw area for the shopping center, and other portions of the TAD as well.

While there are other existing shopping centers that need to be redeveloped within the TAD, it is important to again state that these projects were selected based on maximizing the potential for leveraging public investments to further private development. Assisting in the redevelopment of Tri-Cities will leverage market forces to add pressure to other shopping centers and retail space to redevelop. Tri-Cities Plaza, is the priority based on many factors. If redevelopment is successful with Tri-Cities Plaza, retail in the surrounding area will be forced to upgrade to remain

competitive. The development of the Village at East Point will certainly change that circumstance, and help drive the market pressure for that shopping center to redevelop as well.

The potential development strategy for this focus area includes:

- Redevelopment/Grocery
- Home Depot Expo

The future land use map shows this area for general commercial usage. This is in keeping with the recommendations for this area; although the zoning does not allow a grocery store larger than 10,000 square feet. Overall, the practicality of a grocery store larger than this would need to be investigated further. A grocery store recently relocated from this area, but a new type of grocery store that caters to another target market may be more practical. The general location of Tri-Cities Plaza for any type of retail serving all of the CBD and TAD market areas is problematic due to its transportation access. An underpass would have to be created to provide access if it were to be seen as a major attraction. This is addressed in the transportation section of this Study. Overall, this area could benefit from a smaller upscale market to driven from the new infill and redevelopment housing around the Woodward Academy and the large portion of the Latino population growth.

### **Main Street “Gateway” Projects**

A significant opportunity is represented in the collection of vacant and underutilized properties on the edge of the CBD. Clustered together, they could form an entryway into East Point’s CBD on Main Street, and provide an expansion of residential space (and people), more needed convenience services, and open space. Developing an infill mixed-use project in this area would serve to meet pent-up demand for a drug store in the TAD, allow people to experience downtown living in East Point, as well as help to anchor the CBD retail mix and bolster its visibility and choice as a destination location.

### **Greenspace**

Additionally, there is a need for greenspace in the CBD. This is certainly not meant to be a large-scale public gathering space (see later catalyst project), but instead is meant to provide a small park for those living and working downtown. It could also be an asset for shoppers or diners that take a stroll through the downtown core after their meal or shopping trip. This should be a largely landscaped area (primarily grass), with some street furniture and minimal hardscaping. A specific feasibility analysis needs to be done on the exact scale, mix of uses and product types for this mixed-use infill development project.

### **Private Redevelopment Projects**

The following Development Program is based upon the assessments of the two studies cited throughout this Redevelopment Plan, as well as accompanying market studies and market assessment updates. It also incorporates development and landowner interest identified during the preparation of this TAD Redevelopment Plan, a number of key household, income and spending preference indicators, as well as current market conditions and trends described in detail in the market analysis in the “Demographic Findings, Market Conditions and Market

Trends” section. More importantly, it reflects the current and anticipated private sector investment interest in the Concept Plan incorporated into this TAD Redevelopment Plan.

There are many projects that can be undertaken in efforts to improve upon the assets of the TAD and continue redevelopment efforts that are in their infancy. But it is important to strategically use public resources to leverage private investments. There are some projects that, when begun, can send the message to private developers, future residents, brokers and realtors, future businesses and existing East Point residents and workers that something is *really happening* in the TAD. The problem continually cited with developing plans and studies is that they sit on the shelf.

With that said, the projects suggested below should be viewed as key projects that need to be priorities for the City of East Point. These projects have the ability to set the TAD apart, define its character, help it to become a destination and continue positive economic trends that are beginning to emerge. Some are new developments that will be long-term efforts and some are leveraging existing assets to their full potential. Regardless of the horizon or development timeline, action must be taken today to get these projects underway. Again, there are a multitude of projects and programs that can help to move the TAD forward, the projects below were selected based on market conditions, stakeholder interviews, potential to spur continued development, and leveraging strategic public investments.

**It should be noted that approval of this plan does not constitute approval of any specific project, nor does it circumvent any approval process that would otherwise be required by statute or ordinance.**

The anticipated private development projects that may reasonably be expected to be generated and/or supported by the potential public incentives and initiatives provided for in this TAD Redevelopment Plan are summarized as follows:

1. **Buggy Works Expansion:** There appears to be both site capacity for additional development at the Buggy Works, as well as owner interest in pursuing such development over the next 3-8 years, as market forces dictate.
2. **East Point Commons:** Selig Enterprises is in the process of finalizing its plans for a mixed-use development on the block bordered by Ware Avenue, East Point Street, Cleveland Avenue and Main Street.
3. **Tri-Cities Plaza:** Redevelopment of this shopping center, including the potential addition of townhomes units on the property, should be feasible over the next 4-8 years as the residential market develops in and around the Central Business District.
4. **MARTA South Parking Lot MXD:** MARTA has recently made a number of aggressive moves to solicit private development of a number of its surface parking lots. The East Point station appears capable with respect to both size and an increasingly-favorable market to accommodate a major mixed-use project. It appears to be the most likely site for the development of a new hotel in the CBD.
5. **North Main District:** The area along Main Street from Norman Berry Drive to the City limits at Womack Avenue just north of the Langford Parkway should benefit from improving conditions from both the Fort McPherson redevelopment on the north and the CBD

development – particularly East Point Commons – to the south. While one or two sites near Langford Parkway are large enough for a mid-size commercial or residential development, it is anticipated that small-store retail and local office space will be the most likely type of development along the western side of Main Street.

6. **North Main Mixed-Use Development:** The one potential exception to the small-to-moderate sized development along Main Street in the “North Main District” is the possible assemblage of several parcels of land somewhere between Norman Berry Drive and Newman/St. Joseph Avenue. Such an assemblage could allow the development of a reasonably large mixed-use development incorporating retail, local office/services and residential units.
7. **Central Main District:** The heart of the Downtown area appears attractive for the continued introduction of Town Center retail and services, particularly along Main Street.
8. **South Main District:** It is likely that Town Center retail and services similar to those in the North and Central Main districts will continue south along Main Street to Vesta Avenue – the southern boundary of the TAD in the Main Street Corridor. This will be in addition to the possible redevelopment of Tri-Cities Plaza.
9. **SFMC Campus + King Building:** The South Fulton Medical Campus should be able to attract medical-related professional office development in the near future. In addition, the vacant King Building at the intersection of Cleveland Avenue and Norman Berry Drive immediately opposite the SFMC offers a prime location for office redevelopment – either new or a rehab of the existing building.
10. **Sylvan Road Mixed-Use:** The large assemblage of land on the southern side of Cleveland Avenue between Sylvan Road and Springdale Road has great potential for near-term redevelopment that could include not only significant numbers of new townhomes and multifamily residential units, but also significant “big box” and supermarket retail.
11. **Wagon Works Mixed-Use Expansion:** The Wagon Works is in an excellent position to capitalize on its surface parking lot. New loft condominiums could take advantage of the Wagon Works’ proximity to the MARTA station, incorporating local-serving retail into the additional structure(s).

**In addition, the City has designated the Washington Road Corridor as a City economic development priority and will devote the same economic tools, resources and incentives to key redevelopment sites along Washington Road as to the Cleveland Avenue and Main Street Corridors. While no specific redevelopment projects can be identified in the near-term for this Corridor, it can be reasonably anticipated that such redevelopment will occur as market improvements occur both to the east (Cleveland Avenue/Main Street) as well as to the west (I-285/Camp Creek Parkway) of the Washington Road Corridor. Thus, while no redevelopment projects are quantified for purposes of projecting incremental tax revenue support for TAD bonds, it can be expected that such projects are likely to occur, increasing the amount of supportable bonds projected herein.**

Overall, the most likely projected development within the East Point Corridors TAD over the next 10 years can be summarized in the table below:

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<b>EAST POINT CORRIDORS TAD: POTENTIAL PRIVATE DEVELOPMENT PROJECTS</b>									
Site	Retail SF	Local Office SF	Corporate Office SF	Hotel Rooms	Industrial	Townhome Units	MF Condo Units	MF Apts Units	SFD Units
1 Buggy Works Expansion	70,000	150,000				150			
2 East Point Commons	52,000						350		
3 Tri-Cities Plaza	100,000					100			
4 MARTA South Parking Lot	50,000		100,000	200					
5 North Main District	25,000	25,000	50,000			100			
6 North Main MXD	50,000	25,000				150			
7 Central Main District	50,000	25,000							
8 South Main District	50,000	10,000				150			
9 SFMC Campus + King Bldg			175,000					200	
10 Sylvan Road MXD Center	250,000	25,000				200		200	
11 Wagon Works Expansion	20,000						350		
<b>TOTALS</b>	<b>717,000</b>	<b>260,000</b>	<b>325,000</b>	<b>200</b>	<b>-</b>	<b>850</b>	<b>700</b>	<b>400</b>	<b>-</b>

The Private Development Program will have the added benefit of creating or retaining approximately 4,730 permanent full-time jobs, as well as approximately 3,100 full-year (full-time equivalent) construction jobs.

Depending upon the fundamental market basis and economics of the various development components of the overall project, the City intends to direct all available resources and incentives toward the redevelopment of the East Point Corridors TAD as a model mixed-use development.

Preliminary financial estimates indicate that these projects would not be able to go beyond the planning stages without the additional support available through TAD-generated tax increment financing.

## Public Redevelopment/Improvement Projects

The categories of public improvements to be made within the TAD include the following:

- New parks and open spaces;
- Pathways and trails, many linking the area’s parks;
- Roadway improvements and enhances;
- Sidewalk and pedestrian-friendly streetscape improvements;
- Land assemblages and/or site preparation for private commercial and residential development;
- Construction of new public facilities, in particular a community recreation center; and
- Improvements to the area’s basic water, sewer and transportation infrastructure.

<b>EAST POINT TAD: PUBLIC IMPROVEMENTS</b>					
<i>Category of Improvements</i>	<i>Total Estimated Costs</i>	<i>Total Estimated Local Match</i>	<i>Primary Potential Local Match Sources*</i>		
			<i>ARC Implemen- tation Grants</i>	<i>City/County Grants</i>	<i>TAD Bonds</i>
Trail					
Projects	\$ 1,350,000	\$ 270,000	\$ 90,000	\$ 90,000	\$ 90,000
Streetscape					
Projects	\$ 6,928,680	\$ 1,385,730	\$ 461,910	\$ 461,910	\$ 461,910
Roadway					
Improvements	\$ 6,380,000	\$ 1,276,000	\$ 425,333	\$ 425,333	\$ 425,333
Pedestrian					
Connectivity	\$ 748,000	\$ 149,600	\$ 49,867	\$ 49,867	\$ 49,867
Recreation					
Facility	\$ 2,000,000	N/A	\$ -	\$ -	\$ 2,000,000
Gateway					
Features	\$ 462,000	\$ 92,400	\$ 30,800	\$ 30,800	\$ 30,800
<b>TOTALS</b>	<b>\$ 17,868,680</b>	<b>\$ 3,173,730</b>	<b>\$ 1,057,910</b>	<b>\$ 1,057,910</b>	<b>\$ 3,057,910</b>

*\*Assumed to be 1/3 for all categories except Recreation Facility*

Improvements to public infrastructure and community facilities are needed throughout the East Point Corridors area. In some circumstances, these can be privately funded in conjunction with new development or redevelopment. However, many improvements will need to be completed with public funds. The recommended public improvement projects are divided into the following general categories:

### **Transportation and Circulation Initiatives**

#### **Main Street/East Point Street Improvements**

East Point Street and Main Street are the most direct entry points into downtown from the north and south. While it is the most direct route, it is not well signed and travelers rarely stop in the city. Additionally, the development and landscape pattern of the streets are not consistent and not visually appealing. To enhance the entry point into the downtown area and take advantage of development opportunities on the corridor improvements should be undertaken to improve landscaping on East Point Street, as well as the continuation of Main Street to the north. This Plan recommends that East Point Street become a tree-line boulevard with landscaping and that Main Street continues to receive street treatments north of Cleveland Avenue. Additionally, a gateway marker should be constructed at the intersection of East Point Street and Church Street and Main Street and Washington Road to better signal the entry and presence of the downtown area.

Recommendations:

- Enhance the entry into downtown.
- Construct a gateway.

### **City Gateways**

An issue confronting the redevelopment of the City's downtown core is the lack of visibility from the area's more heavily traveled arterial streets. To enhance the visibility of the downtown area and to alert to drivers a change in environment and appropriate driving speeds, a series of downtown gateways have been proposed as part of this study. Aside from the gateways addressed above, major downtown gateways are recommended at Cleveland Avenue, Headland Avenue and Washington Road. The gateways should celebrate East Point's business and civic history while providing a visible element to orient visitors, link downtown to the surrounding areas and neighborhoods and establish a sense of place and vitality. The overall design should incorporate lighting and imagery to create focal points that mark the arrival of people into the city.

Recommendation:

- Develop new identity markers.

### **Downtown Greenway Trails**

To continue to promote walking and bicycling and encourage the city's active community residents to use forms of transportation other than automobiles, a series of downtown greenway trails should be constructed. These greenway trails will link important downtown facilities: (the Dick Lane Velodrome, Semmes Park, City Hall, the MARTA station, additional community green space) and historic neighborhoods. Furthermore, The City of Atlanta's greenway trail is planned to eventually link important facilities and institutions including Ft. McPherson and Hartsfield-Jackson Airport. The facility should be designed for both pedestrians and bicycles. In some areas the greenway trail will simply require wider sidewalks. In less developed areas, the greenway trail will need to be constructed with care through forest areas and along streambeds. Typically, the greenway should be eight to twelve feet in width. Adequate signing and marking are essential on multi-use trails, especially to alert users to potential hazards and to convey regulatory messages to bicyclists, pedestrians, and motorists at intersections. In addition, signage to dictate directions, destinations, distances, route numbers, and names of crossing streets, should be used in the same manner as they are used on highways.

Recommendations:

- Develop trail program.
- Construct trails.

### **Pedestrian Connectivity and Sidewalks**

Streetscape improvements, most notably on Main Street are being undertaken in downtown during the last few years. While the pedestrian environment is much improved with brick crosswalks, intersection improvements, new sidewalks and street lighting, generally there is a lack of pedestrian facilities on several streets. The City should seek to add additional pedestrian sidewalks along all streets in the study area and enhance those that are in need of repair. In particular, sidewalks should be widened to Cleveland Avenue as it leads into City Hall and Dunlap Street. In addition, streetscape project should be considered for Semmes Street, Ware Avenue and West Taylor Avenue.

Recommendation:

- Improve pedestrian movements by enhancing/adding sidewalks on study area streets.

Finally, the plan features a multi-use greenway trail and park system that winds through the entire corridor. This trail system takes advantage of existing natural features, such as the creek

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and wooded areas, and provides direct access to opportunities for recreation and physical activity from the neighborhoods.

## Implementation

### Phased Approach

The corridor plan represents a snapshot of a possible buildout over a protracted future timeline. Though it portrays many buildings to be maintained, certain existing buildings would ultimately be replaced with new buildings in greater density. Except for the assemblages of large properties of major redevelopment nodes (e.g., Buggy Works Office/ Entertainment District), most parcel types represented in the plan are relatively small, owner-occupied, and individually developed. Major redevelopment areas would significantly impact infrastructure over a relatively short duration. Infill redevelopment of existing properties would occur randomly at smaller scales.

It is nearly impossible to change the character of an entire area as large as the East Point Corridor TAD, but that character can be influenced over time by focusing on specific, concentrated areas. For this reason, implementation of this plan will utilize a phased approach. The phases will be geographically based on the development node concept outlined in section. Concentrating on one node at a time and actively pursuing at least two will help “pulse” development along the corridor.

While development within the area will certainly continue throughout the entire 25-year life of the TAD, the development projects identified within this Plan are projected to occur within the next 10 years. Only these projects are used in this Plan for purposes of projecting tax revenue support for anticipated TAD bond financing.

ALL DEVELOPMENT PROJECTS			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF		239,500	187,500	-	-	-	427,000
Local Office	SF		33,750	51,250	-	-	-	85,000
Corporate Office	SF		150,000	50,000	-	-	-	200,000
Hotel	Rooms		350	-	-	-	-	350
Industrial	SF		-	-	-	-	-	-
Townhomes	Units		300	450	-	-	-	750
Multifamily Condominiums	Units		350	-	-	-	-	350
Multifamily Apartments	Units		100	100	-	-	-	200
Single-Family Detached Hous	Units		25	25	-	-	-	50

Individual projects are anticipated to occur as follows:

1 Buggy Works District			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF		70,000	-	-	-	-	70,000
Local Office	SF		150,000	-	-	-	-	150,000
Corporate Office	SF		-	-	-	-	-	-
Hotel	Rooms		-	-	-	-	-	-
Industrial	SF		-	-	-	-	-	-
Townhomes	Units		150	-	-	-	-	150
Multifamily Condominiums	Units		-	-	-	-	-	-
Multifamily Apartments	Units		-	-	-	-	-	-
Single-Family Detached Hous	Units		-	-	-	-	-	-

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2 East Point Commons			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail			52,000	-	-	-	-	52,000
Local Office			-	-	-	-	-	-
Corporate Office			-	-	-	-	-	-
Hotel			-	-	-	-	-	-
Industrial			-	-	-	-	-	-
Townhomes			-	-	-	-	-	-
Multifamily Condominiums			350	-	-	-	-	350
Multifamily Apartments			-	-	-	-	-	-
Single-Family Detached Housing			-	-	-	-	-	-

3 Tri-Cities Plaza			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF		50,000	50,000	-	-	-	100,000
Local Office	SF		-	-	-	-	-	-
Corporate Office	SF		-	-	-	-	-	-
Hotel	Rooms		-	-	-	-	-	-
Industrial	SF		-	-	-	-	-	-
Townhomes	Units		50	50	-	-	-	100
Multifamily Condominiums	Units		-	-	-	-	-	-
Multifamily Apartments	Units		-	-	-	-	-	-
Single-Family Detached Housing	Units		-	-	-	-	-	-

4 MARTA South Parking Lot MXD			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail			50,000	-	-	-	-	50,000
Local Office			-	-	-	-	-	-
Corporate Office			100,000	-	-	-	-	100,000
Hotel			200	-	-	-	-	200
Industrial			-	-	-	-	-	-
Townhomes			-	-	-	-	-	-
Multifamily Condominiums			-	-	-	-	-	-
Multifamily Apartments			-	-	-	-	-	-
Single-Family Detached Housing			-	-	-	-	-	-

5 North Main District			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF		12,500	12,500	-	-	-	25,000
Local Office	SF		12,500	12,500	-	-	-	25,000
Corporate Office	SF		25,000	25,000	-	-	-	50,000
Hotel	Rooms		-	-	-	-	-	-
Industrial	SF		-	-	-	-	-	-
Townhomes	Units		50	50	-	-	-	100
Multifamily Condominiums	Units		-	-	-	-	-	-
Multifamily Apartments	Units		-	-	-	-	-	-
Single-Family Detached Housing	Units		-	-	-	-	-	-

6 North Main MXD			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail			12,500	37,500	-	-	-	50,000
Local Office			6,250	18,750	-	-	-	25,000
Corporate Office			-	-	-	-	-	-
Hotel			-	-	-	-	-	-
Industrial			-	-	-	-	-	-
Townhomes			-	150	-	-	-	150
Multifamily Condominiums			-	-	-	-	-	-
Multifamily Apartments			-	-	-	-	-	-
Single-Family Detached Housing			-	-	-	-	-	-

7 Central Main District			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail			25,000	25,000	-	-	-	50,000
Local Office			12,500	12,500	-	-	-	25,000
Corporate Office			-	-	-	-	-	-
Hotel			-	-	-	-	-	-
Industrial			-	-	-	-	-	-
Townhomes			-	-	-	-	-	-
Multifamily Condominiums			-	-	-	-	-	-
Multifamily Apartments			-	-	-	-	-	-
Single-Family Detached Housing			-	-	-	-	-	-

8 South Main District			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail			12,500	37,500	-	-	-	50,000
Local Office			2,500	7,500	-	-	-	10,000
Corporate Office			-	-	-	-	-	-
Hotel			-	-	-	-	-	-
Industrial			-	-	-	-	-	-
Townhomes			-	150	-	-	-	150
Multifamily Condominiums			-	-	-	-	-	-
Multifamily Apartments			-	-	-	-	-	-
Single-Family Detached Housing			-	-	-	-	-	-

9 SFMC Campus + King Bldg			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF		-	-	-	-	-	-
Local Office	SF		-	-	-	-	-	-
Corporate Office	SF		175,000	-	-	-	-	175,000
Hotel	Rooms		-	-	-	-	-	-
Industrial	SF		-	-	-	-	-	-
Townhomes	Units		-	-	-	-	-	-
Multifamily Condominiums	Units		-	-	-	-	-	-
Multifamily Apartments	Units		200	-	-	-	-	200
Single-Family Detached Housing	Units		-	-	-	-	-	-

10 Sylvan Road MXD			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF		250,000	-	-	-	-	250,000
Local Office	SF		25,000	-	-	-	-	25,000
Corporate Office	SF		-	-	-	-	-	-
Hotel	Rooms		-	-	-	-	-	-
Industrial	SF		-	-	-	-	-	-
Townhomes	Units		200	-	-	-	-	200
Multifamily Condominiums	Units		-	-	-	-	-	-
Multifamily Apartments	Units		200	-	-	-	-	200
Single-Family Detached Housing	Units		-	-	-	-	-	-

11 Wagon Works MXD			2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF		20,000	-	-	-	-	20,000
Local Office	SF		-	-	-	-	-	-
Corporate Office	SF		-	-	-	-	-	-
Hotel	Rooms		-	-	-	-	-	-
Industrial	SF		-	-	-	-	-	-
Townhomes	Units		-	-	-	-	-	-
Multifamily Condominiums	Units		350	-	-	-	-	350
Multifamily Apartments	Units		-	-	-	-	-	-
Single-Family Detached Housing	Units		-	-	-	-	-	-

Transportation projects and public improvement programs will be associated with each of the phases. A number of projects and programs will be ongoing and not necessarily associated with any particular phase.

## Supportable Bonds from New Development of East Point Corridors TAD

The establishment of an East Point Corridors Tax Allocation Bond District will allow the designated redevelopment agency to leverage future property tax increases through the issuance of TAD bonds. As indicated in the East Point Corridors Redevelopment Area "TAD Bonds Summary," the aggregate proceeds from a series of proposed bond issues of approximately \$86,908,137 can be supported by projected increases in the area's aggregate tax base over the anticipated 10-12 year initial Development Period and \$98,305,457 over the entire 25-year life of the TAD, with incremental increases in the district's taxable property values in excess of the current 2006 base

brought forth by the construction of currently proposed redevelopment projects and additional improvements that will follow.

**2006 Assessed Taxable Value within TAD: \$ 48,837,930.**

<b>ANTICIPATED EAST POINT CORRIDORS TAD BOND ISSUES</b>		
<i>Year of Issue</i>	<i>Amount of Bond Issue</i>	<i>Cumulative Bond Amount</i>
2010	\$ 62,722,174	\$ 62,722,174
2014	14,772,012	77,494,186
2018	9,413,951	86,908,137
2022	7,455,846	94,363,983
2026	3,941,474	98,305,457
2030	0	98,305,457
	<b>\$ 98,305,457</b>	

A key assumption regarding the term of each of the anticipated bond issues directly impacts the bond calculations: each year bonds are amortized only over the remaining term of the TAD. For example, while the bond calculation for Year 1 is the full 25 years of the anticipated TAD life, bonds in Year 2 are calculated over a 24-year term, bonds in Year 3 are amortized over a 23-year term, and so forth through the last year of the TAD, in which bonds are amortized over only a one-year period. While the bond market generally will accept any amortization term for bonds, it is likely that bonds will not be issued for less than an amortization period of 8-10 years. That determination, however, must be considered a policy issue. Thus, the bond calculations herein are based on issuances through the entire 25 years of the TAD. The key bond amount with respect to this TAD, however, is the amount supported by incremental tax revenues during the initial 5-10- year Development Period, when the majority of the recommended development program will be implemented.

Increases in the East Point Corridors area's tax revenue in excess of the 2006 tax base of \$48,837,930 would be dedicated to retire the TAD bonds. Taxable real improvements created after 2006 are estimated at a market value of \$477,349,085 or assessed value of \$190,939,634. Additionally, tax increment from appreciation of existing property over the 25-year period is estimated at a market value of \$410,644,457 or assessed value of \$164,257,783. Total taxable assessed value increase in the TAD tax base is projected to be \$355,197,417, with a market value of \$887,993,541.

The results can be dramatic, as reflected in the following summary of development and tax base projections.

<b>EAST POINT CORRIDORS TAD DEVELOPMENT &amp; BOND ISSUES: SUMMARY</b>	
Total Value of Taxable Real Property within City of East Point (2006)	\$ 911,372,181
Total Value of Taxable Real Property within East Point Corridors TAD (2006)	\$ 48,837,930
Percentage of City's Taxable Real Property within East Point Corridors TAD	5.359%
Total Estimated Future Improvements: Full Development Cost	\$ 502,581,680
Total Estimated Non-taxable Improvements: Full Development Cost	\$ 17,868,680
Net Taxable Future Improvements: Full Development Cost	\$ 484,713,000
Total Taxable Market Value: Future Development (Net of Exemptions)	\$ 477,349,085
Total Taxable Market Value: Appreciation of Existing Properties (2006 Base)	\$ 410,644,457
Total Taxable Market Value: Future Development + Appreciation	\$ 887,993,541
Net Assessed Taxable Value : Future Development (Net of Exemptions)	\$ 190,939,634
Net Assessed Taxable Value: Appreciation of Existing Properties	\$ 164,257,783
Net Assessed Taxable Value: Future Development + Appreciation Yrs 1-25	\$ 355,197,417
Total Millage Rate: City, County, Schools	37.601
Debt Service Coverage	1.25
Rate, 25-year Bonds	6.50%
Total Supportable TAD Bonds: Years 1-25 (Projected TAD Term)	\$ 98,305,457

**Millage Rates to be Used in TAD Bond Calculations (2006 rates):**

City of East Point General	8.369 mills
Fulton County General	11.407 mills
Fulton County Board of Education School Operations	17.825 mills
<b>Total</b>	<b>37.601 mills</b>

## E. Contractual Relationships

**No contractual relationships are anticipated at the time of the creation of the TAD other than necessary third-party professional services related to Redevelopment Plan recommendations.**

The State *Redevelopment Powers Law* authorizes the City of East Point to designate a Redevelopment Agency for the purpose of carrying out the Redevelopment Plan. The City of East Point through its Mayor and City Council has been designated as the City's Redevelopment Agent responsible for creating and administering the East Point Corridors TAD and for implementing the TAD Redevelopment Plan. As TAD Redevelopment Agent/Administrator, the City, through City professional staff, carries out tasks in the following areas, among others:

1. Coordinating implementation activities with other major participants in the Redevelopment Plan and their respective development and planning entities, including the Fulton County Board of Commissioners, the Fulton County Board of Education, the communities impacted and other stakeholders, as well as with various City departments involved in implementing the Redevelopment Plan.
2. Conducting (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 City's *Comprehensive Development Plan* and this *East Point Corridors Tax Allocation District and Redevelopment Plan*.
3. Seeking appropriate development projects, financing and other forms of private investment in the Redevelopment Area from qualified sources.
4. Developing public-private ventures, loans to private enterprise and intergovernmental agreements as needed.
5. Marketing the Redevelopment Area among developers, capital sources and the general public.
6. Coordinating public improvement planning and construction with the City's Department of Public Works, Department of Economic Development, Department of Planning and Zoning and other relevant City, County and School System departments and offices.
7. Entering into negotiations, either directly or through contracted third parties, with property owners and real estate developers within the Redevelopment Area for the purpose of acquiring land and property for redevelopment in accordance with the Redevelopment Plan.
8. Preparing 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.

The East Point City Council will perform either directly, through City departments and staff, and/or through contracted third parties other duties as necessary to implement the Redevelopment Plan.

## F. Relocation Plans

As currently foreseen, minimal or no relocation is anticipated within the East Point Corridors Redevelopment Area, and this Redevelopment Plan contemplates that no relocation payments will be made. However, if relocation of existing businesses is necessary, such relocation expenses shall be provided in accordance with all applicable federal, state and local regulations and guidelines if public funds are used for property acquisition and such sources of funds required relocation benefits to be offered to tenants and users for relocation.

## G. Zoning & Land Use Compatibility

The projects proposed in this Redevelopment Plan will conform to the local comprehensive plan, master plan, zoning ordinance, and building codes of the City. They will meet the land use guidelines required in the City's *Comprehensive Development Plan* and will help to encourage the occurrence of more dense development and vertical expansion with improved linkages to existing developments as projected in that Plan. Retail, commercial and residential developments should increase as the proposed projects are developed.

The *City of East Point Comprehensive Development Plan* and *City of East Point Zoning Ordinance* are the primary plans and policies that impact land use and development in the East Point Corridors TAD, as well as the remainder of the City. The Comprehensive Plan is updated on an annual basis, and the recommendations of this plan are anticipated to be considered during the update process.

## H. Method of Financing / Proposed Public Investments

Public improvements can be used to attract investment into the proposed East Point Corridors Redevelopment Area. TAD funds can be used for reinvestment in the district to arrest continued tax base deterioration. Anticipated public improvements are intended to enhance the Redevelopment Area to promote private investment as well as revitalize the residential and commercial neighborhoods. TAD revenues may also be used to supplement private investment financing either directly or through proceeds of bonds serviced by TAD revenues.

All development categories and cost allocations are estimates only and are 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:

- Conventional private debt
- Private equity, including land contributions
- Proceeds of tax allocation bonds
- Federal and State transportation funds
- Atlanta Regional Commission Implementation Grants
- Other federal, state and local grant and funding sources as appropriate and available

## I. Assessed Valuation for TAD

The TAD within the proposed East Point Corridors Redevelopment Plan boundaries has an assessed tax base value of \$48,837,930 in 2006 according to the tax records of Fulton County and the City of East Point. Verification will be sought from the State of Georgia Revenue Commissioner in accordance with the requirements of the *Redevelopment Powers Law*. Parcels within the East Point Corridors TAD are listed in Appendix B.

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## **J. Historic Property within Boundaries of TAD**

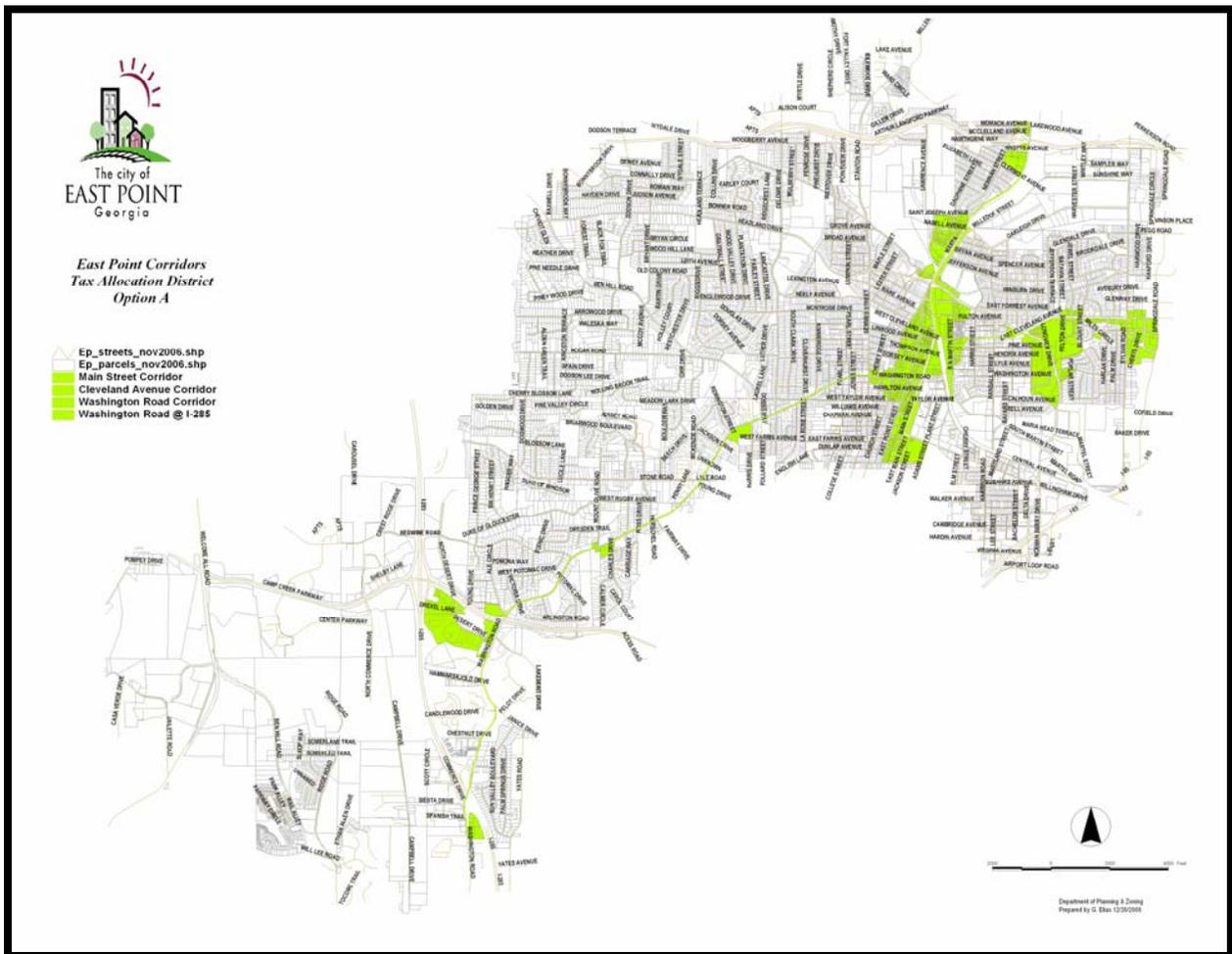
No property designated as a historic property under the Georgia Historic Preservation Act or eligible for listing on the National Register of Historic Places will be substantially altered in any way inconsistent with technical standards for rehabilitation or demolished unless feasibility for reuse has been evaluated based on technical standards for the review of historic preservation projects, which technical standards for rehabilitation and review shall be those used by the state historic preservation officer.

## **K. Creation & Termination Dates for TAD**

It is proposed that the East Point Corridors Tax Allocation District be created effective December 31, 2006. The *Redevelopment Powers Law* provides that the district must remain in existence until all redevelopment costs, including debt service, are paid in full. It is therefore proposed that the Redevelopment Area and accompanying Tax Allocation District remain in existence for a period equal to the anticipated term of the outstanding bond issues, which shall be no longer than 25 years from the date of creation of the East Point Corridors TAD.

# L. Redevelopment Plan and TAD Boundary Map

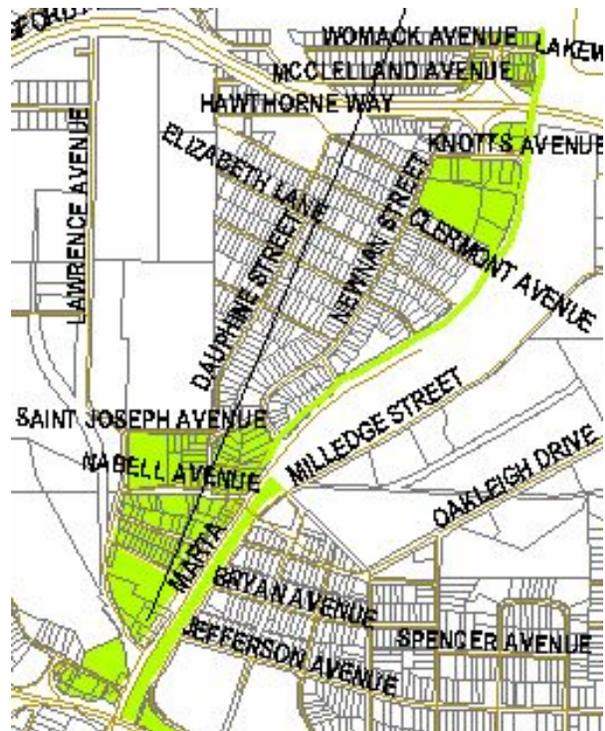
## East Point Corridors TAD Boundaries: All Areas



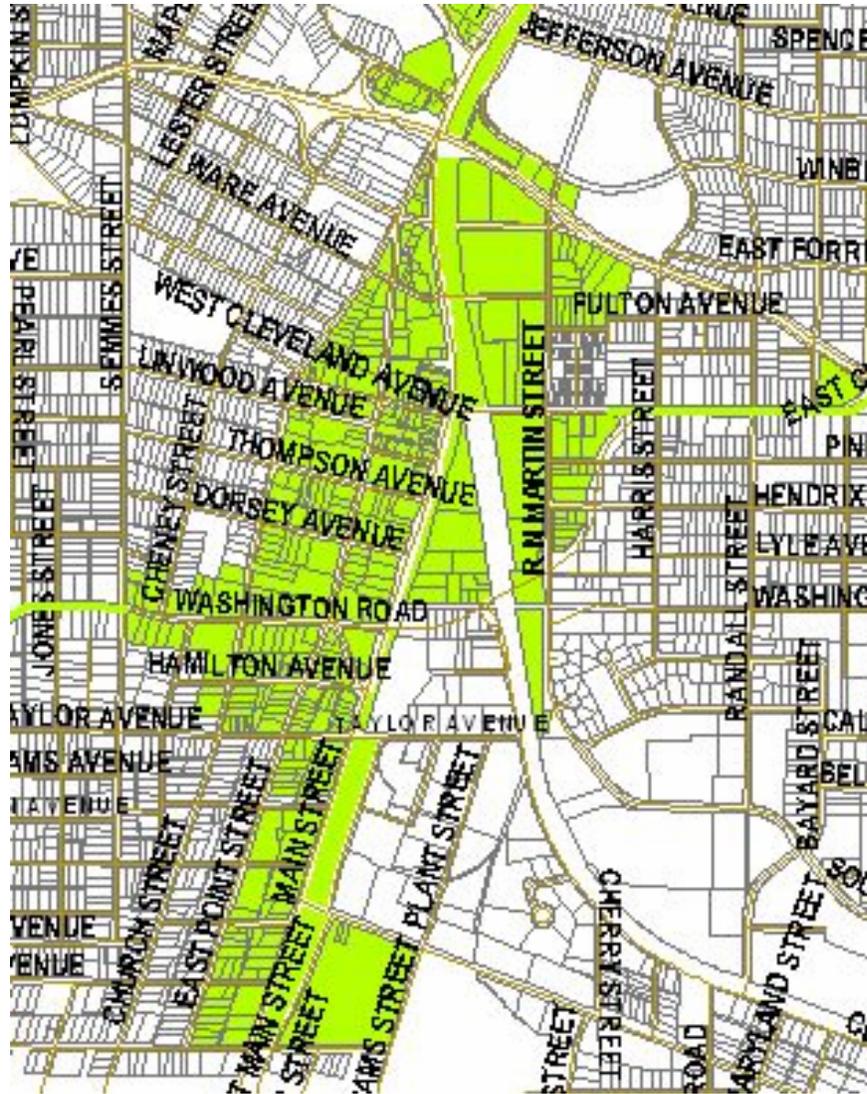


East Point  
Corridors TAD  
Boundaries:  
Cleveland  
Avenue Corridor  
(1)

East Point Corridors  
TAD Boundaries:  
North Main District  
(2)



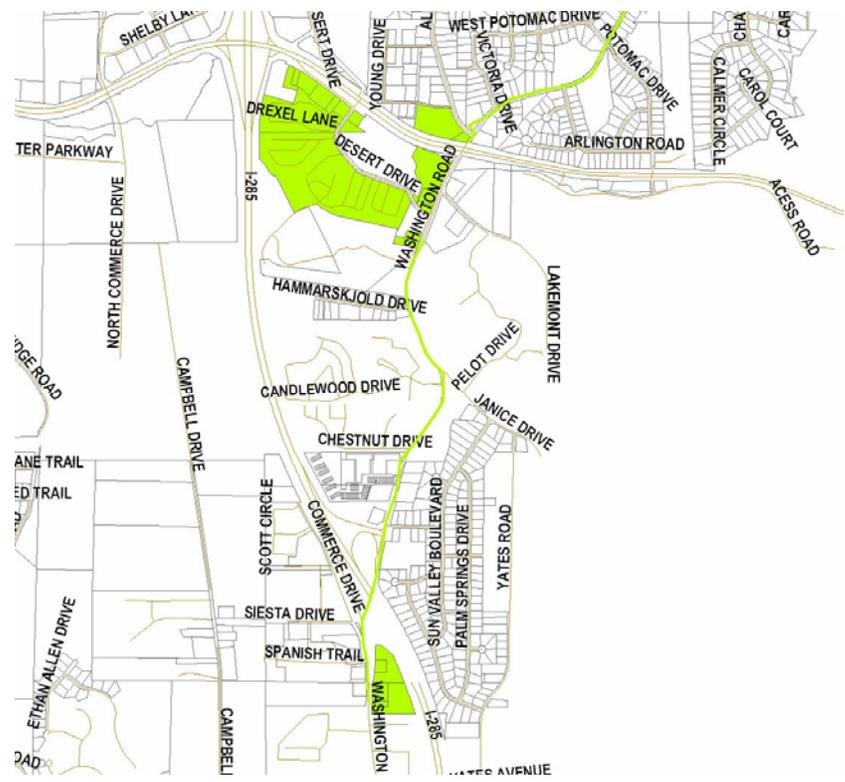
**East Point Corridors TAD Boundaries:  
Central and South Main Districts  
(2)**





**East Point Corridors TAD  
Boundaries: Washington  
Road Corridor - North  
(3)**

**East Point Corridors TAD  
Boundaries:  
Washington Road Corridor –  
South  
(4)**



## M. Tax Allocation Increment Base and State Certification

The Tax Increment Base for the East Point Corridors TAD is calculated to be \$48,837,930 at the creation date (December 31, 2006) of the TAD. No later than December 31, 2006, a list of all taxable parcels within the TAD along with their respective Assessed Taxable Values will be submitted to the State Revenue Commissioner for certification.

## N. Property Taxes for Computing Tax Allocation Increments

As provided in the *Redevelopment Powers Law*, the taxes and associated 2006 millage rates that will be included in the Tax Increment Base for the Tax Allocation District and used in computing Tax Allocation Increments are as follows:

City of East Point General	8.369 mills
Fulton County General	11.407 mills
Fulton County Board of Education School Operations	17.825 mills
Total	37.601 mills

## O. Tax Allocation Bond Issues

### Amount of Bond Issues

It is proposed in this Redevelopment Plan that the amount of each Tax Allocation Bond issue be no less than \$5,000,000. It is anticipated that the total value of the series of anticipated bond issues will be approximately \$98,305,457 during a Development Period of approximately twenty-five years from the date of the TAD creation.

**2006 Assessed Taxable Value within TAD: \$ 48,837,930.**

<b>ANTICIPATED EAST POINT CORRIDORS TAD BOND ISSUES</b>		
<i>Year of Issue</i>	<i>Amount of Bond Issue</i>	<i>Cumulative Bond Amount</i>
2010	\$ 62,722,174	\$ 62,722,174
2014	14,772,012	77,494,186
2018	9,413,951	86,908,137
2022	7,455,846	94,363,983
2026	3,941,474	98,305,457
2030	0	98,305,457
	<b>\$ 98,305,457</b>	

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

Georgia law provides that tax allocation bonds may bear a term no longer than 30 years. For estimation purposes, an initial bond term of 25 years has been assumed in this Redevelopment Plan. Each subsequent bond issue is assumed to be amortized over a period equal to the remaining term of the 25-year TAD. Since the first bond issue for the East Point Corridors TAD is projected to occur in 2010, three years after the creation of the TAD, a term of 22 years is assumed.

### **Rate of Bond Issue**

It is anticipated that the fixed rate of the Tax Allocation Bond issue will be tax exempt. The actual rate will be determined at the time of bond issuance based on general conditions within the bond market, development anticipated within the East Point Corridors Redevelopment Area, and the assessed taxable property value. For purposes of estimating bond proceeds, a six and one-half percent (6.50%) rate has been utilized in this Redevelopment Plan for the initial bond issue. As a tax revenue history is developed, a lower rate – but no lower than six percent (6.0%) – is assumed.

### **Positive Tax Allocation Increments**

The positive tax allocation increment for the period covered by the term of the bonds is estimated to range from approximately \$370,000 to \$2,700,000 annually, when new development peaks. 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 tax allocation bonds issued pursuant to this Redevelopment Plan will be secured by the positive tax allocation increment from eligible ad valorem taxes levied by the City of East Point for operating expenses, including and taxes levied by Fulton County and the Fulton County Board of Education.

## **P. Other TAD Considerations**

### **TAD Proceeds**

Incremental tax revenues collected on behalf of the City of East Point, Fulton County and the Fulton County School System Board of Education by the Fulton County Tax Commissioner and the City of East Point will be deposited into a Special Fund account. The Redevelopment Agent will have the authority to disperse funds for ongoing expenses related to the TAD and any bond obligations. It is intended that funds collected will include ad valorem taxes derived from the TAD and another other funds approved by appropriate taxing authorities.

### **Eminent Domain**

The Redevelopment Agent has the right to pursue condemnation under the Georgia *Redevelopment Powers Law*.

### **Other Required Information**

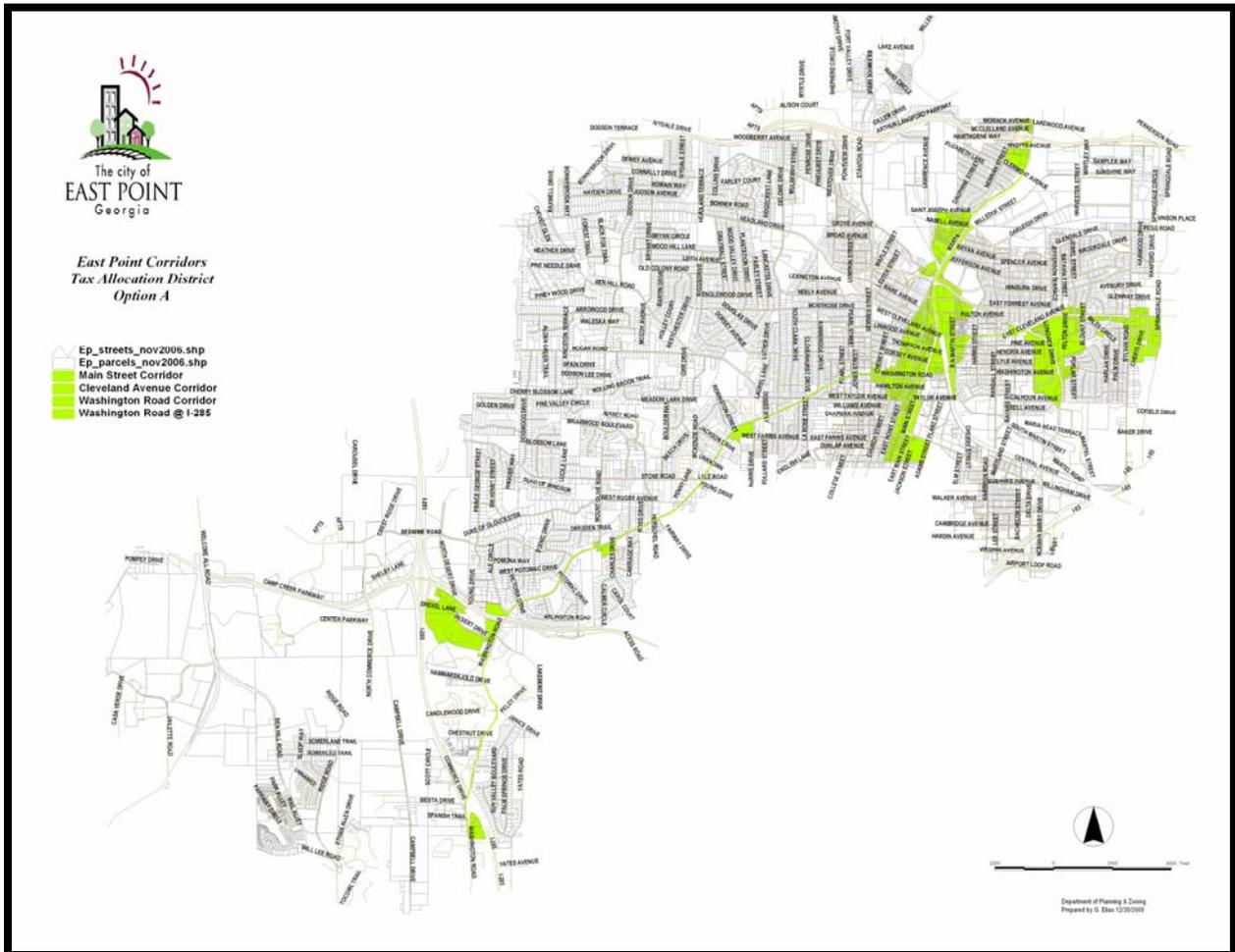
All other information required by the City, County, Board of Education or other relevant participating entities will be provided in a timely manner.

### **Changes Anticipated**

It is anticipated that changes will be made to the proposed East Point Corridors TAD Redevelopment Plan from time-to-time by the Redevelopment Agent, subject to approval by the City of East Point and notice to Fulton County and the Fulton County Board of Education.

# Appendix A

## Redevelopment Plan Boundary Map (L)



## **Appendix B**

### **List of Tax Parcel ID Numbers (Properties within the TAD)**

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0133- LL-011-9	2620 MARTIN ST	EAST POINT POST #7007 INC VFW	258800	647000	0	41680	217120	0.598
14 -0134-0003-046-0	2103 MAIN ST	JEFFREYS JAMES B JR	61360	153400	52150	53840	7520	0.483
14 -0134-0003-048-6	2099 MAIN ST	LEAH CRUMPTON REAL PROPERTY	38360	95900	32610	35400	2960	0.317
14 -0134-0003-049-4	1273 KNOTTS AVE	LEAH CRUMPTON REAL PROPERTY	110200	275500	93670	32120	78080	0.527
14 -0134-0005-004-7	1308 KNOTTS AVE	PARSONS EDWIN & ROSEMARY	34640	86600	34640	13960	20680	0.253
14 -0134-0005-041-9	MAIN ST	SEANROG LLC	101080	252700	85920	97920	3160	1.171
14 -0134-0005-050-0	KNOTTS AVE	OTTER INC	49160	122900	41790	46600	2560	0.418
14 -0134-0005-052-6	2130 NEWNAN AVE	VICTORY CHARTER SCHOOL INC	134800	337000	0	17640	117160	0.669
14 -0134-0005-053-4	2148 NEWNAN AVE	HINSON MANAGEMENT GROUP INC	434120	1085300	434120	128120	306000	3.500
14 -0134-0005-054-2	1290 KNOTTS AVE	VICTORY CHARTER SCHOOL INC	152240	380600	0	18960	133280	0.764
14 -0134-0005-055-9	KNOTTS AVE	VICTORY CHARTER SCHOOL INC	17480	43700	0	14680	2800	0.462
14 -0134-0005-057-5	2139 MAIN ST	CAWTHON & HOLLUMS DISTRIBUTING	407360	1018400	346250	134120	273240	0.962
14 -0134-0005-059-1	MAIN ST	ATLANTA METRO AREA LOCAL APUW	151680	379200	151680	151680	0	1.700
14 -0134-0013-001-3	2335 NEWNAN AVE	TEIXELRA JOHN A & JULENE M	64040	160100	64040	13600	50440	0.230
14 -0134-0013-002-1	2339 NEWNAN AVE	HANEY NELLIE M & MARILYN L	40320	100800	40320	13800	26520	0.242
14 -0134-0013-007-0	MAIN ST	MARTA	15160	37900	0	15160	0	0.283
14 -0134-0013-008-8	MAIN ST	FULTON COUNTY	15200	38000	0	15200	0	0.285
14 -0134-0013-009-6	MAIN ST	MARTA	13960	34900	0	13960	0	0.215
14 -0134-0013-010-4	MAIN ST	MARTA	13760	34400	0	13760	0	0.204
14 -0134-0013-011-2	MAIN ST	BRANAN RUBY B	13680	34200	13680	13680	0	0.234
14 -0134-0013-012-0	DAUPHINE ST	MARTA	13320	33300	0	13320	0	0.179
14 -0134-0013-013-8	DAUPHINE ST	MARTA	13440	33600	0	13440	0	0.185
14 -0134-0013-014-6	DAUPHINE ST	MARTA	13880	34700	0	13880	0	0.211
14 -0134-0013-015-3	DAUPHINE ST	BRAY EVA MRS	13600	34000	13600	13600	0	0.231
14 -0134-0013-016-1	DAUPHINE ST	MARTA	14600	36500	0	14600	0	0.251
14 -0134-0013-018-7	SAINT JOSEPH AVE	MARTA	14160	35400	0	14160	0	0.227
14 -0134-0013-020-3	1482 SAINT JOSEPH AVE	WASHINGTON HILDA L	31160	77900	31160	14960	16200	0.321
14 -0134-0013-021-1	1472 SAINT JOSEPH AVE	ROSS JOHN T & MELVIN E	33360	83400	33360	13200	20160	0.204
14 -0134-0013-023-7	2368 DAUPHINE ST	MARTA	32480	81200	0	14400	18080	0.240
14 -0134-0013-024-5	DAUPHINE ST REAR	MARTA	10120	25300	0	10120	0	0.137
14 -0134-0013-025-2	2343 NEWNAN AVE	HHS PROPERTIES LLC	165120	412800	165120	19280	145840	0.553
14 -0134-0013-026-0	MAIN ST	MARTA	14640	36600	0	14640	0	0.253
14 -0134-0013-027-8	NEWNAN AVE	HAKES LEDYARD	14800	37000	14800	14800	0	0.311
14 -0134-0013-028-6	DAUPHINE ST	MARTA	5400	13500	0	5400	0	0.036
14 -0134-0013-029-4	2350 DAUPHINE ST	CHEEVER MICHAEL	49360	123400	49360	13000	36360	0.190
14 -0135-0004-028-6	PONDERS WAY	MOORE CHESTER SR & DELORES T	4280	10700	0	4280	0	0.122
14 -0135-0004-029-4	PONDERS WAY	MOORE CHESTER S	6280	15700	6280	6280	0	0.150
14 -0135-0004-030-2	1257 PONDERS WAY	MOORE CHESTER S	26640	66600	26640	12120	14520	0.132
14 -0135-0004-031-0	1261 PONDERS WAY	MOORE CHESTER S	28520	71300	28520	12120	16400	0.132
14 -0135-0004-075-7	1259 WOMACK AVE	MARTA	23040	57600	0	12160	10880	0.115
14 -0135-0004-076-5	LAKWOOD AVE EXT	FULTON COUNTY	1040	2600	0	1040	0	0.016
14 -0135-0004-077-3	WOMACK AVE	FULTON COUNTY	8800	22000	0	5840	2960	0.086
14 -0135-0004-078-1	LAKWOOD AVE EXT	FULTON COUNTY	5640	14100	0	5640	0	0.066
14 -0135-0004-082-3	WOMACK AVE	MARTA	12120	30300	0	12120	0	0.112
14 -0135-0004-083-1	WOMACK AVE	MARTA	3920	9800	0	3920	0	0.112
14 -0135-0004-084-9	WOMACK AVE	MARTA	12120	30300	0	12120	0	0.112

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0135-0004-085-6	WOMACK AVE	MARTA	5440	13600	0	5440	0	0.156
14 -0135-0004-086-4	WOMACK AVE	FULTON COUNTY	12160	30400	0	12160	0	0.113
14 -0135-0004-088-0	1256 WOMACK AVE	HAIGHT RICHARD M &	34600	86500	34600	10200	24400	0.117
14 -0135-0004-089-8	WOMACK AVE	MARTA	5800	14500	0	5800	0	0.166
14 -0135-0004-090-6	WOMACK AVE	MOORE CHESTER SR & DELORES T	12040	30100	0	12040	0	0.107
14 -0135-0004-091-4	1250 WOMACK AVE	MOORE CHESTER S	25280	63200	25280	6160	19120	0.118
14 -0135-0004-093-0	2036 MC PHERSON DR	GP DAVIS LLC	35480	88700	35480	17000	18480	0.081
14 -0135-0004-094-8	WOMACK AVE	MARTA	3960	9900	0	3960	0	0.114
14 -0135-0004-098-9	2040 MC PHERSON DR	PENDLEY BRENDA J	24400	61000	24400	13760	10640	0.109
14 -0135-0004-099-7	2025 MAIN ST	MARTA	23160	57900	0	19080	4080	0.304
14 -0135-0004-100-3	2045 MAIN ST	MOORE CHESTER SR & DELORES T	27840	69600	0	13360	14480	0.182
14 -0135-0004-101-1	MAIN ST	MOORE CHESTER SR & DELORES T	15200	38000	0	15200	0	0.286
14 -0135-0004-102-9	MAIN ST	MARTA	1920	4800	0	1920	0	0.275
14 -0135-0004-104-5	2054 MC PHERSON DR	O HAYA VERN	33920	84800	33920	14720	19200	0.098
14 -0135-0004-105-2	MC PHERSON DR	WINKLER WAYNE E	3560	8900	3560	3560	0	0.085
14 -0135-0004-106-0	2050 MC PHERSON DR	ZOLLMAN LARRY	43480	108700	43480	13360	30120	0.220
14 -0155-0001-004-5	1536 SAINT JOSEPH AVE	GIANNAKOPOULOS PETRO J	33120	82800	33120	4280	28840	0.189
14 -0155-0001-005-2	1530 SAINT JOSEPH AVE	LUTHER BRANDON & KRISTEN	74760	186900	74760	13520	61240	0.189
14 -0155-0001-006-0	1524 SAINT JOSEPH AVE	GALLOWAY ANNE M	36080	90200	36080	12400	23680	0.149
14 -0155-0001-007-8	1518 SAINT JOSEPH AVE	HOPKINS RAYMOND C	18800	47000	18800	6320	12480	0.101
14 -0155-0001-008-6	2353 DAUPHINE ST	SKYLINE DEV GROUP LLC	19160	47900	19160	4000	15160	0.213
14 -0155-0001-009-4	DAUPHINE ST	PRZYBYLSKI ADAM & HOPE	64440	161100	64440	10160	54280	0.170
14 -0155-0001-010-2	2365 DAUPHINE ST	DORSEY ROMETA	45440	113600	45440	13440	32000	0.219
14 -0155-0001-011-0	2371 DAUPHINE ST	MARTA	22400	56000	0	14000	8400	0.218
14 -0155-0001-012-8	DAUPHINE ST	MARTA	14000	35000	0	14000	0	0.218
14 -0155-0001-013-6	DAUPHINE ST	MARTA	12800	32000	0	12800	0	0.149
14 -0155-0001-014-4	NABELL AVE	MARTA	13840	34600	0	13840	0	0.209
14 -0155-0001-015-1	NABELL AVE	MARTA	13320	33300	0	13320	0	0.179
14 -0155-0001-016-9	1521 NABELL AVE	MARTA	11960	29900	0	8640	3320	0.248
14 -0155-0001-017-7	1527 NABELL AVE	QUEEN BENARD JR	59800	149500	59800	23880	35920	0.783
14 -0155-0001-019-3	2370 LAWRENCE AVE	FIVE HUNDRED LAWRENCE LLC	233320	583300	233320	77560	155760	3.180
14 -0156- LL-021-0	NORTH MAIN ST	MARTA	13400	33500	0	13400	0	0.192
14 -0156- LL-022-8	MAIN ST	CENTRAL OF GEORGIA RR	0	0	0	0	0	0.000
14 -0156- LL-027-7	1519 NORMAN BERRY DR	JASMIN INC	89760	224400	89760	31880	57880	0.407
14 -0156- LL-033-5	WINBURN DR	MARTINS RUY ET AL	15520	38800	15520	13920	1600	0.760
14 -0156-0002-002-7	NABELL AVE	ELSINORE INVESTMENTS LLC	5000	12500	5000	5000	0	0.114
14 -0156-0002-005-0	NABELL AVE	ALESUE INC	5320	13300	5320	5320	0	0.135
14 -0156-0002-006-8	1544 NABELL AVE	ALESUE INC	40040	100100	40040	6520	33520	0.149
14 -0156-0002-012-6	NABELL AVE	REAMS PATRICK F &	5520	13800	5520	5520	0	0.127
14 -0156-0002-013-4	1512 NABELL AVE	WALLER CONRAD M &	27200	68000	27200	11160	16040	0.121
14 -0156-0002-018-3	MAIN ST	MARTA	4320	10800	0	4320	0	0.062
14 -0156-0002-021-7	MAIN ST	MARTA	8000	20000	0	8000	0	0.115
14 -0156-0002-022-5	618 MAIN ST	MARTA	8480	21200	0	8000	480	0.115
14 -0156-0002-028-2	FAIRFAX AVE	AUTO ALIGNMENT SERVICES INC	14960	37400	14960	11800	3160	0.193
14 -0156-0002-029-0	FAIRFAX AVE	AUTO ALIGNMENT SERVICES INC	13320	33300	13320	10160	3160	0.185
14 -0156-0002-036-5	FAIRFAX AVE	DIVISION 5 ERECTION CO INC	4880	12200	4880	4880	0	0.112

**Parcels Within East Point Corridors TAD**

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0156-0002-037-3	FAIRFAX AVE	DIVISION 5 ERECTION CO INC	4560	11400	4560	4560	0	0.105
14 -0156-0002-038-1	FAIRFAX AVE	DIVISION 5 ERECTION CO INC	5120	12800	5120	5120	0	0.118
14 -0156-0002-043-1	NABELL AVE	YEAGER H M JR	5360	13400	5360	4560	800	0.105
14 -0156-0002-045-6	1530 NABELL AVE	REAMS PATRICK F &	205280	513200	205280	30000	175280	0.689
14 -0156-0002-046-4	MAIN ST	MARTA	15440	38600	0	15440	0	0.222
14 -0156-0002-047-2	2441 MAIN ST	AUTO ALIGNMENT SERVICES INC	137440	343600	137440	58520	78920	0.420
14 -0156-0002-049-8	NABELL AVE	MARTA	16280	40700	0	16280	0	0.334
14 -0156-0002-050-6	1556 NABELL AVE	YEAGER HUBERT M	51600	129000	51600	10320	41280	0.236
14 -0156-0002-051-4	MAIN ST	MARTA	4440	11100	0	4440	0	0.064
14 -0156-0002-053-0	1539 FAIRFAX AVE	YARBROUGH MALCOLM T & BARBARA	37680	94200	37680	13720	23960	0.315
14 -0156-0002-054-8	FAIRFAX AVE	AUTO ALIGNMENT SERVICES INC	12400	31000	12400	9640	2760	0.176
14 -0156-0002-055-5	1551 FAIRFAX AVE	EAST POINT AUTO PARTS INC	58360	145900	58360	15920	42440	0.365
14 -0156-0002-059-7	1500 NABELL AVE	SCHGONNING JOHN &	114160	285400	114160	15680	98480	0.257
14 -0156-0002-061-3	MAIN ST	REAMS PATRICK F &	12040	30100	0	12040	0	0.173
14 -0156-0002-062-1	MAIN ST REAR	REAMS PATRICK F &	28680	71700	28680	26800	1880	0.615
14 -0156-0003-009-1	DAVIS AVE SW	MEREDITH WILLIAM C CO INC	4040	10100	4040	4040	0	0.093
14 -0156-0003-027-3	2466 LAWRENCE AVE	FLAMES OF FIRE MINISTRIES	154640	386600	0	44800	109840	1.469
14 -0156-0003-028-1	MAIN ST	DAVENPORT REALTY CO	33920	84800	33920	29960	3960	0.269
14 -0156-0003-030-7	MAIN ST	DAVENPORT REALTY CO	41080	102700	41080	37120	3960	0.333
14 -0156-0003-031-5	LAWRENCE ST	MARTA	21000	52500	0	21000	0	0.230
14 -0156-0003-032-3	MAIN ST	DAVENPORT REALTY CO	29400	73500	29400	26240	3160	0.235
14 -0156-0003-033-1	MAIN ST REAR	MARTA	5560	13900	0	5560	0	0.080
14 -0156-0003-035-6	2509 NORTH MAIN ST	DAVENPORT REALTY CO	143200	358000	143200	60080	83120	0.431
14 -0156-0005-040-4	NORMAN BERRY DR	FULTON COUNTY	2280	5700	0	2280	0	0.037
14 -0156-0005-045-3	CHENEY ST	SHACKELFORD W D	120	300	120	120	0	0.018
14 -0156-0006-006-4	1586 CONNALLY DR	MURDOCK JAY W ET AL	54400	136000	54400	19840	34560	0.228
14 -0156-0006-007-2	1598 CONNALLY DR	WHATLEY LYNN H	72200	180500	72200	6160	66040	0.071
14 -0156-0006-039-5	1608 CONNALLY DR	HOUSING AUTH CITY EAST POINT	10760	26900	0	3920	6840	0.064
14 -0156-0006-040-3	1612 CONNALLY DR	HOUSING AUTH CITY EAST POINT	11520	28800	0	7360	4160	0.120
14 -0156-0006-048-6	NORTH CHENEY ST	HOUSING AUTH OF EAST POINT	6800	17000	0	6800	0	0.199
14 -0156-0006-054-4	NORMAN BERRY DR	HOUSING AUTH OF EAST POINT	2880	7200	0	2880	0	0.084
14 -0156-0006-055-1	NORMAN BERRY DR	HOUSING AUTH OF EAST POINT	2320	5800	0	2320	0	0.068
14 -0156-0006-057-7	1616 CONNALLY DR	C & B PAYNE FAMILY LIMITED	58960	147400	58960	7200	51760	0.242
14 -0156-0006-058-5	CONNALLY DR	WHATLEY LYNN H	15680	39200	0	15680	0	0.257
14 -0156-0006-059-3	NORMAN BERRY DR	HOUSING AUTH OF EAST POINT	19200	48000	0	14880	4320	0.348
14 -0156-0006-063-5	1600 CONNALLY DR	HOUSING AUTH CITY EAST POINT	811960	2029900	0	19560	792400	0.561
14 -0156-0012-006-6	2660 EAST POINT ST	MAIN STREETS GEORGIA LLC	23720	59300	23720	23720	0	0.272
14 -0156-0012-015-7	WEST WARE AVE	MAIN STREETS GEORGIA LLC	35440	88600	35440	35440	0	0.254
14 -0156-0012-016-5	1595 WARE AVE	CHISOLM THOMAS M	39320	98300	39320	4720	34600	0.054
14 -0156-0012-017-3	1599 WARE AVE	VEREEN H STACY	19320	48300	19320	6400	12920	0.073
14 -0156-0012-018-1	1603 WARE AVE	VEREEN H STACY	64360	160900	64360	8040	56320	0.092
14 -0156-0012-023-1	CHURCH ST	MARTA	8200	20500	0	7760	440	0.111
14 -0156-0012-024-9	MAIN ST	MARTA	20440	51100	0	19840	600	0.285
14 -0156-0012-026-4	NORTH MAIN ST	CITY OF EAST POINT	9600	24000	0	9600	0	0.138
14 -0156-0012-031-4	2688 EAST POINT ST	MAIN STREETS GEORGIA LLC	33160	82900	33160	23400	9760	0.168
14 -0156-0012-032-2	2680 EAST POINT ST	MAIN STREETS GEORGIA LLC	15160	37900	15160	13400	1760	0.096

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0156-0012-035-5	239 EAST POINT ST	MAIN STREETS GEORGIA LLC	37080	92700	37080	22880	14200	0.164
14 -0156-0012-039-7	NORTH MAIN ST	GA DEPT OF TRANSPORTATION	9680	24200	0	9680	0	0.139
14 -0156-0012-040-5	2631 WEST FORREST AVE	SELIG ENTERPRISES INC	152320	380800	129470	29240	123080	0.336
14 -0156-0012-041-3	MAIN ST	SELIG ENTERPRISES INC	30920	77300	26280	30680	240	0.220
14 -0156-0012-042-1	MAIN ST	MARTA	12680	31700	0	12680	0	0.260
14 -0156-0012-043-9	MAIN ST	CITY OF EAST POINT	81560	203900	0	72480	9080	1.040
14 -0156-0012-044-7	WEST FORREST AVE	MARTA	7680	19200	0	7680	0	0.110
14 -0156-0012-045-4	MAIN ST REAR	MARTA	9080	22700	0	9080	0	0.130
14 -0156-0012-046-2	MAIN ST REAR	MARTA	19800	49500	0	6280	13520	0.090
14 -0156-0012-047-0	2665 EAST POINT ST	SKOUTERIS NICKOLAOS &	95280	238200	95280	38160	57120	0.479
14 -0157-0003-005-8	EAST POINT ST	EAST POINT BUSINESS THE	6760	16900	0	6760	0	0.190
14 -0157-0003-006-6	EAST POINT ST	EAST POINT BUSINESS THE	8800	22000	0	8800	0	0.418
14 -0157-0003-009-0	1637 CLEVELAND AVE	EAST POINT BUSINESS THE	238840	597100	0	114960	123880	40.300
14 -0157-0003-010-8	1645 CLEVELAND AVE	EAST POINT BUSINESS THE	29640	74100	0	7240	22400	0.243
14 -0157-0003-016-5	CHURCH ST	EAST POINT BUSINESS THE	13160	32900	0	13160	0	0.270
14 -0157-0003-017-3	CHURCH ST	EAST POINT BUSINESS THE	7160	17900	0	7160	0	0.236
14 -0157-0003-018-1	CHURCH ST	EAST POINT BUSINESS THE	9040	22600	0	9040	0	0.185
14 -0157-0003-019-9	CHURCH ST	EAST POINT BUSINESS THE	10560	26400	0	10560	0	0.217
14 -0157-0003-020-7	CHURCH ST	EAST POINT BUSINESS THE	6760	16900	0	6760	0	0.190
14 -0157-0003-021-5	CHURCH ST	EAST POINT BUSINESS THE	6560	16400	0	6560	0	0.166
14 -0157-0003-022-3	CHURCH ST	EAST POINT BUSINESS THE	9880	24700	0	9880	0	0.162
14 -0157-0003-023-1	NORTH CHURCH ST	CITY OF EAST POINT THE	6680	16700	0	6680	0	0.180
14 -0157-0003-024-9	2708 CHURCH ST	EAST POINT BUSINESS THE	21160	52900	0	13080	8080	0.215
14 -0157-0003-025-6	CHURCH ST	EAST POINT BUSINESS THE	6320	15800	0	6320	0	0.142
14 -0157-0003-026-4	2700 CHURCH ST	EAST POINT BUSINESS THE	12600	31500	0	5680	6920	0.093
14 -0157-0003-027-2	1622 WARE AVE	EAST POINT BUSINESS THE	36880	92200	0	14640	22240	0.218
14 -0157-0003-030-6	WARE AVE	EAST POINT BUSINESS THE	20720	51800	0	20720	0	0.340
14 -0157-0003-031-4	EAST POINT ST	EAST POINT BUSINESS THE	7520	18800	0	7520	0	0.276
14 -0157-0003-032-2	2727 EAST POINT ST	EAST POINT BUSINESS THE	1467920	3669800	0	7920	1460000	0.319
14 -0157-0003-033-0	2713 EAST POINT ST	EAST POINT BUSINESS THE	7240	18100	0	7120	120	0.231
14 -0157-0003-035-5	WEST CLEVELAND AVE	EAST POINT BUSINESS THE	3160	7900	0	3160	0	0.045
14 -0157-0003-036-3	2749 EAST POINT ST	EAST POINT BUSINESS THE	37160	92900	0	37160	0	0.426
14 -0157-0003-037-1	1649 WEST CLEVELAND AVE	EAST POINT BUSINESS THE	36960	92400	0	24480	12480	0.351
14 -0157-0003-038-9	CLEVELAND AVE	EAST POINT BUSINESS THE	8560	21400	0	8560	0	0.123
14 -0157-0003-039-7	WEST CLEVELAND AVE	EAST POINT BUSINESS THE	3400	8500	0	3400	0	0.049
14 -0157-0003-040-5	CHURCH ST	EAST POINT BUSINESS THE	2080	5200	0	2080	0	0.020
14 -0157-0003-041-3	1663 CLEVELAND AVE	EAST POINT BUSINESS THE	15600	39000	0	15600	0	0.224
14 -0157-0004-002-4	2714 EAST POINT ST	MAIN STREETS GEORGIA LLC	41520	103800	41520	34200	7320	0.245
14 -0157-0004-004-0	NORTH MAIN ST	CITY OF EAST POINT GA	113560	283900	0	113560	0	1.629
14 -0157-0004-005-7	EAST POINT ST	DOWNTOWN DEVELOPMENT AUTH OF	8800	22000	0	8800	0	0.126
14 -0157-0004-018-0	MAIN ST	DOWNTOWN DEVELOPMENT AUTHORITY	9880	24700	0	8640	1240	0.110
14 -0157-0004-019-8	2779 NORTH MAIN ST	CITY OF EAST POINT GEORGIA	7480	18700	0	7480	0	0.048
14 -0157-0004-020-6	WEST CLEVELAND AVE	CITY OF EAST POINT GEORGIA	10080	25200	0	10080	0	0.064
14 -0157-0004-021-4	CLEVELAND AVE	CITY OF EAST POINT	11360	28400	0	11360	0	0.072
14 -0157-0004-022-2	CLEVELAND AVE	CITY OF EAST POINT	0	0	0	0	0	0.000
14 -0157-0004-023-0	CLEVELAND AVE	DOWNTOWN DEV AUTHORITY OF	7880	19700	0	7880	0	0.056

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0157-0004-024-8	1603 WEST CLEVELAND AVE	CITY OF EAST POINT	24640	61600	0	10560	14080	0.061
14 -0157-0004-025-5	2768 EAST POINT ST	CITY OF EAST POINT	51360	128400	0	19920	31440	0.114
14 -0157-0004-026-3	EAST POINT ST	DOWNTOWN DEVELOPMENT AUTHORITY	25800	64500	0	25800	0	0.370
14 -0157-0004-028-9	2750 EAST POINT ST	EAST POINT BUSINESS & IND DEV	81080	202700	0	37640	43440	0.432
14 -0157-0004-030-5	2759 MAIN ST	EAST POINT BUSINESS AND	15920	39800	0	15920	0	0.228
14 -0157-0004-032-1	MAIN ST	DOWNTOWN DEVELOPMENT AUTHORITY	5840	14600	0	5840	0	0.084
14 -0157-0004-033-9	MAIN ST	DOWNTOWN DEVELOPMENT AUTHORITY	12000	30000	0	12000	0	0.172
14 -0157-0004-034-7	WARE AVE	VEREEN H STACY	26640	66600	26640	26640	0	0.174
14 -0157-0004-038-8	MAIN ST REAR	CITY OF EAST POINT	3240	8100	0	3240	0	0.093
14 -0157-0004-039-6	EAST POINT ST	EAST POINT BUSINESS & IND DEV	0	0	0	0	0	0.000
14 -0157-0004-040-4	MAIN ST	CITY OF EAST POINT	17160	42900	0	17160	0	0.246
14 -0157-0004-041-2	MAIN ST	MARTA	4560	11400	0	4560	0	0.065
14 -0157-0004-042-0	MAIN ST	M A R T A	5280	13200	0	5280	0	0.076
14 -0157-0004-044-6	NORTH MAIN ST	GA DEPT OF TRANSPORTATION	8680	21700	0	8680	0	0.113
14 -0157-0004-045-3	N MAIN ST	MAIN STREETS GEORGIA LLC	93880	234700	93880	93880	0	0.748
14 -0157-0004-046-1	2773 MAIN ST	DOWNTOWN DEVELOPMENT AUTH OF	1200	3000	0	1200	0	0.034
14 -0157-0004-047-9	MAIN ST REAR	DOWNTOWN DEV AUTHORITY OF	200	500	0	200	0	0.013
14 -0157-0004-048-7	NORTH MAIN ST	GEORGIA DEPT OF TRANSPORTATION	4320	10800	0	4320	0	0.062
14 -0157-0004-049-5	NORTH MAIN ST	CITY OF EAST POINT	6000	15000	0	6000	0	0.172
14 -0157-0008-002-0	CLEVELAND AVE	CITY OF EAST POINT	99400	248500	0	35200	64200	0.404
14 -0157-0008-004-6	EAST POINT ST	FIRST GEORGIA BANK	11800	29500	11800	10200	1600	0.130
14 -0157-0008-005-3	2805 EAST POINT ST	KREITMAN STEVEN S	88320	220800	88320	22640	65680	0.162
14 -0157-0008-016-0	2780 CHURCH ST	EAST POINT PRESBYTERIAN CH INC	23520	58800	23520	6000	17520	0.122
14 -0157-0008-023-6	CHURCH ST	EAST POINT PRESBYTERIAN CHURCH	9160	22900	0	9160	0	0.459
14 -0157-0008-025-1	2802 CHURCH ST	EAST POINT PRESBYTERIAN CHURCH	115200	288000	0	13720	101480	0.972
14 -0157-0008-028-5	CHURCH ST	CITY OF EAST POINT	23200	58000	0	23200	0	0.266
14 -0157-0008-029-3	CLEVELAND AVE	CITY OF EAST POINT	47720	119300	0	35960	11760	0.413
14 -0157-0008-030-1	2777 EAST POINT ST	CITY OF EAST POINT	93280	233200	0	36200	57080	0.332
14 -0157-0008-032-7	LINWOOD AVE	EAST POINT PRESBYTERIAN CH INC	2840	7100	0	2840	0	0.073
14 -0157-0008-033-5	2791 EAST POINT ST	FIRST STATES INVESTORS FOUR	414280	1035700	414280	149240	265040	1.080
14 -0157-0008-034-3	2821 EAST POINT ST	FIRST BAPT CH OF EAST POINT TR	360840	902100	0	19080	341760	1.576
14 -0157-0009-001-1	1612 WEST CLEVELAND AVE	TUTIN KIM & LUCAS MARC	161600	404000	161600	42600	119000	0.122
14 -0157-0009-002-9	1608 WEST CLEVELAND AVE	BAKER MICHAEL & MARGARET	57600	144000	57600	12000	45600	0.034
14 -0157-0009-006-0	1592 WEST CLEVELAND AVE	EAST POINT BUSINESS IND DEV	20200	50500	0	20200	0	0.129
14 -0157-0009-007-8	2783 MAIN ST	DAY BUILDING LLC	163880	409700	163880	45120	118760	0.129
14 -0157-0009-008-6	2787 MAIN ST	DAY BUILDING LLC	91680	229200	91680	37440	54240	0.107
14 -0157-0009-009-4	2791 MAIN ST	JAG PROPERTY HOLDINGS LLC	102160	255400	102160	19000	83160	0.054
14 -0157-0009-010-2	MAIN ST	JAG PROPERTY HOLDINGS LLC	28000	70000	28000	28000	0	0.100
14 -0157-0009-013-6	SOUTH MAIN ST	EAST POINT BUSINESS A DEV AUTH	8000	20000	0	8000	0	0.057
14 -0157-0009-014-4	2803 MAIN ST	ISAAC BRENDA	64720	161800	64720	23040	41680	0.066
14 -0157-0009-015-1	MAIN ST	ISAAC BRENDA	5960	14900	5960	5960	0	0.116
14 -0157-0009-027-6	1613 WHITE AVE	BURRIS DEBORAH L	50640	126600	50640	11360	39280	0.033
14 -0157-0009-040-9	MAIN ST	CITY OF EAST POINT	7120	17800	0	7120	0	0.041
14 -0157-0009-041-7	2819 MAIN ST	RAMEY WILLIAM R	82440	206100	82440	36160	46280	0.104
14 -0157-0009-042-5	2823 MAIN ST	SAINT JOHNS EPISCOPAL CH INC	13320	33300	0	5640	7680	0.063
14 -0157-0009-047-4	THOMPSON AVE	FIRST STATES INVESTORS	11800	29500	11800	10200	1600	0.117

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0157-0009-053-2	2805 MAIN ST	ISAAC BRENDA	47520	118800	47520	13120	34400	0.038
14 -0157-0009-056-5	MAIN ST	EAST POINT BUSINESS A DEV AUTH	10000	25000	0	10000	0	0.072
14 -0157-0009-057-3	1595 WHITEWAY AVE	DAUGHTERY MICHAEL L &	125040	312600	125040	34560	90480	0.099
14 -0157-0009-058-1	1599 WHITE AVE	EAST WAY L L C	164640	411600	164640	48400	116240	0.231
14 -0157-0009-065-6	109 WHITE WAY	ISAAC BRENDA	21320	53300	21320	21320	0	0.076
14 -0157-0009-069-8	2833 MAIN ST	BENEFIELD ARTHUR ET AL	312800	782000	312800	74560	238240	0.357
14 -0157-0009-071-4	WHITE AVE	RAMOS MARTIN & ROSAVILLA	112400	281000	112400	22160	90240	0.064
14 -0157-0009-072-2	2796 SOUTH E POINT	MC CULLY CALVIN R & JANIECE L	79320	198300	79320	22400	56920	0.064
14 -0157-0009-074-8	CLEVELAND AVE SW	EAST POINT BUSINESS & IND DEV	3120	7800	0	3120	0	0.179
14 -0157-0009-075-5	EAST POINT ST REAR	EAST POINT BUSINESS &	16520	41300	0	14520	2000	0.210
14 -0157-0009-076-3	2792 EAST POINT ST	EAST POINT AVE METH CHURCH TRS	92200	230500	0	40680	51520	0.286
14 -0157-0010-001-8	2821 CENTRAL AVE	MARTA	341720	854300	0	305000	36720	5.000
14 -0157-0010-005-9	CENTRAL AVE	MARTA	11360	28400	0	11360	0	0.207
14 -0157-0010-011-7	CAMPBELL ST	MARTA	44840	112100	0	44840	0	0.735
14 -0157-0010-012-5	2861 CENTRAL AVE	MARTA	5580520	13951300	0	130520	5450000	2.140
14 -0157-0010-013-3	CENTRAL AVE	MARTA	40000	100000	0	39960	40	0.728
14 -0157-0010-015-8	EAST WASHINGTON AVE	MARTA	33760	84400	0	33760	0	0.553
14 -0157-0010-018-2	EAST WASHINGTON AVE	MARTA	6920	17300	0	6920	0	0.126
14 -0157-0010-019-0	EAST WASHINGTON AVE	MARTA	6920	17300	0	6920	0	0.126
14 -0157-0010-025-7	CENTRAL AVE	MARTA	10080	25200	0	10080	0	0.184
14 -0157-0010-026-5	CENTRAL AVE	MARTA	15720	39300	0	15720	0	0.286
14 -0157-0010-027-3	EAST WASHINGTON AVE	MARTA	26720	66800	0	26720	0	0.487
14 -0157-0010-028-1	WASHINGTON ST	MARTA	22680	56700	0	22680	0	0.413
14 -0157-0012-001-6	2824 CHURCH ST	BUCKLEY DEVELOPMENT LLC	50880	127200	50880	15840	35040	0.259
14 -0157-0012-002-4	1676 THOMPSON AVE	BUCKLEY DEVELOPMENT LLC	48320	120800	48320	12960	35360	0.257
14 -0157-0012-003-2	2834 CHURCH ST	JENKINS JAMES R & MARGARET W	84680	211700	84680	39400	45280	0.452
14 -0157-0012-004-0	1668 THOMPSON AVE	SADRI SAEIDEH	65680	164200	55830	14720	50960	0.241
14 -0157-0012-005-7	1664 THOMPSON AVE	DALE PHILLIP & LISA	62760	156900	62760	6880	55880	0.242
14 -0157-0012-006-5	1658 THOMPSON AVE	LEWIS SHABAZZ AYISHAH	49720	124300	49720	6880	42840	0.242
14 -0157-0012-007-3	1652 THOMPSON AVE	O NEAL FRANK W JR & VALERIE T	32920	82300	32920	6880	26040	0.242
14 -0157-0012-013-1	1657 DORSEY AVE	FEDERAL NATIONAL MORTGAGE	59200	148000	59200	12240	46960	0.140
14 -0157-0012-014-9	1661 DORSEY AVE	JACOBS BERT JEFFREY &	40520	101300	40520	6800	33720	0.194
14 -0157-0012-015-6	1667 DORSEY AVE	WEEKS GEORGE S & ALVIN E	33720	84300	33720	6480	27240	0.186
14 -0157-0012-018-0	2846 CHURCH ST	CHOSEN GENERATION CHURCH OF	60920	152300	0	35840	25080	0.620
14 -0157-0012-019-8	2860 CHURCH ST	COUCH DAVID J & DEBORAH M	61360	153400	61360	17400	43960	0.199
14 -0157-0012-020-6	2866 CHURCH ST	MILLER JOHNNY M ET AL	34320	85800	34320	17280	17040	0.198
14 -0157-0012-021-4	2872 CHURCH ST	COOPER EARNEST JR ET AL	58680	146700	58680	17040	41640	0.196
14 -0157-0012-022-2	2876 CHURCH ST	DRIVER EDWARD A &	56760	141900	56760	6520	50240	0.194
14 -0157-0012-023-0	1684 DORSEY AVE	GRIER JANICE	55000	137500	55000	6920	48080	0.247
14 -0157-0012-025-5	DORSEY AVE	LANSKY MURRAY A & KAREN AS	22680	56700	22680	22680	0	0.434
14 -0157-0012-037-0	1683 WEST WASHINGTON AVE	SMITH TRACY A	28800	72000	28800	12320	16480	0.141
14 -0157-0012-038-8	WEST WASHINGTON AVE	HOBGOOD RONALD	10680	26700	10680	10680	0	0.153
14 -0157-0012-039-6	1693 WEST WASHINGTON AVE	HOBGOOD RONALD	91320	228300	91320	20960	70360	0.241
14 -0157-0012-040-4	1699 WEST WASHINGTON AVE	HOBGOOD RONALD	49000	122500	49000	4800	44200	0.055
14 -0157-0012-041-2	1705 WEST WASHINGTON AVE	SEVENTEEN ZERO FIVE	74200	185500	74200	36440	37760	0.105
14 -0157-0012-042-0	1711 WEST WASHINGTON AVE	HHS HOLDINGS LLC	74560	186400	74560	9680	64880	0.111

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0157-0012-043-8	CHURCH ST	SEVENTEEN ZERO FIVE	9200	23000	9200	7920	1280	0.142
14 -0157-0012-044-6	CHURCH ST	HHS HOLDINGS LLC	12840	32100	12840	11040	1800	0.158
14 -0157-0012-048-7	2882 CHURCH ST	WILLIAMS TYRONE	38840	97100	38840	7840	31000	0.370
14 -0157-0012-053-7	2855 EAST POINT ST	JACKSON DWIGHT M	33320	83300	33320	6360	26960	0.147
14 -0157-0012-055-2	2839 EAST POINT ST	DUNCAN LAWSON C	30600	76500	30600	30600	0	0.351
14 -0157-0012-057-8	EAST POINT ST	DUNCAN LAWSON C	12000	30000	12000	12000	0	0.172
14 -0157-0012-059-4	2861 EAST POINT ST	MC CORD & REEVES INC	56480	141200	56480	21400	35080	0.246
14 -0157-0012-061-0	2849 EAST POINT ST	DUNCAN LAWSON C	59520	148800	59520	6640	52880	0.210
14 -0157-0012-066-9	2905 EAST POINT ST	NATIONWIDE POSTAL MGMT &	316120	790300	316120	124320	191800	1.880
14 -0157-0012-067-7	1677 DORSEY AVE	SUMMIT INV CO INC	113360	283400	113360	22840	90520	0.374
14 -0157-0012-068-5	2919 EAST POINT ST	EVENTIONS INC	91320	228300	91320	66320	25000	0.761
14 -0157-0012-069-3	1678 DORSEY AVE	JAMES WILLENE L & ISRAEL JR	48280	120700	48280	6880	41400	0.241
14 -0157-0012-070-1	EAST POINT ST	LANSKY MURRAY ET AL	315280	788200	315280	75240	240040	1.080
14 -0157-0013-001-5	1624 THOMPSON AVE	CITIZENS TRUST BANK	102800	257000	102800	33480	69320	0.384
14 -0157-0013-003-1	THOMPSON AVE	BENEFIELD ARTHUR ET AL	17480	43700	17480	14880	2600	0.213
14 -0157-0013-004-9	2847 MAIN ST	TWENTY EIGHT FORTY SEVEN MAIN	127960	319900	127960	70000	57960	0.502
14 -0157-0013-005-6	2857 MAIN ST	TILSCO PROP LLC	106640	266600	106640	33680	72960	0.242
14 -0157-0013-006-4	2861 MAIN ST	TILSCO PROPERTIES LLC	55600	139000	55600	24000	31600	0.172
14 -0157-0013-007-2	2865 MAIN ST	TILSCO PROPERTIES LLC	44520	111300	44520	24000	20520	0.172
14 -0157-0013-008-0	2869 MAIN ST	BUOCH WILLIAM T	16560	41400	16560	11200	5360	0.080
14 -0157-0013-013-0	2870 EAST POINT ST	MARTA CREDIT UNION	82320	205800	69970	18600	63720	0.213
14 -0157-0013-017-1	2905 MAIN ST	SMITH TYRONNE &	59800	149500	59800	24400	35400	0.280
14 -0157-0013-018-9	2905 SOUTH MAIN ST	SMITH TYRONNE &	127720	319300	127720	33760	93960	0.387
14 -0157-0013-023-9	1627 WEST WASHINGTON AVE	EAST POINT AMERICAN LEGION	37400	93500	37400	7000	30400	0.080
14 -0157-0013-029-6	2896 EAST POINT ST	FULTON COUNTY LODGE NO SIXTY	49600	124000	49600	9920	39680	0.114
14 -0157-0013-030-4	2892 EAST POINT ST	WHITE RICHARD H	53480	133700	53480	15680	37800	0.180
14 -0157-0013-031-2	2882 EAST POINT ST	WHITE RICHARD H	60600	151500	60600	22640	37960	0.260
14 -0157-0013-032-0	EAST POINT ST	SMITH TYRONNE &	17560	43900	17560	14400	3160	0.207
14 -0157-0013-035-3	2860 EAST POINT ST	SOUTHTRUST BANK	294200	735500	294200	79120	215080	0.908
14 -0157-0013-038-7	2873 MAIN ST	JACKSON DWIGHT M	63920	159800	63920	22640	41280	0.162
14 -0157-0013-039-5	2881 MAIN ST	JACKSON DWIGHT M	129200	323000	129200	44960	84240	0.323
14 -0157-0013-040-3	MAIN ST	SMITH TYRONNE &	41040	102600	41040	34680	6360	0.497
14 -0157-0013-041-1	1618 THOMPSON AVE	ATLAW LLC	97280	243200	97280	17640	79640	0.203
14 -0157-0013-042-9	1614 THOMPSON AVE	BENEFIELD ARTHUR ET AL	31920	79800	31920	19320	12600	0.222
14 -0157-0013-045-2	1641 WEST WASHINGTON AVE	EAST POINT AMERICAN LEGION	222760	556900	0	99320	123440	1.140
14 -0157-0015-001-3	WEST WASHINGTON AVE	CHRISTIAN CHURCH	7120	17800	0	7120	0	0.230
14 -0157-0015-002-1	1706 WASHINGTON RD	CHRISTIAN CHURCH	880040	2200100	0	8040	872000	0.335
14 -0157-0015-003-9	1696 WEST WASHINGTON AVE	CHRISTIAN CHURCH	8080	20200	0	8080	0	0.339
14 -0157-0015-004-7	WEST WASHINGTON AVE	CHRISTIAN CHURCH	7600	19000	0	7600	0	0.287
14 -0157-0015-005-4	WEST WASHINGTON AVE	EAST POINT CHRISTIAN CH INC	7920	19800	0	7920	0	0.321
14 -0157-0015-007-0	1670 WEST WASHINGTON AVE	ROBINSON KAAREN A P C	85440	213600	85440	23600	61840	0.271
14 -0157-0015-009-6	1650 WEST WASHINGTON AVE	GREEN HENRY D & SHIRLEY DUHART	14600	36500	14600	10600	4000	0.122
14 -0157-0015-017-9	2957 MAIN ST	PAGAN REO JR & CLAUDIA Y	23000	57500	23000	17680	5320	0.127
14 -0157-0015-019-5	2975 MAIN ST	CONLEY ANN	50080	125200	50080	26640	23440	0.191
14 -0157-0015-020-3	MAIN ST	CONLEY ANN	13520	33800	13520	12400	1120	0.111
14 -0157-0015-021-1	2985 MAIN ST	HULSEY MARION	35520	88800	35520	11520	24000	0.083

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSES	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0157-0015-022-9	MAIN ST	DOBBS BRANNON	15360	38400	15360	15360	0	0.138
14 -0157-0015-023-7	2995 MAIN ST	SINGH JOGINDER	16280	40700	16280	16280	0	0.146
14 -0157-0015-024-5	2999 MAIN ST	SINGH JOGINDER	48640	121600	48640	20800	27840	0.149
14 -0157-0015-027-8	2998 EAST POINT ST	FINCH CURTIS M	61080	152700	61080	6280	54800	0.137
14 -0157-0015-028-6	2992 EAST POINT ST	PAYNE CLIFFORD M TR	32800	82000	32800	6280	26520	0.134
14 -0157-0015-029-4	2988 EAST POINT ST	DENNIS JOSEPH	53720	134300	53720	6280	47440	0.138
14 -0157-0015-030-2	EAST POINT ST	CARMICHAEL CORP	11480	28700	9760	9600	1880	0.138
14 -0157-0015-031-0	2978 EAST POINT ST	CARMICHAEL CORP	11480	28700	9760	9600	1880	0.138
14 -0157-0015-032-8	2968 EAST POINT ST	CARMICHAEL CORP	217520	543800	184890	24000	193520	0.275
14 -0157-0015-036-9	1653 WEST HAMILTON AVE	GEORGIA TEXAS ENTERPRISES INC	35800	89500	35800	6400	29400	0.176
14 -0157-0015-037-7	EAST POINT ST	CARMICHAEL HOWARD L & SONS INC	11040	27600	9380	9600	1440	0.138
14 -0157-0015-038-5	2954 EAST POINT ST	VILLALBA JOSE ET AL	27080	67700	27080	6400	20680	0.152
14 -0157-0015-039-3	2950 EAST POINT ST	REEVES E ALTON JR	22600	56500	22600	7520	15080	0.152
14 -0157-0015-041-9	2940 EAST POINT ST	GREEN SHIRLEY DUHART & HENRY D	42160	105400	42160	12960	29200	0.165
14 -0157-0015-045-0	2955 EAST POINT ST	PAYNE CLIFFORD M TR	27720	69300	27720	6200	21520	0.125
14 -0157-0015-046-8	2959 EAST POINT ST	ENGLAND CHRISTOPHER J	34440	86100	34440	7320	27120	0.132
14 -0157-0015-047-6	1687 WEST HAMILTON AVE	MITCHELL VALERIE P	27120	67800	27120	6120	21000	0.120
14 -0157-0015-048-4	2967 EAST POINT ST	CRANFORD CAROLYN C	36440	91100	36440	6840	29600	0.201
14 -0157-0015-049-2	2973 EAST POINT ST	WILLIAMS MICHELE E	42800	107000	42800	9840	32960	0.245
14 -0157-0015-050-0	2977 EAST POINT ST	DARSEY JAMES F	48200	120500	48200	6840	41360	0.201
14 -0157-0015-051-8	2983 EAST POINT ST	BATHEA IRIS L & WILLA V	37960	94900	37960	6840	31120	0.201
14 -0157-0015-053-4	1707 WEST TAYLOR AVE	PANNELL MARJORIE E	18200	45500	18200	18200	0	
14 -0157-0015-054-2	CHURCH ST	PANNELL MARJORIE E	28840	72100	28840	28840	0	
14 -0157-0015-055-9	2986 CHURCH ST	POOL WILLIAM H	52480	131200	52480	7840	44640	0.213
14 -0157-0015-056-7	2980 CHURCH ST	BROOKS ROBERT &	29800	74500	29800	6960	22840	0.213
14 -0157-0015-057-5	2976 CHURCH ST	SANDERS VENTURES LLC	62280	155700	62280	6960	55320	0.213
14 -0157-0015-058-3	2970 CHURCH ST	HIGH GROVE PROPERTIES LLC	51000	127500	51000	6960	44040	0.213
14 -0157-0015-059-1	1700 WEST HAMILTON AVE	TUCKER ROBERT L	26520	66300	26520	6440	20080	0.156
14 -0157-0015-060-9	1694 WEST HAMILTON AVE	HARP BERNICE D	16120	40300	16120	6480	9640	0.161
14 -0157-0015-063-3	1705 WEST HAMILTON AVE	FIRST CHRISTIAN CHURCH OF	11560	28900	0	6360	5200	0.145
14 -0157-0015-064-1	CHURCH ST	EAST POINT CHRISTIAN CH INC	7120	17800	0	7120	0	0.231
14 -0157-0015-065-8	2952 CHURCH ST	FOWLER FLORENE N	64200	160500	54570	7200	57000	0.138
14 -0157-0015-066-6	2948 CHURCH ST	CHRISTIAN CHURCH	59160	147900	0	6960	52200	0.213
14 -0157-0015-069-0	1652 WEST HAMILTON AVE	PAYNE B H & CO INC	9240	23100	9240	7920	1320	0.189
14 -0157-0015-070-8	WEST HAMILTON AVE	PAYNE B H & CO INC	9920	24800	9920	8520	1400	0.203
14 -0157-0015-071-6	1657 WEST TAYLOR AVE	PAYNE B H & CO INC	105600	264000	105600	24000	81600	0.459
14 -0157-0015-072-4	2951 LEGION WAY	GEORGIA TEXAS ENTERPRISES INC	134520	336300	134520	29080	105440	0.334
14 -0157-0015-078-1	2947 EAST POINT ST	HOHWALD W GEOFFREY &	130600	326500	130600	31720	98880	0.364
14 -0157-0015-081-5	EAST POINT ST	ASPINWALL SELMA K	18600	46500	18600	16200	2400	0.232
14 -0157-0015-082-3	2995 EAST POINT ST	ASPINWALL SELMA M	126680	316700	126680	29080	97600	0.334
14 -0157-0015-083-1	1693 HAMILTON AVE	EAST POINT CHRISTIAN CHURCH	112120	280300	0	8360	103760	0.430
14 -0157-0015-085-6	2941 MAIN ST	HARDEES FOOD SYSTEMS INC	276760	691900	276760	110000	166760	0.789
14 -0157-0015-086-4	1674 WASHINGTON AVE	WAFFLE HOUSE INC	116840	292100	99320	58560	58280	0.420
14 -0157-0015-087-2	2947 LEGION WAY	ENGLAND CHRISTOPHER J	106520	266300	106520	26480	80040	0.190
14 -0158-0003-001-6	WEST TAYLOR AVE	ASPINWALL SELMA M	6040	15100	6040	6040	0	0.144
14 -0158-0003-002-4	1670 WEST TAYLOR AVE	LARA INOCENTE	23040	57600	23040	6640	16400	0.178

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSES	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0158-0003-003-2	1664 WEST TAYLOR AVE	HUFFMAN BETTY	45440	113600	45440	6560	38880	0.167
14 -0158-0003-004-0	3011 MAIN ST	AUTO ZONE INC	98560	246400	98560	88480	10080	0.635
14 -0158-0003-005-7	3023 MAIN ST	AUTO ZONE INC	280600	701500	280600	43760	236840	0.314
14 -0158-0003-006-5	3033 MAIN ST	GOODMAN WINNIE R	82000	205000	82000	73360	8640	0.526
14 -0158-0003-007-3	MAIN ST	JAL CONSTRUCTION CO INC	17920	44800	17920	17920	0	0.161
14 -0158-0003-009-9	1671 WILLIAMS AVE	JAL CONSTRUCTION CO INC	41000	102500	41000	9040	31960	0.173
14 -0158-0003-013-1	3028 EAST POINT ST	WEST CONSTANCE T	20800	52000	20800	6480	14320	0.161
14 -0158-0003-014-9	3024 EAST POINT ST	WILBURN JAMES	39520	98800	39520	6480	33040	0.161
14 -0158-0003-016-4	3014 EAST POINT ST	BOYD ITTILOUS VANESSA	22600	56500	22600	6040	16560	0.109
14 -0158-0003-029-7	1678 WILLIAMS AVE	SOUTHERN BELL TEL & TEL CO	0	0	0	0	0	0.000
14 -0158-0003-032-1	3034 EAST POINT ST	HUFFMAN MARVIN & BETTY J	21040	52600	21040	7000	14040	0.218
14 -0158-0003-033-9	EAST POINT ST REAR	MILAM CLIFFORD W	1200	3000	1200	1200	0	0.057
14 -0158-0003-039-6	3078 EAST POINT ST	SOUTHERN BELL TEL & TEL CO	0	0	0	0	0	0.000
14 -0158-0003-041-2	3020 EAST POINT ST	TRUELOVE PEGGY E	39560	98900	39560	7000	32560	0.218
14 -0158-0003-042-0	EAST POINT ST	WILBURN JAMES	4000	10000	4000	4000	0	0.057
14 -0158-0003-043-8	3040 EAST POINT ST	BUSH TOMMY W	20440	51100	20440	7000	13440	0.218
14 -0158-0003-044-6	3067 SOUTH MAIN ST REAR	ENGLAND CHRISTOPHER J	4560	11400	4560	4560	0	0.082
14 -0158-0003-045-3	3075 SOUTH MAIN ST	ENGLAND CHRISTOPHER J	158760	396900	134950	125000	33760	0.897
14 -0158-0007-001-2	3100 EAST POINT ST	LITTLE VILLAS LLC	395400	988500	336090	36240	359160	1.040
14 -0158-0007-006-1	3123 SOUTH MAIN ST	BAIN INC	63400	158500	63400	46080	17320	0.331
14 -0158-0007-007-9	3131 MAIN ST	BAIN INC	145440	363600	145440	23040	122400	0.165
14 -0158-0007-008-7	1697 MORRIS AVE	BAIN MARK W	9000	22500	9000	9000	0	0.172
14 -0158-0007-009-5	1717 MORRIS AVE	ENGLISH JAMES & JANTH B	32040	80100	32040	7960	24080	0.325
14 -0158-0007-010-3	3136 EAST POINT ST	PEACHTREE REAL ESTATE	47600	119000	47600	5160	42440	0.099
14 -0158-0007-011-1	1710 MORRIS AVE	ALLEN JACQUELINE J & DREXAL A	26760	66900	26760	5560	21200	0.054
14 -0158-0007-012-9	MORRIS AVE	HEARN ROBERT	4160	10400	4160	4160	0	0.099
14 -0158-0007-013-7	1698 MORRIS AVE	GOLDEN RODRIC & LATOYA	26600	66500	26600	6600	20000	0.172
14 -0158-0007-014-5	3137 MAIN ST	BAIN INC	40800	102000	40800	22880	17920	0.164
14 -0158-0007-015-2	3145 MAIN ST	HT THIRTY ONE FORTY FIVE MAIN	66400	166000	66400	28400	38000	0.326
14 -0158-0007-016-0	3155 MAIN ST	BOSMAS COMPLETE AUTO SERVICE	73280	183200	73280	45600	27680	0.327
14 -0158-0007-017-8	3165 MAIN ST	KIM SUNG WON	57240	143100	57240	45600	11640	0.327
14 -0158-0007-019-4	1717 DUNLAP AVE	CALDERON LUIS J	28840	72100	28840	6920	21920	0.207
14 -0158-0007-020-2	1723 DUNLAP AVE	PAYNE DONALD	18520	46300	18520	6760	11760	0.189
14 -0158-0007-021-0	1731 DUNLAP AVE	GARCIA ANTONIO & GUADALUPE C	24320	60800	24320	7360	16960	0.258
14 -0158-0007-022-8	3156 EAST POINT ST	MASSEY CARL S	25960	64900	25960	7960	18000	0.327
14 -0158-0007-023-6	3148 EAST POINT ST	RIVERA JORGE	45760	114400	45760	7000	38760	0.218
14 -0158-0007-024-4	3142 EAST POINT ST	MARTINEZ SALVADOR	31720	79300	31720	7480	24240	0.170
14 -0158-0007-026-9	3169 MAIN ST	KANG HYON CHO	40800	102000	40800	21480	19320	0.154
14 -0158-0007-027-7	1705 DUNLAP AVE	LILES CAROL FAYE WISEMAN	27960	69900	23770	9000	18960	0.172
14 -0158-0007-028-5	3113 MAIN ST	ZINN & MAIN LLC	209440	523600	209440	137520	71920	0.987
14 -0158-0008-016-9	3184 EAST POINT ST	CHITWOOD DAVID T &	28240	70600	28240	7720	20520	0.298
14 -0158-0008-017-7	1718 DUNLAP AVE	CHITWOOD DAVID T &	19600	49000	19600	6280	13320	0.138
14 -0158-0008-020-1	3207 MAIN ST	NANAK INVESTMENTS LLC	89960	224900	89960	71520	18440	0.489
14 -0158-0008-022-7	3218 EAST POINT ST	MC INTOSH ERROL &	52800	132000	52800	7000	45800	0.218
14 -0158-0008-023-5	3212 EAST POINT ST	GEBREIGZIABHER ALMAZ	61280	153200	61280	7000	54280	0.218
14 -0158-0008-024-3	EAST POINT ST	JORDAN ANGELA	96400	241000	96400	6720	89680	0.218

**Parcels Within East Point Corridors TAD**

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0158-0008-025-0	3202 EAST POINT ST	HARDAWAY LARRY	23360	58400	23360	7520	15840	0.275
14 -0158-0008-026-8	3196 EAST POINT ST	BURNS HARRY H	104200	260500	104200	7200	97000	0.240
14 -0158-0008-027-6	3190 EAST POINT ST	DELGADILLO JOSE JESUS	40720	101800	40720	7200	33520	0.240
14 -0158-0008-034-2	3183 MAIN ST	GGT & T INVESTMENTS LLC	204040	510100	204040	124680	79360	0.894
14 -0158-0008-035-9	3215 MAIN ST	SATNAM INVESTMENTS LLC	141080	352700	141080	60800	80280	0.436
14 -0100-0002-003-2	2713 CHERYL DR	SURBURBAN COURT HOLDINGS	74120	185300	74120	65280	8840	1.873
14 -0100-0002-005-7	2738 SYLVAN RD	BLUE RIVER INVESTMENT PROP LLC	43080	107700	43080	20600	22480	0.337
14 -0100-0002-007-3	2714 CHERYL DR	SURBURBAN COURT HOLDINGS	246480	616200	246480	139400	107080	4.000
14 -0100-0002-008-1	CHERYL DR	PCF LLC	279240	698100	237360	111280	167960	3.193
14 -0100-0002-012-3	FREDEL CIR	PCF LLC	134160	335400	134160	39600	94560	2.840
14 -0100-0002-014-9	CHERYL DR & FRE	PCF LLC	362880	907200	308450	117080	245800	5.600
14 -0100-0002-015-6	FREDELL CIR	PCF LLC	224040	560100	190430	115000	109040	3.300
14 -0100-0002-021-4	2822 SYLVAN RD	WEIN JOSEPH M	74200	185500	74200	5960	68240	0.351
14 -0100-0002-022-2	2812 SYLVAN RD	HOLLINSHEAD PROPERTIES INC	47560	118900	47560	5960	41600	0.351
14 -0100-0002-025-5	910 NORTH FREDELL CIR	MAYBERRY PROPERTIES LLC	60520	151300	60520	6760	53760	0.474
14 -0100-0002-026-3	2720 SYLVAN RD	BUI HENRY N & EMERALD T	66000	165000	66000	28200	37800	0.707
14 -0100-0002-027-1	876 EAST CLEVELAND AVE	DAVIS CHARLES T SR	229160	572900	229160	124400	104760	1.190
14 -0100-0002-028-9	2802 SYLVAN RD	LEATHERWOOD NORMAN T &	47280	118200	47280	5960	41320	0.351
14 -0100-0002-029-7	2792 SYLVAN RD	TUCKER DENNIS	46160	115400	46160	5960	40200	0.351
14 -0100-0002-030-5	2782 SYLVAN RD	GOERGIA BAPTIST FOUNDATION INC	42720	106800	42720	5760	36960	0.317
14 -0100-0002-031-3	898 NORTH FREDELL CIR	SHOOK FLOYD R & FAYE IRENE	48640	121600	48640	6840	41800	0.486
14 -0100-0002-032-1	2783 SPRINGDALE RD	RUSSELL FAMILY REVOC LIVING	288880	722200	288880	32600	256280	1.559
14 -0100-0002-035-4	890 EAST CLEVELAND AVE	SYLVAN PROP LLC	281240	703100	281240	89240	192000	0.683
14 -0100-0002-036-2	FREDEL CIR	PCF LLC	34840	87100	29610	34840	0	1.000
14 -0101-0003-024-6	CLEVELAND AVE	CHICK FIL A INC	57600	144000	57600	57600	0	0.551
14 -0101-0003-025-3	871 EAST CLEVELAND AVE	CHICK FIL A INC	96520	241300	96520	57600	38920	0.551
14 -0101-0003-046-9	2690 SYLVAN RD	KFC NATIONAL MANAGEMENT CO	121800	304500	121800	63200	58600	0.604
14 -0101-0003-047-7	CLEVELAND AVE	HICKS M PAUL JR	7760	19400	7760	7760	0	0.231
14 -0101-0003-048-5	2680 SYLVAN RD	DEKALB CAR WASH INC	70880	177200	70880	44800	26080	0.514
14 -0101-0003-057-6	CLEVELAND AVE SW	HICKS M P	13720	34300	13720	13720	0	0.164
14 -0101-0003-058-4	849 CLEVELAND AVE SW	HICKS M PAUL JR	133440	333600	133440	73840	59600	0.706
14 -0124-0009-018-5	1103 EAST CLEVELAND AVE	MUSKETT SHIRLELY BABB	73200	183000	73200	21600	51600	0.207
14 -0124-0009-019-3	1111 EAST CLEVELAND AVE	LOPEZ ORLANDO F ET AL	32080	80200	32080	10560	21520	0.207
14 -0124-0009-036-7	2681 JEWEL ST	NORTON BONNIE H ET AL	44280	110700	44280	12600	31680	0.355
14 -0124-0009-039-1	1133 EAST CLEVELAND AVE	ALFONSO DAWSON MORTUARY INC	162880	407200	162880	67680	95200	0.925
14 -0124-0010-020-8	2669 BLOUNT ST	OBIEKWE ONWURA M	45280	113200	45280	10200	35080	0.213
14 -0124-0010-025-7	1081 EAST CLEVELAND AVE	CATHY S TRUETT	14000	35000	14000	14000	0	0.255
14 -0124-0010-026-5	1087 EAST CLEVELAND AVE	CATHY S TRUETT	40000	100000	40000	11160	28840	0.255
14 -0124-0010-027-3	1093 CLEVELAND AVE	BEAL SALLIE MAE	74600	186500	74600	26640	47960	0.255
14 -0124-0010-038-0	1065 EAST CLEVELAND AVE	CFA REAL ESTATE INC	291880	729700	291880	93040	198840	0.963
14 -0125- LL-013-5	WASHINGTON AVE	UNION MISSIONARY BAPTIST	31120	77800	31120	10240	20880	1.010
14 -0125- LL-018-4	NORMAN BERRY DR	FULTON COUNTY BOARD OF EDUC	7400	18500	0	7400	0	2.490
14 -0125- LL-019-2	2814 NORMAN BERRY DR	FREELAND JEFFERSON W	273040	682600	273040	64720	208320	2.060
14 -0125- LL-020-0	NORMAN BERRY DR	FREELAND JEFFERSON W	18320	45800	18320	18320	0	1.100
14 -0125- LL-021-8	WASHINGTON AVE	HUNTINGTON CO	11160	27900	11160	11160	0	0.400
14 -0125- LL-028-3	2765 FELTON DR	TENET SOUTH FULTON INC	143200	358000	143200	90880	52320	1.490

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSESS	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0125- LL-029-1	1170 CLEVELAND AVE	TENET SOUTH FULTON INC	9200000	23000000	9200000	1883280	7316720	13.510
14 -0125- LL-030-9	EAST WASHINGTON AVE	WILLIS J MACK	182760	456900	182760	169680	13080	4.870
14 -0125-0002-076-9	2758 FELTON DR	SOUTHSIDE ELECTROLYSIS CENTER	48200	120500	48200	19760	28440	0.189
14 -0125-0002-078-5	2801 FELTON DR	GEORGIA LESSOR BONTERRA	988080	2470200	988080	264800	723280	2.533
14 -0125-0002-079-3	2739 FELTON DR	CMJ PROP LLC	199800	499500	199800	34840	164960	0.763
14 -0125-0002-083-5	1084 CLEVELAND AVE	MUSKETT CHARLES E	37720	94300	37720	13600	24120	0.130
14 -0125-0002-084-3	CLEVELAND AVE	YEH JENNY L	154160	385400	154160	41800	112360	0.400
14 -0125-0002-085-0	CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	288480	721200	288480	38680	249800	0.370
14 -0125-0002-086-8	CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	259000	647500	259000	240040	18960	2.870
14 -0125-0003-003-2	1004 EAST CLEVELAND AVE	JONES OSMOND & CYNTHIA	25800	64500	25800	25800	0	0.308
14 -0125-0003-004-0	EAST CLEVELAND AVE	CAMPBELL CLARANCE B	23240	58100	23240	23240	0	0.278
14 -0125-0003-054-5	1018 EAST CLEVELAND AVE	SUGG JOHN B & ELAINE H	41520	103800	41520	27360	14160	0.561
14 -0125-0003-055-2	1028 CLEVELAND AVE	BRINSON GLORIA C	31040	77600	31040	20720	10320	0.340
14 -0125-0003-056-0	2760 MILES CIR	HUGHES ANNIE F & DANNY A	56760	141900	56760	13640	43120	0.736
14 -0125-0003-060-2	1070 CLEVELAND AVE	LANE PAUL	30400	76000	30400	8880	21520	0.200
14 -0125-0003-061-0	CLEVELAND AVE	CITY OF EAST POINT	8280	20700	0	8280	0	0.170
14 -0125-0003-063-6	CLEVELAND AVE	CITY OF EAST POINT	19680	49200	0	17080	2600	0.280
14 -0125-0003-064-4	CLEVELAND AVE	NEW WILLIAM C	9280	23200	9280	9280	0	0.190
14 -0125-0003-065-1	CLEVELAND AVE	WASSMER NANCY N	25440	63600	25440	7920	17520	0.130
14 -0125-0003-066-9	CLEVELAND AVE	NEW WILLIAM C	8040	20100	8040	6840	1200	0.140
14 -0125-0004-002-3	EAST CLEVELAND AVE	STEVENS DIXIE EXTR	4800	12000	4800	4800	0	0.459
14 -0125-0004-006-4	921 REED AVE	MARTIN JAMES A	52720	131800	52720	8800	43920	0.230
14 -0125-0004-016-3	2717 SYLVAN RD	JONG WON ENTERPRISE INC	30960	77400	30960	13320	17640	0.218
14 -0125-0004-017-1	EAST CLEVELAND AVE	FOUTS DONALD T	38800	97000	32980	38800	0	0.464
14 -0125-0004-019-7	SYLVAN RD	HOLLIS PAUL E	11960	29900	11960	11960	0	0.307
14 -0125-0004-020-5	2725 SYLVAN RD	JONG WON ENTERPRISE INC	30280	75700	30280	22880	7400	0.375
14 -0125-0004-021-3	CLEVELAND AVE	FOUTS DONALD T	44640	111600	37950	21960	22680	0.210
14 -0125-0004-022-1	CLEVELAND AVE	CITY OF EAST POINT	31800	79500	0	31800	0	0.380
14 -0125-0004-023-9	EAST CLEVELAND AVE	HOWARD JERALD	31160	77900	31160	31160	0	0.774
14 -0125-0010-086-8	CEDAR AVE	CITY OF EAST POINT PARK	0	0	0	0	0	0.000
14 -0125-0010-087-6	2809 BLOUNT ST	FULTON COUNTY BOARD OF EDUC	767920	1919800	0	18840	749080	6.330
14 -0125-0011-111-3	POPLAR ST	F A C SERVICES INC	86560	216400	86560	86560	0	3.570
14 -0125-0012-007-2	WASHINGTON AVE	EAST POINT HOUSING AUTHORITY	79800	199500	0	60840	18960	4.840
14 -0125-0012-009-8	WASHINGTON AVE	EAST POINT HOUSING AUTHORITY	382280	955700	0	250400	131880	8.210
14 -0125-0012-010-6	NORMAN BERRY DR	FREELAND JEFFERSON W	22000	55000	22000	22000	0	1.700
14 -0125-0012-012-2	NORMAN BERRY DR	F A C SERVICES INC	12080	30200	12080	12080	0	
14 -0126-0001-010-8	CALHOUN AVE	GILDER KARIS G	7960	19900	7960	7960	0	0.657
14 -0132-0001-001-9	1497 FULTON AVE	MEANS TO AN END LLC	15040	37600	15040	15040	0	0.216
14 -0132-0001-002-7	FULTON AVE	RESIDENTIAL PROPERTY TRUST	18800	47000	18800	18800	0	0.216
14 -0132-0001-005-0	FULTON AVE	ADONAI PROP INC	19200	48000	19200	19200	0	0.230
14 -0132-0001-006-8	1473 FULTON AVE	WILLIAMS TOMMY	49800	124500	49800	3080	46720	0.230
14 -0132-0001-009-2	1457 FULTON AVE	WINSTEAD ELSUNASSER K	50400	126000	50400	2840	47560	0.172
14 -0132-0001-010-0	1451 FULTON AVE	HIGGINS TANA	36880	92200	36880	2840	34040	0.172
14 -0132-0001-047-2	1463 FULTON AVE	MELTON PAMELA B	45720	114300	45720	6480	39240	0.430
14 -0132-0001-049-8	1487 FULTON AVE	ADONAI PROPERTIES INC	4920	12300	4920	4920	0	0.188
14 -0132-0001-050-6	1483 FULTON AVE	MITCHELL TIMOTHY	39120	97800	39120	4920	34200	0.188

**Parcels Within East Point Corridors TAD**

<b>ATRPIN</b>	<b>SITUS</b>	<b>OWNER</b>	<b>TOT_ASSESS</b>	<b>TOT_APPR</b>	<b>TOT_TAXABL</b>	<b>LAND_ASSES</b>	<b>IMPR_ASSES</b>	<b>LAND_ACRES</b>
14 -0132-0003-043-9	1311 EAST CLEVELAND AVE	LAKEWOOD MANOR INC	417320	1043300	417320	116360	300960	1.590
14 -0132-0004-021-4	1237 CARNEGIE AVE	SOUTH FULTON MEDICAL CENTER	16800	42000	16800	16800	0	0.275
14 -0132-0004-022-2	1227 CARNEGIE AVE	SOUTH FULTON MEDICAL CENTER	11160	27900	11160	11160	0	0.183
14 -0132-0004-023-0	1221 CARNEGIE AVE	SOUTH FULTON MEDICAL CENTER	12760	31900	12760	12760	0	0.209
14 -0132-0004-024-8	CARNEGIE AVE	SOUTH FULTON MEDICAL CENTER	13520	33800	13520	13520	0	0.222
14 -0132-0004-025-5	1209 CARNEGIE AVE	SOUTH FULTON MEDICAL CENTER	15280	38200	15280	15280	0	0.251
14 -0132-0004-026-3	1203 CARNEGIE AVE	SOUTH FULTON MEDICAL CENTER	16760	41900	16760	16760	0	0.275
14 -0132-0004-057-8	1204 CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	29280	73200	29280	29280	0	0.210
14 -0132-0004-058-6	EAST CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	27880	69700	27880	27880	0	0.200
14 -0132-0004-059-4	EAST CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	23680	59200	23680	23680	0	0.170
14 -0132-0004-060-2	CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	20920	52300	20920	20920	0	0.150
14 -0132-0004-061-0	1226 CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	24520	61300	24520	24520	0	0.176
14 -0132-0004-062-8	CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	37640	94100	37640	37640	0	0.270
14 -0132-0004-063-6	EAST CLEVELAND AVE	SOUTH FULTON MEDICAL CENTER	18120	45300	18120	18120	0	0.130
14 -0132-0005-001-5	CLEVELAND AVE	ZELLNER J N & SON TRANSFER CO	6920	17300	6920	6720	200	0.115
14 -0132-0005-002-3	2806 MARTIN ST	ZELLNER J MILTON	115880	289700	115880	39480	76400	0.539
14 -0132-0005-003-1	EAST CLEVELAND AVE	ZELLNER J N & SON TRANSFER CO	19920	49800	19920	19480	440	0.333
14 -0132-0005-004-9	EAST CLEVELAND AVE	EAST POINT LODGE #1498 LOYAL	4880	12200	4880	4880	0	0.083
14 -0132-0005-020-5	PINE AVE	ZELLNER J N & SON TRANSFER CO	11400	28500	11400	10960	440	0.321
14 -0132-0005-021-3	MARTIN ST	STUDENT TRANSPORT INC	5880	14700	5880	5880	0	0.172
14 -0132-0005-022-1	MARTIN ST	STUDENT TRANSPORT INC	3920	9800	3920	3920	0	0.115
14 -0132-0005-023-9	PINE AVE	STUDENT TRANSPORT INC	7360	18400	7360	7360	0	0.115
14 -0132-0005-024-7	PINE AVE	STUDENT TRANSPORT INC	7520	18800	7520	7520	0	0.133
14 -0132-0005-025-4	PINE AVE	CITY OF EAST POINT	6480	16200	0	6480	0	0.133
14 -0132-0005-041-1	2836 MARTIN ST	STUDENT TRANSPORT INC	98800	247000	98800	23040	75760	0.540
14 -0132-0005-042-9	MARTIN ST	STUDENT TRANSPORT INC	20000	50000	20000	20000	0	0.585
14 -0132-0005-048-6	1460 EAST CLEVELAND AVE	EAST POINT LODGE #1498 LOYAL	106600	266500	106600	65400	41200	0.893
14 -0132-0005-049-4	EAST CLEVELAND AVE	LOYAL ORDER OF MOOSE EAST PT	14880	37200	14880	14880	0	0.254
14 -0132-0008-001-2	MARTIN ST	MAYESKE MICHAEL J	1720	4300	1720	1720	0	0.140
14 -0132-0008-002-0	MARTIN ST	MAYESKE MICHAEL J	1200	3000	1200	1200	0	0.097
14 -0132-0008-003-8	GUS THORNHILL AVE	HALE GARLAND H JR	6720	16800	6720	6720	0	0.138
14 -0132-0008-019-4	MARTIN ST	MAYESKE MICHAEL J	2440	6100	2440	2440	0	0.199
14 -0132-0008-020-2	MARTIN ST	MAYESKE BETTY C	2560	6400	2560	2560	0	0.228
14 -0132-0008-041-8	2868 MARTIN ST	BUOCH W T	13440	33600	13440	11080	2360	0.152
14 -0132-0008-042-6	MARTIN ST	BUOCH WILLIAM T	5360	13400	5360	5360	0	0.091
14 -0132-0008-048-3	HENDRIX AVE	MAYESKE MICHAEL J	1560	3900	1560	1560	0	0.128
14 -0132-0011-083-5	2848 VETERANS ST	WARNER STEVE GARETH	177320	443300	177320	140920	36400	8.090
14 -0132-0013-093-2	MARTIN ST REAR	ATLANTA UTILITY WORKS	5520	13800	5520	5520	0	0.161
14 -0132-0016-001-2	WASHINGTON ST	EAST POINT HOUSING AUTHORITY	10320	25800	0	10320	0	1.023
14 -0132-0018-025-9	CARNEGIE AVE	TENET SOUTH FULTON INC	12200	30500	12200	12200	0	0.400
14 -0132-0018-026-7	CARNEGIE AVE	TENET SOUTH FULTON INC	5080	12700	5080	5080	0	0.166
14 -0132-0018-030-9	NORMAN BERRY DR	WILSON A P & SOUTH FULTON	78280	195700	78280	78280	0	4.000
14 -0133-0020-004-9	1496 NORMAN BERRY DR	WORTHAN KENNETH	57360	143400	57360	2400	54960	0.247
14 -0133-0020-005-6	1488 EAST FORREST AVE	BULLOCK T ROSS	39840	99600	39840	2400	37440	0.247
14 -0133-0020-006-4	1484 NORMAN BERRY DR	WHITE HARRY C	23160	57900	23160	2480	20680	0.223
14 -0133-0020-008-0	1466 NORMAN BERRY DR	HERNANDEZ JOSE R	39080	97700	39080	2280	36800	0.283

Parcels Within East Point Corridors TAD

ATRPIN	SITUS	OWNER	TOT_ASSES	TOT_APPR	TOT_TAXABL	LAND_ASSES	IMPR_ASSES	LAND_ACRES
14 -0133-0020-020-5	1472 NORMAN BERRY DR	HERNANDEZ RICARDO &	26680	66700	26680	5280	21400	0.138
14 -0133-0020-021-3	2676 MARTIN ST	RICE BUELL B	43360	108400	43360	1160	42200	0.475
14 -0133-0020-023-9	2688 MARTIN ST	HANEY MARILYN L	23680	59200	23680	2360	21320	0.270
14 -0133-0020-024-7	2684 MARTIN ST	GORHAM BENJAMIN L	23680	59200	23680	2360	21320	0.269
14 -0133-0020-029-6	1444 NORMAN BERRY DR	A AND J FAMILY INHERITANCE	40000	100000	40000	9160	30840	0.970
14 -0133-0020-033-8	1458 NORMAN BERRY DR	HERNANDEZ JUAN A	32120	80300	32120	2040	30080	0.869
14 -0156- LL-023-6	1526 EAST FORREST AVE	JGW HOLIDAY LLC	568920	1422300	568920	271040	297880	1.944
14 -0156- LL-029-3	2675 MARTIN ST	PRISMO SAFETY CORP	525520	1313800	525520	140360	385160	5.370
14 -0156- LL-034-3	1562 EAST FORREST AVE	PREWETT RONNIE M	225600	564000	225600	74000	151600	2.124
14 -0157-0005-002-3	1513 CLEVELAND AVE	J G W DIPLOMAT LLC	614200	1535500	0	63920	550280	3.260
14 -0157-0005-003-1	WARE AVE	J G W DIPLOMAT LLC	28800	72000	28800	28800	0	1.620
14 -0157-0005-004-9	CLEVELAND AVE	CENTRAL OF GA R R CO	0	0	0	0	0	0.000
14 -0157-0005-005-6	CLEVELAND AVE	JGW DIPLOMAT LLC	64280	160700	64280	64280	0	0.738
14 -0157-0010-029-9	MARTIN ST	CENTRAL OF GEORGIA RR	0	0	0	0	0	0.000
14 -0157-0010-030-7	MARTIN ST	MARTA	32200	80500	0	32200	0	0.660
14 -0157-0010-032-3	1514 CLEVELAND AVE	BFG INVESTMENTS LLC &	1327640	3319100	1128500	164080	1163560	4.710
14 -0157-0010-033-1	MARTIN ST	O NEILL INVESTMENTS L L C	48800	122000	41480	48800	0	1.400
14 -0157-0017-002-9	MARTIN ST	PARSON PROP LLC	72200	180500	72200	46560	25640	1.980
14 -0157-0011-038-9	1789 WEST WASHINGTON AVE	MAYBERRY PROP LLC	59480	148700	59480	18440	41040	0.211
14 -0157-0011-039-7	1795 WEST WASHINGTON AVE	MAYBERRY PROP LLC	37040	92600	37040	18440	18600	0.211
14 -0157-0011-048-8	1765 WEST WASHINGTON AVE	LE TUAN ANH &	52960	132400	52960	33000	19960	0.379
14 -0157-0011-052-0	1751 WEST WASHINGTON AVE	PHILADELPHIA INDEPENDENT	52040	130100	0	12840	39200	0.147
14 -0157-0011-059-5	2889 CHURCH ST	CAWTHON HOLLUMS PROPERTIES INC	82880	207200	70440	37440	45440	0.429
14 -0157-0011-061-1	1737 WEST WASHINGTON AVE	PHILADELPHIA CHURCH OF GOD IN	94240	235600	0	43040	51200	0.531
14 -0157-0011-062-9	1733 WEST WASHINGTON AVE	BROWN THREET & RHONDA	140920	352300	140920	79520	61400	1.078
14 -0157-0011-064-5	1757 WASHINGTON AVE	FULTON COUNTY	101840	254600	0	33360	68480	0.383
14 -0157-0011-072-8	1783 WASHINGTON AVE	MAYBERRY PROP LLC	370440	926100	370440	95840	274600	1.100
14 -0157-0014-001-4	1792 WASHINGTON RD	SWORD RANDY R	156040	390100	156040	29600	126440	0.340
14 -0157-0014-002-2	1784 WEST WASHINGTON AVE	BROOKS ROY C JR &	80080	200200	80080	29800	50280	0.342
14 -0157-0014-003-0	1776 WEST WASHINGTON AVE	JENNINGS ROBERT L	83640	209100	83640	29800	53840	0.342
14 -0157-0014-004-8	1768 WEST WASHINGTON AVE	BETTER SMILES INC	106160	265400	106160	29240	76920	0.336
14 -0157-0014-015-4	2963 CHURCH ST	CARRASCO DAVID R	32640	81600	32640	7920	24720	0.221
14 -0157-0014-018-8	2981 CHURCH ST	JOHNSON DEBRA & LUDFORD KEITH	221160	552900	221160	32280	188880	0.618
14 -0157-0014-055-0	WEST WASHINGTON AVE	BRANTLEY WILL D &	40000	100000	40000	40000	0	0.459
14 -0157-0014-056-8	2971 CHURCH ST	O DELL SHAWNEE L	39240	98100	39240	11040	28200	0.211
14 -0157-0014-057-6	1720 WEST WASHINGTON AVE	TRANSACTIONS LLC	263960	659900	263960	137320	126640	1.970
14 -0190-0005-105-3	WASHINGTON RD	CAWTHON HOLLUMS PROPERTIES INC	944440	2361100	802780	215560	728880	4.124
14 -0190-0006-001-3	3185 WASHINGTON RD	UTLEY ROBERT L & MILDRED W	53720	134300	53720	23160	30560	0.266
14 -0190-0006-002-1	3191 WASHINGTON RD	UTLEY ROBERT L	46600	116500	46600	20720	25880	0.238
14 -0190-0006-056-7	3197 WASHINGTON RD	POWELL MARY E S	59080	147700	50220	17920	41160	0.257

**Parcels Within East Point Corridors TAD**

<b>ATRPIN</b>	<b>SITUS</b>	<b>OWNER</b>	<b>TOT_ASSESS</b>	<b>TOT_APPR</b>	<b>TOT_TAXABL</b>	<b>LAND_ASSES</b>	<b>IMPR_ASSES</b>	<b>LAND_ACRES</b>
14 -0194-0001-014-7	3514 WASHINGTON RD	CHUNG TERESA ET AL	26400	66000	26400	14320	12080	0.482
14 -0194-0001-074-1	3492 WASHINGTON RD	CHUNG TERESA ET AL	376960	942400	376960	122080	254880	3.815
14 -0223-0002-057-0	3518 WASHINGTON RD	ANIKPE UCHE A	59200	148000	59200	25600	33600	0.294
14 -0223-0002-066-1	3518 WASHINGTON RD	ANIKPE UCHE A	12000	30000	12000	12000	0	0.370
14 -0225- LL-063-9	3170 CAMP CREEK PKWY	RAC PROPERTIES INC	114080	285200	114080	61240	52840	0.703
14 -0225- LL-066-2	CAMP CREEK PKWY	HAKAN MICHAEL J	6960	17400	6960	6960	0	0.667
14 -0225- LL-067-0	WASHINGTON RD	JZS INC	50200	125500	42670	50200	0	0.720
14 -0225- LL-069-6	3887 WASHINGTON RD	JZS INC	110560	276400	93980	40080	70480	0.460
14 -0225- LL-070-4	3827 WASHINGTON RD	CITIZENS TRUST BANK	54360	135900	54360	25240	29120	0.830
14 -0225- LL-074-6	3841 WASHINGTON RD	WASHINGTON ROAD LLC	64880	162200	64880	33480	31400	0.384
14 -0225- LL-075-3	3201 DESERT DR	COLONY REGENCY PARTNERS LTD	4144560	10361400	4144560	1089120	3055440	31.260
14 -0225- LL-076-1	3155 CAMP CREEK PKWY	METRO ATLANTA COMMERCIAL	128800	322000	128800	52520	76280	0.603
14 -0225- LL-089-4	3241 CAMP CREEK PKWY	AFZIN ENTERPRISES INC	255360	638400	255360	100200	155160	1.150
14 -0225- LL-091-0	3201 CAMP CREEK PKWY	GOLDEN ARCH REALTY CORP	346120	865300	346120	120240	225880	1.380
14 -0225- LL-092-8	3222 KENNELWORTH DR	COLONY REGENCY PARTNERS LTD	1491840	3729600	1268070	345960	1145880	9.930
14 -0225- LL-096-9	WASHINGTON RD	PARADIES DAN M & JAMES N	24880	62200	24880	24880	0	1.250
14 -0225- LL-099-3	DESERT DR	DE LONG SARAH	1840	4600	1840	1840	0	0.110
14 -0225- LL-101-7	3271 CAMP CREEK PKWY	CAWTHON HOLLUMS PROPERTIES	133480	333700	113460	72320	61160	0.830
14 -0225- LL-103-3	3185 CAMP CREEK PKWY	NATIONWIDE INVESTMENTS LLC	127960	319900	127960	45320	82640	0.520
14 -0225- LL-107-4	3261 CAMP CREEK PKWY	COLONIAL SYSTEMS OF RIVERDALE	71040	177600	71040	33800	37240	0.388
14 -0225-0002-019-8	WASHINGTON RD	COCHRAN MAC H ET AL	10200	25500	10200	10200	0	0.531
14 -0225-0002-022-2	ALE CIR	CHID PARTNERS L P	20280	50700	20280	20280	0	4.400
13 -0034- LL-110-1	4540 WASHINGTON RD SW	CVA HOLDINGS INC	64120	160300	64120	31880	32240	0.305
13 -0034- LL-111-9	4510 WASHINGTON RD	DOLLY PROPERTIES LLC	352920	882300	352920	92320	260600	1.104
13 -0034- LL-108-5	4510 WASHINGTON RD	FOUR SAC SELF STORAGE	654920	1637300	654920	256800	398120	2.631
13 -0031- LL-074-2	4478 WASHINGTON RD	M B W R INC	48320	120800	48320	48320	0	0.578
13 -0031- LL-091-6	4498 WASHINGTON RD	TWO EIGHTY FIVE L P	523160	1307900	523160	110440	412720	2.730

## Appendix C

### Projected Redevelopment Program for East Point Corridors TAD

# **CITY OF EAST POINT TAX ALLOCATION DISTRICT #2**

## **EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN**

### **Development Program and Bond Projections**

Submitted To:

**City of East Point**

Submitted By:

**Huntley Partners, Inc.**

On Behalf Of:

**Holland + Knight**

**December, 2006**

## EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

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EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

OVERALL SUMMARY

			% Total Value
Net 2006 City Taxable Assessed Value (M&O)	\$	911,372,181	100.00%
Proposed TAD 2006 Tax Value	\$	48,837,930	5.36%
<b>Total Supportable TAD Bonds: TAD Term</b>	<b>\$</b>	<b>98,306,000</b>	<b>Yrs 1-25</b>
Housing Units Created		1,950	Units
Retail Square Footage Created		717,000	SF
Office Square Footage Created		585,000	SF
Hotel Rooms Created		200	Units
Permanent Jobs Created		4,730	Jobs
Construction Jobs Created		3,094	Jobs
Total New Development within TAD	\$	484,713,000	
25-Year TAD Addition to Tax Base (100% Value)	\$	887,994,000	

**EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN**

**TAD BONDS SUMMARY**

**Anticipated Taxable Assessed Value of TAD**

**\$ 48,837,930**

**Total Supportable TAD Bonds**

**Total Term: Yrs 1-25**  
**\$ 98,305,457**

**Projected Timing and Amounts of Bond Issues**

<u>Year of Issue</u>	<u>Amount of Issue</u>	<u>Cumulative Bonds</u>
2010	\$ 62,722,174	\$ 62,722,174
2014	14,772,012	77,494,186
2018	9,413,951	86,908,137
2022	7,455,846	94,363,983
2026	3,941,474	98,305,457
2030	-	98,305,457
	<b>\$ 98,305,457</b>	

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

**EAST POINT CORRIDORS TAD AS PERCENTAGE OF CITY TOTAL DIGEST**

**City Total Taxable Value**

	City of East Point Total Taxable Value
<b>2006</b>	<b>\$ 911,372,181</b>

**Existing TADs: 2006 Taxable Value**

Camp Creek	\$ 41,951,440		
<b>Total Existing TADs 2006</b>	<b>\$ 41,951,440</b>	<b>% of City =</b>	<b>4.603%</b>

**Remaining TAD Capacity Dec. 31, 2006 without Proposed TAD**

10% TAD Limit = 10% of	\$ 911,372,181	=	\$ 91,137,218	10.000%
Total Existing TADs =			41,951,440	4.603%
<b>Current Remaining Capacity =</b>			<b>\$ 49,185,778</b>	<b>5.397%</b>

**Proposed TAD 2006 Taxable Value: \$ 48,837,930**

**Proposed TAD 2006 Taxable Value Percent of City Total Digest: 5.359%**

**Total 2006 Taxable Value of Existing + Proposed TADs: \$ 90,789,370 9.962%**

## PROJECTED DEVELOPMENT PROGRAM

## EAST POINT CORRIDORS TAD DEVELOPMENT PROGRAM: POTENTIAL DEVELOPMENT SITES

Site	Retail SF	Local Office SF	Corporate Office SF	Hotel Rooms	Industrial	Townhome Units	MF Condo Units	MF Apts Units	SFD Units
1 Buggy Works Expansion	70,000	150,000				150			
2 East Point Commons	52,000						350		
3 Tri-Cities Plaza	100,000					100			
4 MARTA South Parking Lot	50,000		100,000	200					
5 North Main District	25,000	25,000	50,000			100			
6 North Main MXD	50,000	25,000				150			
7 Central Main District	50,000	25,000							
8 South Main District	50,000	10,000				150			
9 SFMC Campus + King Bldg			175,000					200	
10 Sylvan Road MXD Center	250,000	25,000				200		200	
11 Wagon Works Expansion	20,000						350		
<b>TOTALS</b>	<b>717,000</b>	<b>260,000</b>	<b>325,000</b>	<b>200</b>	<b>-</b>	<b>850</b>	<b>700</b>	<b>400</b>	<b>-</b>

1 Buggy Works District		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	70,000	-	-	-	-	70,000
Local Office	SF	150,000	-	-	-	-	150,000
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	150	-	-	-	-	150
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-
2 East Point Commons		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	52,000	-	-	-	-	52,000
Local Office	SF	-	-	-	-	-	-
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	-	-	-	-	-	-
Multifamily Condominiums	Units	350	-	-	-	-	350
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-
3 Tri-Cities Plaza		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	50,000	50,000	-	-	-	100,000
Local Office	SF	-	-	-	-	-	-
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	50	50	-	-	-	100
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-
4 MARTA South Parking Lot MXD		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	50,000	-	-	-	-	50,000
Local Office	SF	-	-	-	-	-	-
Corporate Office	SF	100,000	-	-	-	-	100,000
Hotel	Rooms	200	-	-	-	-	200
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	-	-	-	-	-	-
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-

5 North Main District		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	12,500	12,500	-	-	-	25,000
Local Office	SF	12,500	12,500	-	-	-	25,000
Corporate Office	SF	25,000	25,000	-	-	-	50,000
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	50	50	-	-	-	100
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-

6 North Main MXD		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	12,500	37,500	-	-	-	50,000
Local Office	SF	6,250	18,750	-	-	-	25,000
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	75	75	-	-	-	150
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-

7 Central Main District		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	25,000	25,000	-	-	-	50,000
Local Office	SF	12,500	12,500	-	-	-	25,000
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	-	-	-	-	-	-
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-

8 South Main District		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	12,500	37,500	-	-	-	50,000
Local Office	SF	2,500	7,500	-	-	-	10,000
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	-	150	-	-	-	150
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-

9 SFMC Campus + King Bldg		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	-	-	-	-	-	-
Local Office	SF	-	-	-	-	-	-
Corporate Office	SF	175,000	-	-	-	-	175,000
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	-	-	-	-	-	-
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	200	-	-	-	-	200
Single-Family Detached Housing	Units	-	-	-	-	-	-
10 Sylan Road MXD		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	250,000	-	-	-	-	250,000
Local Office	SF	25,000	-	-	-	-	25,000
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	200	-	-	-	-	200
Multifamily Condominiums	Units	-	-	-	-	-	-
Multifamily Apartments	Units	200	-	-	-	-	200
Single-Family Detached Housing	Units	-	-	-	-	-	-
11 Wagon Works MXD		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	20,000	-	-	-	-	20,000
Local Office	SF	-	-	-	-	-	-
Corporate Office	SF	-	-	-	-	-	-
Hotel	Rooms	-	-	-	-	-	-
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	-	-	-	-	-	-
Multifamily Condominiums	Units	350	-	-	-	-	350
Multifamily Apartments	Units	-	-	-	-	-	-
Single-Family Detached Housing	Units	-	-	-	-	-	-
ALL DEVELOPMENT PROJECTS		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	SF	554,500	162,500	-	-	-	717,000
Local Office	SF	208,750	51,250	-	-	-	260,000
Corporate Office	SF	300,000	25,000	-	-	-	325,000
Hotel	Rooms	200	-	-	-	-	200
Industrial	SF	-	-	-	-	-	-
Townhomes	Units	525	325	-	-	-	850
Multifamily Condominiums	Units	700	-	-	-	-	700
Multifamily Apartments	Units	400	-	-	-	-	400
Single-Family Detached Housing	Units	-	-	-	-	-	-

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

KEY ASSUMPTIONS

TAD Scenario and Size

Scenario: <b>With TAD</b>			
TAD Assessed Value 2006	=	\$	<b>48,837,930</b>

TAD Impact on Growth in Real Value of Property

Annual Base Growth in Value:	1.00%		
New Development without TAD:	25.00% of TAD		
TAD Premium (Additional)			
Impact on Base Growth/Yr:	1.00%	=	1.00% 0.00%
TAD Impact Max Growth/Yr:	10.00%	=	10.00% 1.00%

Millage Rates for TAD Purposes

City General	8.369
County General	11.407
Schools	17.825
Total for TAD Purposes:	<b>37.601</b>

TAD Bond Calculation Assumptions

Discount Revenues @	95%
Debt Service Coverage	1.25
Rate	6.50%
Years	25
Constant	0.08198

Average Residential Unit Size

<b>Residential:</b>	Single Family	2,200	SF
	Townhouse	1,650	SF
	Multi-family Apts	1,000	SF
	Multi-family Condos	1,250	SF

Revenue Assumptions

Land Cost % of H+S*	Hotel Rm/Night	Base Rent Rates				Condo Sale Price PSF
		Apt/Mon	Retail	Local Off	Corp Off	
15%	\$ 50.00	\$ 0.90	\$ 16.00	\$ 18.00	\$ 24.00	\$ 150.00

*\*% of Hard Costs + Soft Costs*

Revenue Reduction Assumptions

20%	Total Value Reduction: Replaced Value
22%	Commercial Rental Revenue Reduction for Cap Reserves, Mgt, Misc
30%	Apartment Rental Revenue Reduction for Cap Reserves, Mgt, Misc

Inflation Assumptions

General Base Annual Inflation*	3.00%
Annual Real Increase in Costs	1.00%

*\*Projections have been adjusted to exclude Base Inflation and, thus, are in 2006 constant dollars; Base Inflation used only in Cap Rate calculations*

Construction Costs & Sales Prices/Rent Rates

	Hard Cost PSF	Total Cost PSF	Sale/Rent	S/R PSF**
<b>Residential:</b> Single Family	\$ 70.00	\$ 104.65	\$ 276,276	\$ 125.58
Townhouse	\$ 65.00	\$ 97.18	\$ 192,407	\$ 116.61
Multi-family Apts	\$ 55.00	\$ 82.23	\$ 900	\$ 0.90
Multi-family Condos	\$ 80.00	\$ 119.60	\$ 187,500	\$ 150.00
<b>Retail</b>	\$ 95.00	N/A		
<b>Office:</b> Local	\$ 90.00	N/A		
Corporate	\$ 110.00	N/A		
<b>Hotel</b> Per Room=	\$ 50,000.00	N/A		
<b>Industrial/Flex/R&amp;D</b>	\$ 45.00	N/A		
<b>Institutional</b>	\$ 80.00	N/A		

*\*Pre-profit cost*  
*\*\*Price: Sale price for sale property; Monthly rent for rental property*

Development Costs as Percentage of Construction Costs

Soft Costs* as % of Hard Costs	30%
General Mark-up for Profit	20%
Avg Unit Land Cost as % of Hard + Soft Costs	15%

Rental Revenue Valuation Assumptions: Cap Rates

	w/Inflation	No Inflation
Apartments	7.50%	10.50%
Retail	8.00%	11.00%
Hotel	8.00%	11.00%
Office: Local-serving	8.00%	11.00%
Office: Corporate (multi-story)	8.00%	11.00%

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

**DEVELOPMENT PRODUCT PRICING WORKSHEET**

**Cost and Revenue Assumptions:**

20% Total Value Reduction: Replaced Value

22% Rental Revenue Reduction: Operating & Cap Reserves

30% Rental Revenue Reduction: Operating & Cap Reserves for Apartments

Land Cost: X Hard+Soft Costs

15%

20%  
Mark Up

	Unit	2006		Soft Costs & Fees @ 30%	Unit Cost minus Land	Average Unit Size	Avg Unit		Monthly Rent	Annual NNN Rental per SF	Monthly Rental per SF	Sales Price	Annual Revenue Increase	Cap Rate without Inflation	Cap Rate w/Inflation @ 3.00%
		Unit Hard Cost	Annual Increase				Land Cost 15%	Total Unit Cost							
<b>Housing:</b>															
Single-family Detached	SF	\$ 70.00	1.00%	\$ 21.00	\$ 91.00	2,200	\$ 30,030	\$ 230,230				\$ 276,276	1.00%		
Single-family Attached/Townhouse	SF	\$ 65.00	1.00%	\$ 19.50	\$ 84.50	1,650	\$ 20,914	\$ 160,339				\$ 192,407	1.00%		
Multi-family Apartments/Lofts															
Apartments	SF	\$ 55.00	1.00%	\$ 16.50	\$ 71.50	1,000	\$ 10,725	\$ 82,225	\$ 900	\$ 10.80	\$ 0.90		1.00%	7.50%	10.50%
65% Condo Lofts	SF	\$ 80.00	1.00%	\$ 24.00	\$ 104.00	1,000	\$ 19,500	\$ 149,500				\$ 187,500	1.00%		
<b>Retail</b>	SF	\$ 95.00	1.00%	\$ 28.50	\$ 123.50	1	\$ 18.53	\$ 142.03		\$ 16.00			1.00%	8.00%	11.00%
<b>Office: Local-Serving</b>	SF	\$ 90.00	1.00%	\$ 27.00	\$ 117.00	1	\$ 17.55	\$ 134.55		\$ 18.00			1.00%	8.00%	11.00%
<b>Multi-story</b>		\$ 110.00	1.00%	\$ 33.00	\$ 143.00	1	\$ 21.45	\$ 164.45		\$ 24.00			1.00%	8.00%	11.00%
<b>Hotel</b>	Units	\$ 50,000.00	1.00%			1		\$ 50,000		\$ 4,563	per Yr		1.00%	8.00%	11.00%
<b>Industrial/Flex/R&amp;D</b>	SF	\$ 45.00	1.00%	\$ 13.50	\$ 58.50	1	\$ 8.78	\$ 67.28		\$ 7.50			1.00%	6.50%	9.50%
<b>Institutional:</b>															
Public	SF	\$ 80.00	1.00%	\$ 24.00	\$ 104.00	1	\$ 15.60	\$ 119.60				\$ 143.52	1.00%		
Private	SF	\$ 80.00	1.00%	\$ 24.00	\$ 104.00	1	\$ 15.60	\$ 119.60				\$ 143.52	1.00%		

**PROJECTED DEVELOPMENT BUILDOUT SCHEDULE**

Year ⇨ Calendar Year ⇨	Total Yrs 1-25 ↓↓↓	Near Term					Medium Term					Long Term		
		1	2	3	4	5	6	7	8	9	10	11	12	
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>PROPOSED TAD</b>														
<b>Housing:</b>														
Single-family Detached	- Units	-	-	-	-	-	-	-	-	-	-	-	-	
Single-family Attached/Townhouse	850 Units	-	-	142	142	242	175	75	75	-	-	-	-	
Multi-family Apartments/Condos	1,100 Units	-	117	458	358	167	-	-	-	-	-	-	-	
Apartments	400 Units	-	-	167	67	167	-	-	-	-	-	-	-	
Condo Lofts	700 Units	-	117	292	292	-	-	-	-	-	-	-	-	
<b>Total Residential Units</b>	<b>1,950 Units</b>	-	<b>117</b>	<b>600</b>	<b>500</b>	<b>408</b>	<b>175</b>	<b>75</b>	<b>75</b>	-	-	-	-	
<b>Retail</b>														
<b>Total Retail</b>	<b>717,000 SF</b>	-	<b>29,833</b>	<b>181,083</b>	<b>187,333</b>	<b>156,250</b>	<b>87,500</b>	<b>6,250</b>	<b>37,500</b>	<b>6,250</b>	<b>25,000</b>	-	-	
<b>Local-Serving Office</b>														
<b>Total Local Office</b>	<b>260,000 SF</b>	-	<b>6,250</b>	<b>95,833</b>	<b>92,083</b>	<b>14,583</b>	<b>15,000</b>	<b>6,250</b>	<b>15,000</b>	<b>6,250</b>	<b>8,750</b>	-	-	
<b>Multi-Story Office</b>														
<b>Total Corp Office</b>	<b>325,000 SF</b>	-	-	<b>120,833</b>	<b>33,333</b>	<b>145,833</b>	<b>25,000</b>	-	-	-	-	-	-	
<b>Hotel</b>														
<b>Total Hotel Rooms</b>	<b>200 Rms</b>	-	-	<b>67</b>	<b>67</b>	<b>67</b>	-	-	-	-	-	-	-	
<b>Industrial/Flex/R&amp;D</b>														
<b>Total Indust/Flex/R&amp;D</b>	<b>- SF</b>	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Institutional:</b>														
Public Demand	- SF	-	-	-	-	-	-	-	-	-	-	-	-	
Private Demand	- SF	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Institutional</b>	<b>- SF</b>	-	-	-	-	-	-	-	-	-	-	-	-	

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

PROJECTED DEVELOPMENT COST

Incr @ 1.00% Annually	Year ↔ Calendar Year ↔ Cost Increase Index ↔	Near Term					Medium Term					Long Term		
		0	1	2	3	4	5	6	7	8	9	10	11	12
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total	1.00	1.010	1.020	1.030	1.041	1.051	1.062	1.072	1.083	1.094	1.105	1.116	1.127
<b>PROPOSED TAD</b>														
Housing:														
	Single-family Detached	- Units	-	-	-	-	-	-	-	-	-	-	-	-
	Single-family Attached/Townhouse	850 Units	-	-	23,402,933	23,636,962	40,725,096	29,785,492	12,892,863	13,021,792	-	-	-	-
Multi-family Apartments														
	Apartments	400 Units	-	-	14,119,417	5,704,244	14,403,217	-	-	-	-	-	-	-
	Condo Lofts	700 Units	-	17,792,244	44,925,417	45,374,671	-	-	-	-	-	-	-	-
Retail														
	Local-Serving Office	717,000 SF	-	4,322,244	26,497,652	27,686,328	23,323,391	13,191,710	951,688	5,767,227	970,817	3,922,099	-	-
	Multi-Story Office	260,000 SF	-	857,840	13,285,087	12,892,889	2,062,279	2,142,413	901,599	2,185,476	919,721	1,300,485	-	-
	Hotel	325,000 SF	-	-	20,473,154	5,704,244	25,205,630	4,364,175	-	-	-	-	-	-
	Industrial/Flex/R&D	200 Rms	-	-	3,434,337	3,468,680	3,503,367	-	-	-	-	-	-	-
	Industrial/Flex/R&D	- SF	-	-	-	-	-	-	-	-	-	-	-	-
Institutional:														
	Public	- SF	-	-	-	-	-	-	-	-	-	-	-	-
	Private	- SF	-	-	-	-	-	-	-	-	-	-	-	-
<b>GRAND TOTAL DEVELOPMENT COST:</b>			\$ -	\$ 22,972,329	\$ 142,703,660	\$ 120,999,338	\$ 105,719,612	\$ 49,483,790	\$ 14,746,150	\$ 20,974,494	\$ 1,890,536	\$ 5,222,584	\$ -	\$ -
<b>GRAND CUMULATIVE TOTAL DEVELOPMENT COST: (\$000)</b>			\$ -	\$ 22,972	\$ 165,676	\$ 286,675	\$ 392,395	\$ 441,879	\$ 456,625	\$ 477,599	\$ 479,490	\$ 484,712	\$ 484,712	\$ 484,712

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

PROJECTED DEVELOPMENT REVENUE FROM RENTALS AND SALES

Capitalized Market Value Net of Operating Expenses		Near Term					Medium Term					Long Term		
Year ⇄	0	1	2	3	4	5	6	7	8	9	10	11	12	13
Calendar Year ⇄	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Incr @ 1.0% Annually+TAD Premium: Index over Base ⇄	1.00	1.010	1.020	1.051	1.093	1.147	1.216	1.301	1.405	1.532	1.685	1.853	2.030	2.212
<b>PROPOSED TAD</b>														
Housing:														
Single-family Detached	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single-family Attached/Townhouse	-	-	-	29,782,294	31,271,409	56,546,065	43,813,451	20,279,369	22,104,512	-	-	-	-	-
Multi-family Apartments	-	-	-	-	1,966,723	826,024	2,188,963	-	-	-	-	-	-	-
Apartments	-	-	-	-	1,966,723	826,024	2,188,963	-	-	-	-	-	-	-
Capitalized Market Value @ 10.5%	-	-	-	-	13,111,488	5,506,825	14,593,086	-	-	-	-	-	-	-
Condo Lofts	-	-	-	22,981,875	59,752,875	62,740,519	-	-	-	-	-	-	-	-
Retail	-	-	-	501,486	3,165,696	3,438,706	3,040,226	1,821,704	140,531	919,075	168,497	741,388	-	-
Capitalized Market Value @ 11.0%	-	-	-	3,555,994	22,447,662	24,383,553	21,557,968	12,917,535	996,496	6,517,081	1,194,798	5,257,112	-	-
Local-Serving Office	-	-	-	118,193	1,884,776	1,901,575	319,224	351,329	158,098	413,584	189,559	291,921	-	-
Capitalized Market Value @ 11.0%	-	-	-	838,082	13,364,778	13,483,899	2,263,587	2,491,239	1,121,057	2,932,686	1,344,148	2,069,988	-	-
Multi-Story Office	-	-	-	-	3,168,610	917,804	4,256,317	780,730	-	-	-	-	-	-
Capitalized Market Value @ 11.0%	-	-	-	-	22,468,323	6,508,066	30,181,155	5,536,086	-	-	-	-	-	-
Hotel	-	-	-	-	332,340	348,957	369,894	-	-	-	-	-	-	-
Capitalized Market Value @ 11.0%	-	-	-	-	2,356,591	2,474,421	2,622,886	-	-	-	-	-	-	-
Industrial/Flex/R&D	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capitalized Market Value @ 9.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Institutional:	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Public	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capitalized Market Value @ 9.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Private	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capitalized Market Value @ 9.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>GRAND TOTAL REVENUES:</b>		\$ -	\$ 27,995,641	\$ 173,802,156	\$ 153,801,758	\$ 137,939,372	\$ 67,712,073	\$ 22,695,551	\$ 32,886,939	\$ 2,897,003	\$ 8,360,408	\$ -	\$ -	\$ -

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT REDEVELOPMENT PLAN

PROJECTED SUPPORTABLE TAX ALLOCATION DISTRICT BONDS

SUPPORTABLE BONDS = \$ 98,305,457 Total TAD 25-Yr Term

Year ⇄ Calendar Year ⇄ Appreciation ⇄	Near Term					Medium Term					Long Term 1				
	0	1	2	3	4	6	7	8	9	10	11	12	13		
	2006	2007	2008	2009	2010	2012	2013	2014	2015	2016	2017	2018	2019		
	1.00	1.01	1.02	1.05	1.09	1.15	1.22	1.30	1.41	1.53	1.68	1.85	2.03	2.21	

VALUATION OF NEW DEVELOPMENT Reduced by	20%	\$	-	\$	-	\$	22,396,513	\$	139,041,725	\$	123,041,407	\$	110,351,498	\$	54,169,659	\$	18,156,441	\$	26,309,551	\$	2,317,602	\$	6,688,327	\$	-	\$	-		
Thousands		(\$000)	-	-	-	22,397	139,042	123,041	110,351	54,170	18,156	26,310	2,318	6,688	-	-													
Discount @	95%	-	-	-	21,277	132,090	116,889	104,834	51,461	17,249	24,994	2,202	6,354	-	-														
Taxable Value Assessed @	40%	-	-	-	8,511	52,836	46,756	41,934	20,584	6,899	9,998	881	2,542	-	-														
Tax Revenues @ Millage =	37.60	-	-	-	320,010	1,986,681	1,758,062	1,576,744	773,997	259,426	375,921	33,115	95,565	-	-														
<b>New Development Tax Revenues Annually</b>					<b>320,010</b>	<b>1,986,681</b>	<b>1,758,062</b>	<b>1,576,744</b>	<b>773,997</b>	<b>259,426</b>	<b>375,921</b>	<b>33,115</b>	<b>95,565</b>																
DSC	1.25	-	-	256,008	1,589,345	1,406,450	1,261,395	619,197	207,541	300,737	26,492	76,452	-	-															
Rate	6.50%	6.50%	6.50%	6.25%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	
Years	25	25	24	23	22	21	20	19	18	17	16	15	14	13															
Constant	0.081981	0.081981	0.083398	0.083111	0.083046	0.085005	0.087185	0.089621	0.092357	0.095445	0.098952	0.102963	0.107585	0.112960															
Supportable Bonds =				3,080,328	19,138,225	16,545,584	14,468,105	6,909,076	2,247,171	3,150,896	267,724	742,524	-	-															
<b>Supportable Bonds (\$000) =</b>		<b>\$</b>	<b>-</b>	<b>\$</b>	<b>3,080</b>	<b>\$</b>	<b>19,138</b>	<b>\$</b>	<b>16,546</b>	<b>\$</b>	<b>14,468</b>	<b>\$</b>	<b>6,909</b>	<b>\$</b>	<b>2,247</b>	<b>\$</b>	<b>3,151</b>	<b>\$</b>	<b>268</b>	<b>\$</b>	<b>743</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	
Cum Sup Bonds (\$000)		\$	-	\$	3,080	\$	22,219	\$	38,764	\$	53,232	\$	60,141	\$	62,388	\$	65,539	\$	65,807	\$	66,550	\$	66,550	\$	66,550	\$	66,550	\$	66,550

EXISTING BASE APPRECIATION

Remaining TAD Capacity 2006	Unknown																													
Tax Increment Base 2006	\$	48,837,930	49,326,309	50,312,835	51,822,221	53,895,109	56,589,865	59,985,257	64,184,225	69,318,963	75,557,669	83,113,436	91,424,780	100,110,134	109,120,046															
Annual Increase: Base Appreciation over Inflation @	1.00%																													
Annual Increase: TAD Annual Impact @	1.00%	1.00%	2.00%	3.00%	4.00%	5.00%	6.00%	7.00%	8.00%	9.00%	10.00%	10.00%	9.50%	9.00%																
Max TAD Annual Impact =	10.00%																													
Incremental Assessed Taxable Value			488,379	986,526	1,509,385	2,072,889	2,694,755	3,395,392	4,198,968	5,134,738	6,238,707	7,555,767	8,311,344	8,685,354	9,009,912															
Thousands	(\$000)	488	987	1,509	2,073	2,695	3,395	4,199	5,135	6,239	7,556	8,311	8,685	9,010																
Assessed Increment Tax Value Assessed @	100%	488	987	1,509	2,073	2,695	3,395	4,199	5,135	6,239	7,556	8,311	8,685	9,010																
Tax Revenues @ Millage =	37.60	18,364	37,094	56,754	77,943	101,326	127,670	157,885	193,071	234,582	284,104	312,515	326,578	338,782																
<b>Tax Revenues from Appreciation Annually</b>		<b>18,364</b>	<b>37,094</b>	<b>56,754</b>	<b>77,943</b>	<b>101,326</b>	<b>127,670</b>	<b>157,885</b>	<b>193,071</b>	<b>234,582</b>	<b>284,104</b>	<b>312,515</b>	<b>326,578</b>	<b>338,782</b>																
DSC	1.25	14,691	29,675	45,404	62,354	81,060	102,136	126,308	154,457	187,665	227,284	250,012	261,262	271,025																
Rate	6.50%	6.50%	6.50%	6.25%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	
Years	25	25	24	23	22	21	20	19	18	17	16	15	14	13																
Constant	0.081981	0.081981	0.083398	0.083111	0.083046	0.085005	0.087185	0.089621	0.092357	0.095445	0.098952	0.102963	0.107585	0.112960																
Supportable Bonds =							1,171,493	1,409,363	1,672,399	1,966,218	2,296,903	2,428,177	2,428,430	2,399,302																
<b>Supportable Bonds (\$000) =</b>		<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>1,171</b>	<b>\$</b>	<b>1,409</b>	<b>\$</b>	<b>1,672</b>	<b>\$</b>	<b>1,966</b>	<b>\$</b>	<b>2,297</b>	<b>\$</b>	<b>2,428</b>	<b>\$</b>	<b>2,428</b>	<b>\$</b>	<b>2,399</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	
Cum Sup Bonds (\$000)		\$	-	\$	-	\$	-	\$	1,171	\$	2,581	\$	4,253	\$	6,219	\$	8,516	\$	10,945	\$	13,373	\$	15,772							
<b>TOTAL APPRECIATION + NEW DEVELOPMENT (\$000)</b>		<b>\$</b>	<b>-</b>	<b>\$</b>	<b>3,080</b>	<b>\$</b>	<b>19,138</b>	<b>\$</b>	<b>16,546</b>	<b>\$</b>	<b>15,640</b>	<b>\$</b>	<b>8,318</b>	<b>\$</b>	<b>3,920</b>	<b>\$</b>	<b>5,117</b>	<b>\$</b>	<b>2,565</b>	<b>\$</b>	<b>3,171</b>	<b>\$</b>	<b>2,428</b>	<b>\$</b>	<b>2,399</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	
Cum Sup Bonds (\$000)		\$	-	\$	3,080	\$	22,219	\$	38,764	\$	54,404	\$	62,722	\$	66,642	\$	71,759	\$	74,323	\$	77,494	\$	79,923	\$	82,322					

**\$ 98,305,457 Total Bonds**

**\$ 62,722**

**\$ 14,772**

**\$ 9,414**

HISTORIC MABLETON TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

SUPPORTABLE TAX ALLOCATION DISTRICT BONDS

**SUPPORTABLE BONDS = \$ 98,305,457 Total TAD 25-Yr Term Development Period Only (Yrs 1-12)**

Year Calendar Year	Long Term 1		Long Term 2					Long Term 3				
	14 2020	15 2021	16 2022	17 2023	18 2024	19 2025	20 2026	21 2027	22 2028	23 2029	24 2030	25 2031
Appreciation	2.40	2.59	2.79	2.98	3.18	3.37	3.55	3.73	3.90	4.05	4.19	4.32

VALUATION OF NEW DEVELOPMENT Reduced by												
Thousands	-	-	-	-	-	-	-	-	-	-	-	-
Discount @	-	-	-	-	-	-	-	-	-	-	-	-
Taxable Value Assessed @	-	-	-	-	-	-	-	-	-	-	-	-
Tax Revenues @ Millage =	-	-	-	-	-	-	-	-	-	-	-	-
<b>New Development Tax Revenues Annually</b>	-	-	-	-	-	-	-	-	-	-	-	-
DSC	-	-	-	-	-	-	-	-	-	-	-	-
Rate	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%
Years	12	11	10	9	8	7	6	5	4	3	2	1
Constant	0.119277	0.126793	0.135868	0.147022	0.161036	0.179135	0.203363	0.237396	0.288591	0.374110	0.545437	1.060000
Supportable Bonds =	-	-	-	-	-	-	-	-	-	-	-	-
<b>Supportable Bonds (\$000) =</b>	<b>\$ -</b>											
Cum Sup Bonds (\$000)	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550	\$ 66,550

EXISTING BASE APPRECIATION

Remaining TAD Capacity 2006	Unknown	118,395,250	127,866,870	137,456,885	147,078,867	156,638,994	166,037,333	175,169,386	183,927,856	192,204,609	199,892,794	206,889,041	213,095,713
Tax Increment Base 2006	\$ 48,837,930												
Annual Increase: Base Appreciation over Inflation @		8.50%	8.00%	7.50%	7.00%	6.50%	6.00%	5.50%	5.00%	4.50%	4.00%	3.50%	3.00%
Annual Increase: TAD Annual Impact @													
Max TAD Annual Impact =													
Incremental Assessed Taxable Value		9,275,204	9,471,620	9,590,015	9,621,982	9,560,126	9,398,340	9,132,053	8,758,469	8,276,754	7,688,184	6,996,248	6,206,671
Thousands		9,275	9,472	9,590	9,622	9,560	9,398	9,132	8,758	8,277	7,688	6,996	6,207
Assessed Increment Tax Value Assessed @		9,275	9,472	9,590	9,622	9,560	9,398	9,132	8,758	8,277	7,688	6,996	6,207
Tax Revenues @ Millage =		348,757	356,142	360,594	361,796	359,470	353,387	343,374	329,327	311,214	289,083	263,066	233,377
<b>Tax Revenues from Appreciation Annually</b>		<b>348,757</b>	<b>356,142</b>	<b>360,594</b>	<b>361,796</b>	<b>359,470</b>	<b>353,387</b>	<b>343,374</b>	<b>329,327</b>	<b>311,214</b>	<b>289,083</b>	<b>263,066</b>	<b>233,377</b>
DSC		279,006	284,914	288,475	289,437	287,576	282,710	274,699	263,462	248,971	231,267	210,453	186,702
Rate		6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%
Years		12	11	10	9	8	7	6	5	4	3	2	1
Constant		0.119277	0.126793	0.135868	0.147022	0.161036	0.179135	0.203363	0.237396	0.288591	0.374110	0.545437	1.060000
Supportable Bonds =		2,339,139	2,247,080	2,123,204	1,968,661	1,785,789	1,578,193	1,350,786	1,109,797	862,712	618,179	385,842	176,134
<b>Supportable Bonds (\$000) =</b>	<b>\$ 2,339</b>	<b>\$ 2,247</b>	<b>\$ 2,123</b>	<b>\$ 1,969</b>	<b>\$ 1,786</b>	<b>\$ 1,578</b>	<b>\$ 1,351</b>	<b>\$ 1,110</b>	<b>\$ 863</b>	<b>\$ 618</b>	<b>\$ 386</b>	<b>\$ 176</b>	
Cum Sup Bonds (\$000)	\$ 18,111	\$ 20,359	\$ 22,482	\$ 24,450	\$ 26,236	\$ 27,814	\$ 29,165	\$ 30,275	\$ 31,138	\$ 31,756	\$ 32,142	\$ 32,318	
<b>TOTAL APPRECIATION + NEW DEVELOPMENT (\$000)</b>	<b>\$ 2,339</b>	<b>\$ 2,247</b>	<b>\$ 2,123</b>	<b>\$ 1,969</b>	<b>\$ 1,786</b>	<b>\$ 1,578</b>	<b>\$ 1,351</b>	<b>\$ 1,110</b>	<b>\$ 863</b>	<b>\$ 618</b>	<b>\$ 386</b>	<b>\$ 176</b>	
Cum Sup Bonds (\$000)	\$ 84,661	\$ 86,908	\$ 89,031	\$ 91,000	\$ 92,786	\$ 94,364	\$ 95,715	\$ 96,825	\$ 97,687	\$ 98,305	\$ 98,691	\$ 98,867	
<b>\$ 98,305,457 Total Bonds</b>			<b>\$ 7,456</b>			<b>\$ 3,941</b>							

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

**TAX BASE INCREASE WITHIN PROPOSED TAD (25 Years)**

**FROM EXISTING PROPERTY APPRECIATION:**

\$	48,837,930	Assessed @ 2006
\$	213,095,713	Assessed @ Yr 25
\$	164,257,783	Assessed Increase
\$	410,644,457	Market Value @ 100%

**FROM NEW DEVELOPMENT:**

\$	190,939,634	New Assessed Yrs 1-25
\$	477,349,085	Market Value @ 100%

**TOTAL TAX BASE INCREASE:**

**Assessed Value (@ 40% Market)**

\$	164,257,783	From Appreciation	=	46%
\$	190,939,634	From New Development	=	54%
\$	<b>355,197,417</b>	<b>Total Taxable Assessed Value Increase</b>		

**100% Market Value**

\$	410,644,457	From Appreciation @ 100%	=	46%
\$	477,349,085	From New Development @ 100%	=	54%
\$	<b>887,993,541</b>	<b>Total Taxable Market Value Increase</b>		

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

EAST POINT TAD: PUBLIC IMPROVEMENTS

Category of Improvements	Total Estimated Costs	Total Estimated Local Match	Primary Potential Local Match Sources*		
			ARC Implemen- tation Grants	City/County Grants	TAD Bonds
Trail Projects	\$ 1,350,000	\$ 270,000	\$ 90,000	\$ 90,000	\$ 90,000
Streetscape Projects	\$ 6,928,680	\$ 1,385,730	\$ 461,910	\$ 461,910	\$ 461,910
Roadway Improvements	\$ 6,380,000	\$ 1,276,000	\$ 425,333	\$ 425,333	\$ 425,333
Pedestrian Connectivity	\$ 748,000	\$ 149,600	\$ 49,867	\$ 49,867	\$ 49,867
Recreation Facility	\$ 2,000,000	N/A	\$ -	\$ -	\$ 2,000,000
Gateway Features	\$ 462,000	\$ 92,400	\$ 30,800	\$ 30,800	\$ 30,800
<b>TOTALS</b>	<b>\$ 17,868,680</b>	<b>\$ 3,173,730</b>	<b>\$ 1,057,910</b>	<b>\$ 1,057,910</b>	<b>\$ 3,057,910</b>

\*Assumed at 1/3 each.

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

**EAST POINT CORRIDORS TAD: SALES TAX NET GAIN**

<i>New Project</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>TOTALS</i>
<b>A. New Sq. Feet</b>	150,000	172,000	100,000	25,000	447,000
<b>Sales per NSF</b>	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350
<b>Annual Sales</b>	\$ 52,500,000	\$ 60,200,000	\$ 35,000,000	\$ 8,750,000	\$ 156,450,000
<b>B. Replaced SF</b>	-	20,000	5,000	-	25,000
<b>Sales per RSF</b>	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
<b>Annual Sales</b>	\$ -	\$ 3,000,000	\$ 750,000	\$ -	\$ 3,750,000
<b>C. Net TAD SF</b>	150,000	152,000	95,000	25,000	422,000
<b>Net TAD Sales</b>	\$ 52,500,000	\$ 57,200,000	\$ 34,250,000	\$ 8,750,000	\$ 152,700,000
<b>D. 1% Net Sales Tax</b>	\$ 525,000	\$ 572,000	\$ 342,500	\$ 87,500	\$ 1,527,000

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

EAST POINT CORRIDORS TAD: SALES TAX NET GAIN

Key Assumptions re Sales Achievement

Operating Yr	% of Sales Goal	Effective Sales/SF
Year 1	70%	\$ 245
Year 2	85%	\$ 298
Year 3	100%	\$ 350
Increase/Yr: Yr 4+	2%	

Net Sales Tax Revenues @ 1%

TAD Year	Calendar Year	2010	2011	2012	2013	TOTALS
1	2007					
2	2008					\$ -
3	2009					-
4	2010	\$ 183,750				183,750
5	2011	446,250	\$ 100,100			546,350
6	2012	525,000	243,100	\$ 119,875		887,975
7	2013	535,500	429,000	291,125	\$ 30,625	1,286,250
8	2014	546,210	572,000	342,500	74,375	1,535,085
9	2015	557,134	583,440	349,350	87,500	1,577,424
10	2016	568,277	595,109	356,337	89,250	1,608,973
11	2017	579,642	607,011	363,464	91,035	1,641,152
12	2018	591,235	619,151	370,733	92,856	1,673,975
13	2019	603,060	631,534	378,148	94,713	1,707,455
14	2020	615,121	644,165	385,711	96,607	1,741,604
15	2021	627,424	657,048	393,425	98,539	1,776,436
16	2022	639,972	670,189	401,293	100,510	1,811,965
17	2023	652,772	683,593	409,319	102,520	1,848,204
18	2024	665,827	697,265	417,506	104,571	1,885,168
19	2025	679,143	711,210	425,856	106,662	1,922,871
20	2026	692,726	725,434	434,373	108,795	1,961,329
21	2027	706,581	739,943	443,060	110,971	2,000,555
22	2028	720,712	754,742	451,921	113,191	2,040,566
23	2029	735,127	769,837	460,960	115,454	2,081,378
24	2030	749,829	785,233	470,179	117,763	2,123,005
25	2031	764,826	800,938	479,583	120,119	2,165,465
<b>TOTALS:</b>		<b>\$ 13,386,119</b>	<b>\$ 13,020,043</b>	<b>\$ 7,744,717</b>	<b>\$ 1,856,056</b>	<b>\$ 36,006,935</b>

EAST POINT CORRIDORS TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

DATA SOURCES & APPROACH

<b>Remaining TAD Capacity:</b>	■ 2005 City Total Taxable Value	City, GaDOR, Fulton Co.
	■ 2006 City Total Taxable Value	City, GaDOR, Fulton Co.
<b>Parcel Tax Data</b>	■ 2006 Assessed Values by Parcels	City, Fulton Co.
<b>Potential Development Sites:</b>	■ Study Area Survey	Sizemore Group, Pond & Co, Urban Studio, MARTA, City
	■ Identification of Development Sites	Huntley Partners, Sizemore, Urban Studio, Pond & Co, City
<b>Demand:</b>	■ Projections based on trend analysis	Huntley Partners
<b>Assumptions:</b>	■ Development Cost	Means, Huntley Partners
	■ Development Revenues	Huntley Partners
	■ Bond Calculation Assumptions	AG Edwards, MuniCap, Huntley Partners
	■ TAD Impact on Growth	Huntley Partners
<b>Development Buildout:</b>	■ Potential Development based on survey, land use assumptions and demand	
↓↓		
<b>Development Cost:</b>	■ Development Buildout x Cost Assumptions	Huntley Partners
↓↓		
<b>Development Revenues:</b>	■ For-Sale: Cost + Unit Profit Assumption (20%)	Huntley Partners
	■ Rental: Cost + Annual Return Assumption amortized sufficiently to be within current market rent-per-SF amount	Huntley Partners
↓↓		
<b>Supportable Bonds:</b>	■ Underwriting criteria (DSC, Rate, Amort) applied to annual sale and rental revenues	AG Edwards, MuniCap
	■ Amortization equal to remaining life of 25-year TAD at time of issue	Huntley Partners
	■ 4-year forward commitment re timing of bond issues	AG Edwards

## Appendix D

### Market Study

#### Market Definition

To determine the potential for new uses or support for existing and expanding uses, it is important to first understand who the market is. Understanding the demographic and economic characteristics of the residents and workers in the area is critical in understanding why the market is where it is, how the market can develop, whether it is under-served or saturated, and what types of development can be supported. It is also important to review the historic trends that have occurred in the area, as well as considering what is currently being projected to happen in the area in the future. While numbers of square feet provide the backdrop for necessary actions for the Study Area, they certainly do not convey the story in its entirety. The final recommendations are based on a mixture of quantitative and qualitative analyses. Maps of these areas are on following pages.

#### Study Area

The Study Area is bordered by Langford Parkway on the north, DeLowe Drive/ Kimmeridge Drive/Larose Drive on the west, Main Street on the east and Vesta Avenue on the south. On the eastern side, the Study Area does also cross the railroad tracks to include the Tri-Cities High School and the Jefferson Park neighborhood, bordered by Harris Drive, Norman Berry Drive and Irene Kidd Parkway. Other neighborhoods within the Study Area include Semmes Park, Frog Hollow, Historic Conley Hills, Center Park, Colonial Hills, as well as the Central Business District. In terms of statistics, the Study Area is comprised of Census Tracts 112.01 and 112.02, as well as Block Group 3 from both Census Tracts 111 and 110.

#### Primary Market Area

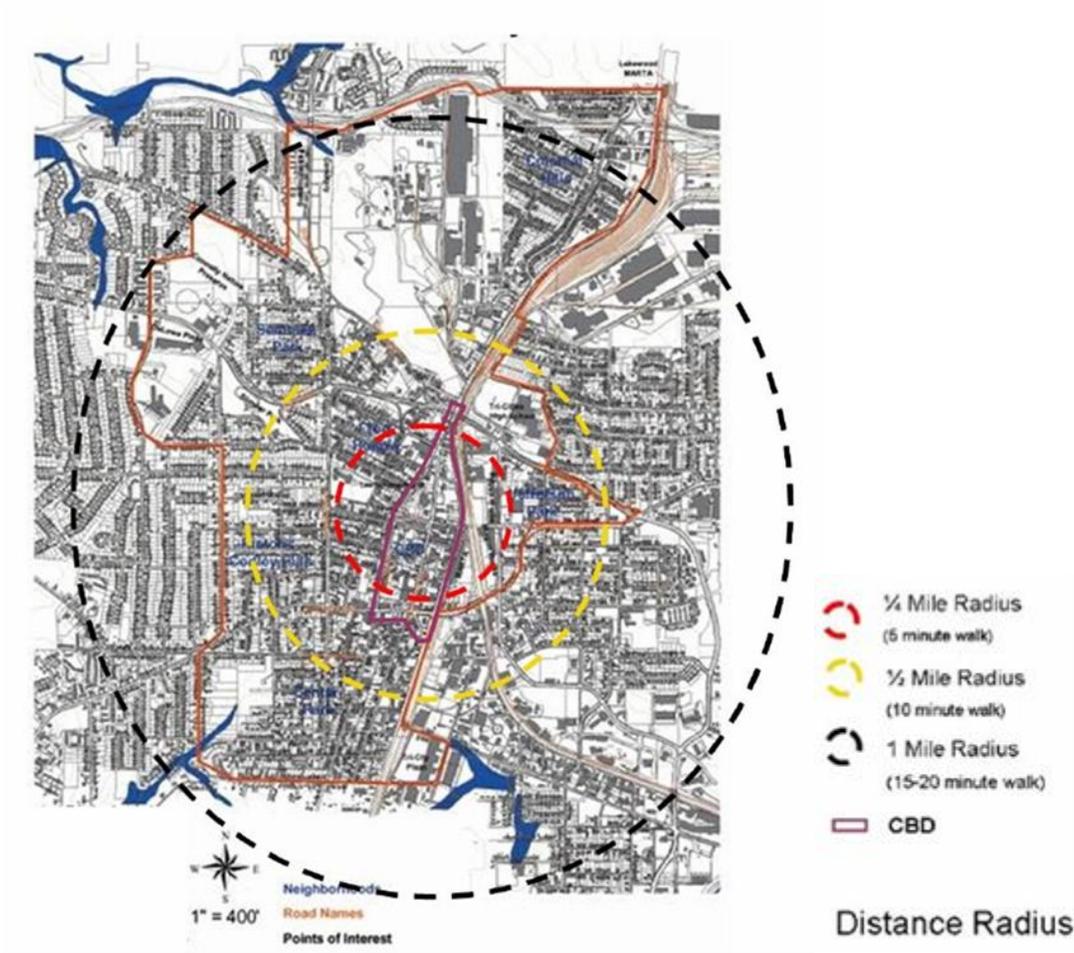
The Primary Market Area is defined as a 2.5 mile radius from the intersection of Stanton Drive and Headland Drive. On average, residents are willing to drive between two and three miles for convenience retail, such as groceries, sundry items, dry cleaners, etc. This area is primarily comprised of residents of the immediate area, or workers from businesses located in the area, in search of convenience-related goods and services. Restaurant customers would most likely be those making spontaneous decisions to eat out or pick something up for dinner that evening.

#### Secondary Market Area

The Secondary Market Area is defined by a 15-minute drive time from the intersection of Stanton Drive and Headland Drive. This area is where the majority of customers will come from. These consumers will be looking for some convenience retail, but will also be searching for community and even regional retail options; these will be planned or destination-related shopping trips. These customers will be willing to travel further distances for unique goods and services, something they cannot find close to their own homes or businesses. Restaurant customers will be

looking for the same elements; unique foods or selections; unusual atmospheres; white-tablecloth restaurants; or popular meeting places.

### Radius Map



### Socioeconomic Analysis

#### Regional Population and Employment Trends

As is well documented, the Atlanta Region experienced dramatic and consistent growth during the 1990s. Between 1990 and 2000, the Atlanta Region grew by 34%, averaging to an annual growth rate of 3.4%, or adding about 87,000 new residents per year. The Atlanta Region was able to move out of the recession of the early 1990s pretty quickly, based on a diversified economic base. In fact, the Region nearly doubled its size between 1980 and 2003, when its total population reached about 3.7 million. The Atlanta Region experienced a similar phenomenon in job growth, more than doubling during the same time period, to

about 2 million jobs. It is widely known that Atlanta’s population growth has been fueled primarily by people moving to the Region for jobs. As the national recession has slowed job growth, so has Atlanta seen a slowing in their population growth.

Historically, most of the growth within the region was seen on the Northside of Fulton County. During the 1990s, this area experienced roughly 75% of the region’s total growth. In terms of employment, most of the region’s job growth happened along the GA400 corridor, in the Perimeter Center area, and in northern Gwinnett and Forsyth counties. Since the mid-1990s, the Southside has seen a consistent increase in its share of the Region’s growth. During the 1980s and 1990s, the Southside accounted for approximately 25% of the Region’s growth; since 2000, 41% of population growth has been south of I-20. The shift in increased Southside development is easily explained by significant congestion on the Northside, lower land prices, more available land, and quality transportation access. Unfortunately, much of the growth that has been happening on the Southside is not in our Study Area, but instead in more suburban locations, such as Henry County and Douglas County. Additionally, less than a third of the Region’s growth between 2000 and 2003 has occurred in cities, most of the growth has been in unincorporated areas.

The expectation across the Region is for growth to continue, both in population and employment, but at slower rates than the enormous expansion that was seen during the 1990s. The Atlanta Region is expected to grow in both people and jobs in the neighborhood of 15% by 2010.

Study Area Population and Employment Overview

The Study Area, as well as the City of East Point, has grown approximately 13% since 1990; this does not demonstrate a significant share of the phenomenal growth some of the Atlanta Region saw during this time. However, it does demonstrate strength in terms of stability and diversity, to not show any losses during a time when many other urban areas did within the Region. In fact, the Study Area shows greater gains historically than the identified Primary or Secondary Market Areas. However, growth within the Study Area has slowed in the last few years, following the trend of the national recession.

However, growth within the Study Area has slowed in the last few years, following the trend of the national recession.

Table 1: Growth Projections

	CENSUS-BASED							ARC
	1990	2000	2004	2009	Change 1990-2004	Change 2004-2009	Change 2000-2005	Change 2005-2010
Study Area	12,546	14,393	14,194	14,006	13.1%	-1.3%	17.8%	8.7%
Primary Market Area	60,310	64,386	64,708	64,998	7.3%	0.4%	8.8%	2.2%
Secondary Market Area	521,550	558,463	573,291	595,441	9.9%	3.9%	N/A	N/A
Atlanta MSA	2,959,981	4,112,226	4,508,160	5,117,153	52.3%	13.5%	7.0%	8.3%

The Study Area is actually expected to decline slightly in population by 2009, losing about one percent of its population, according to national, U.S. census-based statistics. Census-based statistics primarily use a straight-line projection methodology based on historic trends. This does not always paint an accurate picture of what is actually happening in a community, particularly in urban areas. Thus, estimates and forecasts from the Atlanta Regional Commission were also reviewed. These projections seemed to more accurately portray what is happening in East Point, as people return to urban environs. Annual household growth was determined using ARC's forecasts, and that is what is used as the basis for forecasts throughout this analysis.

The entire Tri-Cities area (including the cities of East Point, College Park and Hapeville) has seen growth basically "leap-frog" over them from the movement out of the City of Atlanta to Henry and Fayette counties, and even some of the further stretches of South Fulton. However, there has been a clear resurgence of interest in urban in-town locations in recent years, and the Study Area certainly fits that bill. While employment growth is projected to be moderate for the Region, it is still expected to be witnessed in historic employment cores, including downtown Atlanta and the Airport area, both in close proximity to the Study Area.

The daytime population within the Study Area is relatively small, but when considering the Primary Market Area, that number jumps incredibly. The presence of such large corporate employers, such as Delta, Wachovia, Ford, South Fulton Medical Center and Owens- Brockway, as well as the Hartsfield-Jackson International Airport itself, greatly increases the concentration of employees. The impact of the surrounding development on the Study Area is clear when considering the needs for convenience and retail goods and services.

Table 2: Market Area Population

	<b>Study Area</b>	<b>Primary Market Area</b>	<b>Secondary Market Area</b>
<b>Daytime Population</b>	3,292	38,926	399,489
<b>Businesses</b>	484	2,056	24,473

Economies do not function locally, economics is a regional phenomenon. Trying to isolate detailed employment numbers and still retain meaning for them is a difficult endeavor. Sector employment and business size data are collected through different methodologies, thus different geographies need to be used for comparison. In terms of sector employment, East Point, Tri-Cities and the Atlanta MSA all report similar proportions of employees in Page 11 September 27, 2004 industry sectors. The primary differences are found in the Manufacturing, Transportation, and Professional Services industries. The concentration of Transportation and Warehousing in East Point and the Tri-Cities is due to the location of the airport and related businesses.

Table 3: Local Economy

<b>Industry Sector</b>	<b>East Point</b>	<b>Tri-Cities</b>	<b>Atlanta MSA</b>
Construction	8.1%	8.1%	8.0%
Manufacturing	7.9%	7.9%	11.1%
Wholesale Trade	4.1%	3.6%	4.5%
Retail Trade	11.2%	11.0%	11.9%
Transportation and Warehousing, and utilities	11.5%	11.7%	6.9%
Information	3.6%	3.8%	5.0%

Finance, Insurance, Real estate, and Rental and Leasing	6.9%	7.2%	8.0%
Professional, Scientific, Management, Administrative services	9.8%	10.4%	12.6%
Educational, Health and Social services	15.2%	14.1%	15.6%
Arts, entertainment, recreation, accommodation and food services	10.2%	11.6%	7.25%
Other services (except public administration)	5.2%	5.4%	4.7%
Public administration	6.1%	5.1%	4.2%

Workers in East Point are employed primarily in sales and office occupations; with management and professional occupations and service occupations following as second and third. There is a key difference with the occupational proportions found in the Atlanta MSA, where the primary occupation is management and professional, followed by sales and office workers and service workers. This is an important differentiation, as service occupations account for five percent more in East Point and Tri-Cities than the MSA average, and these are usually lower-paying jobs.

## Demographics

### Population Trends

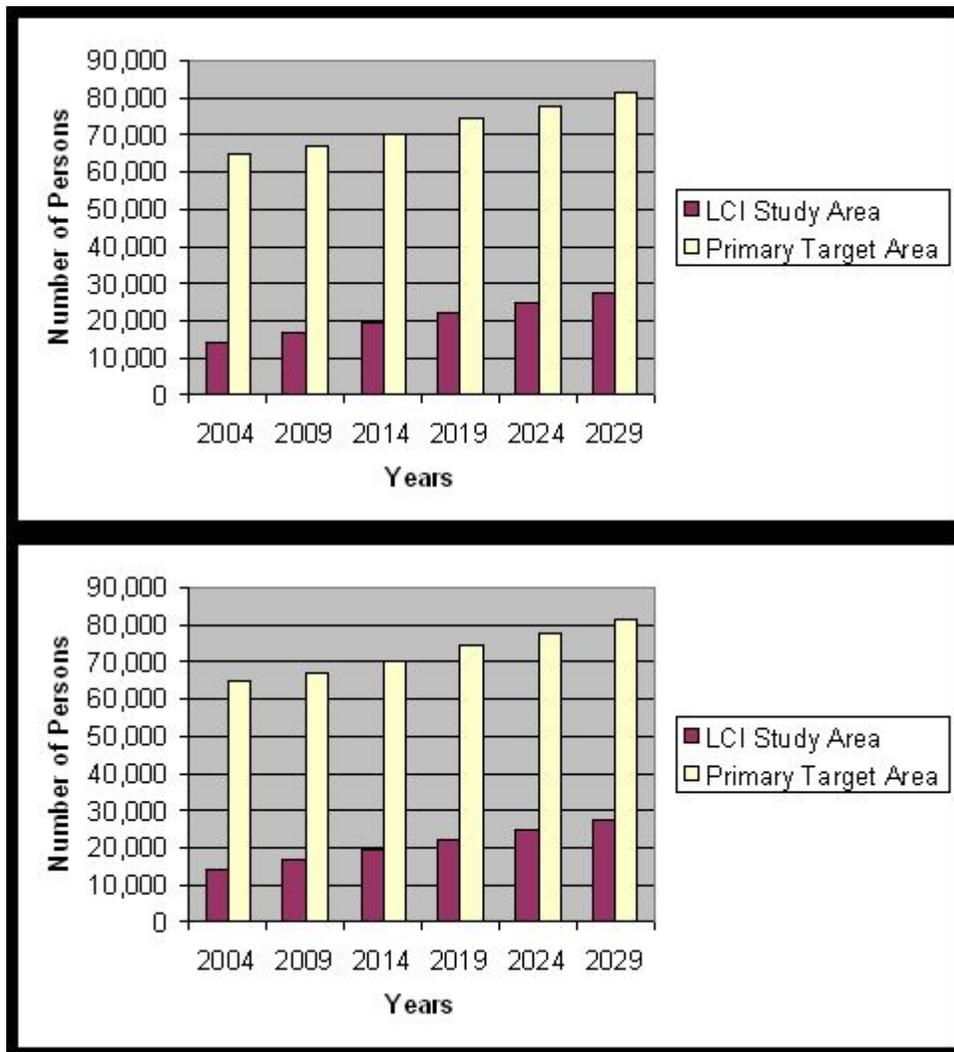
During the last 100 years, the City of East Point has grown from a small suburb of 1,315 persons to over 39,500 residents. Today, the Study Area holds 36% of the population with 14,194 residents. According to Market + Main projections, the Study Area is expected to continue its population increase over the next twenty-five years at 14%. The Primary Market Area will also increase, but at a slower rate over the next twenty-five years at 4.7%. Most of the new homes are anticipated to be built in the Lawrence Street Brownfield area. Overall, the study area has lost population aged 65 and over since 1990, but made small gains in ages 5 to 17 during the same time. The study area has a strong proportion of residents aged between 25 and 44, the prime years for single professionals or those starting a family.

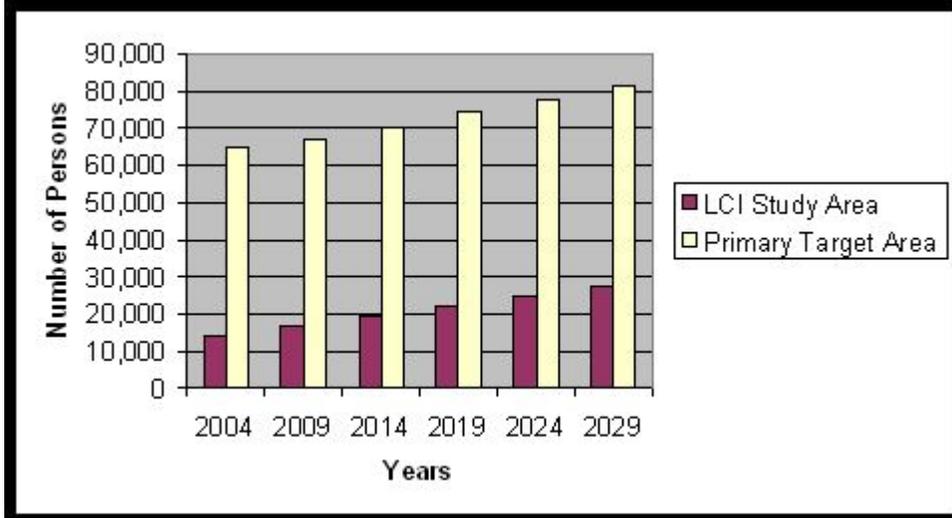
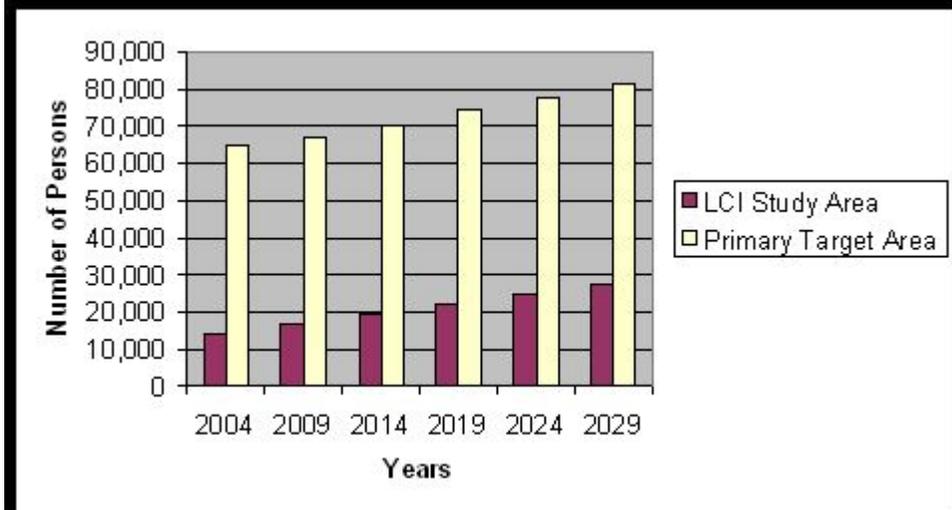
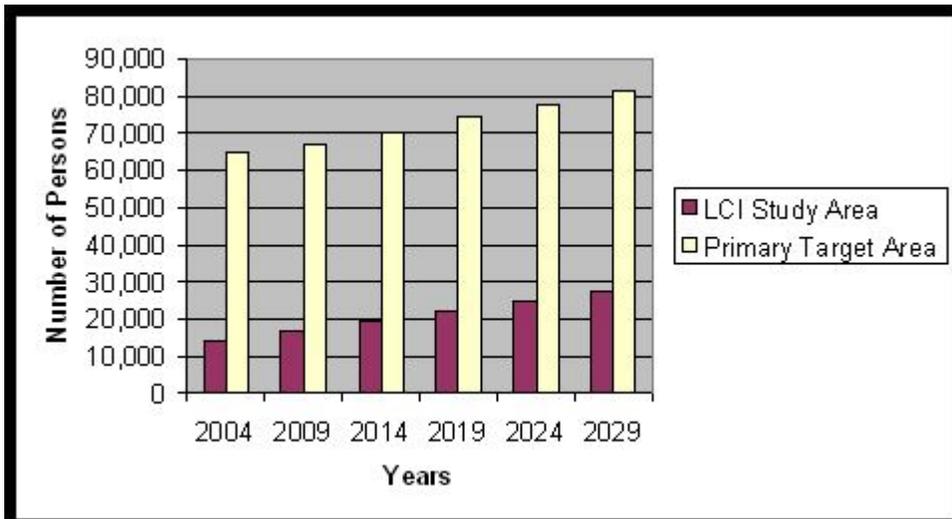
Table 4: Population Projections

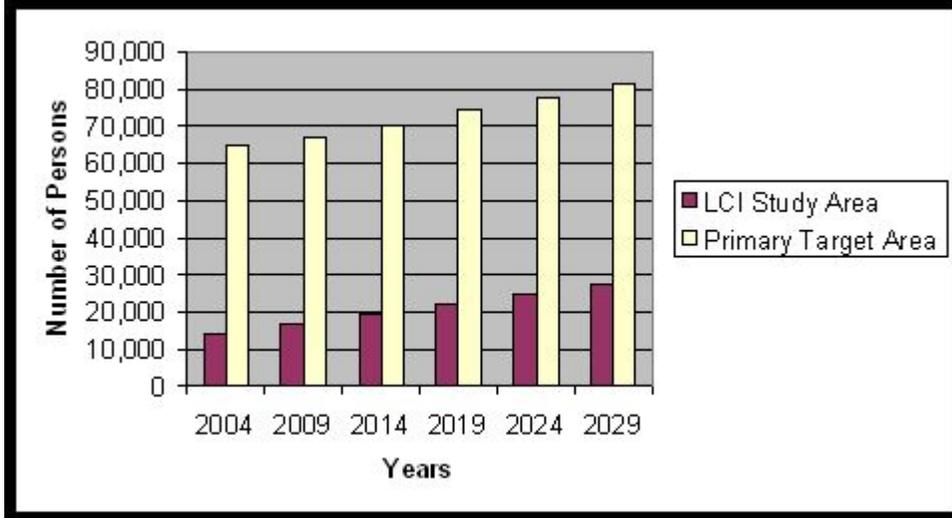
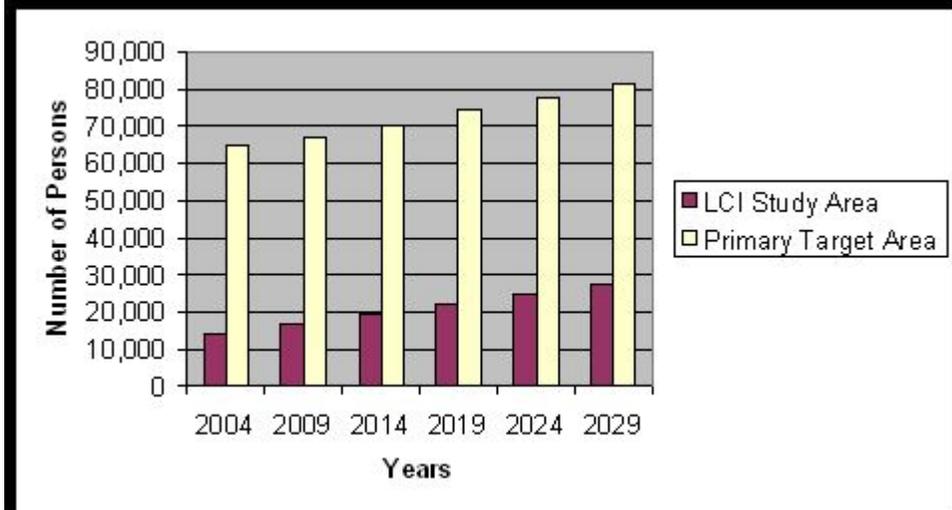
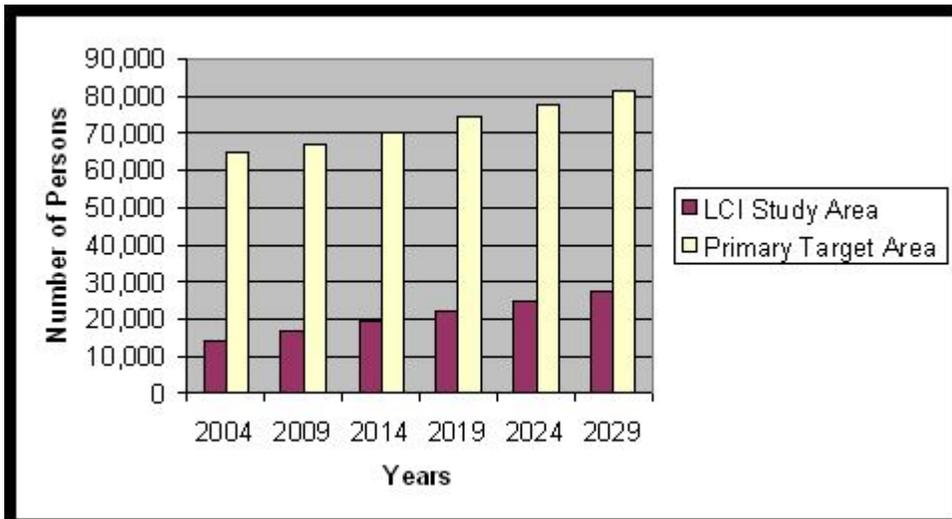
Projection	2004	2009	2014	2019	2024	2029
East Point Study Area	14,194	16,699	19,352	22,005	24,659	27,312
Primary Market Area	64,708	67,201	70,273	74,273	77,899	81,525

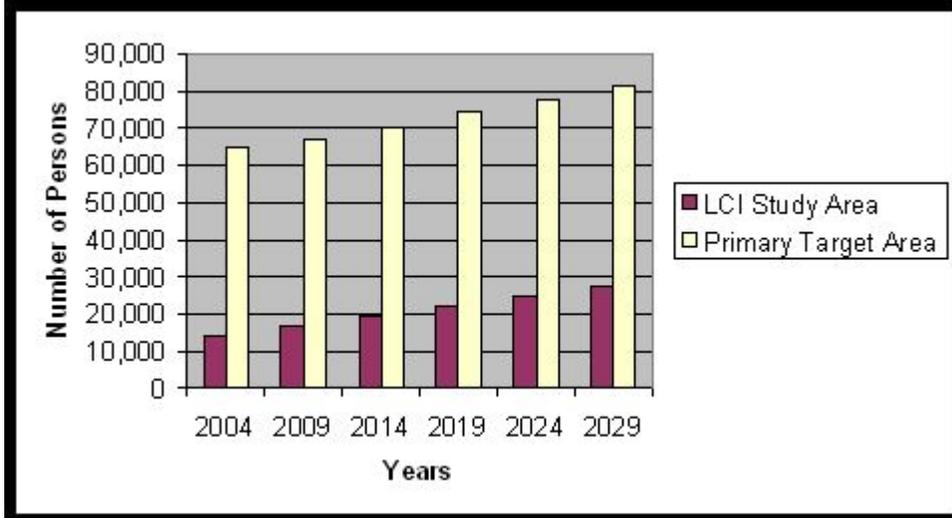
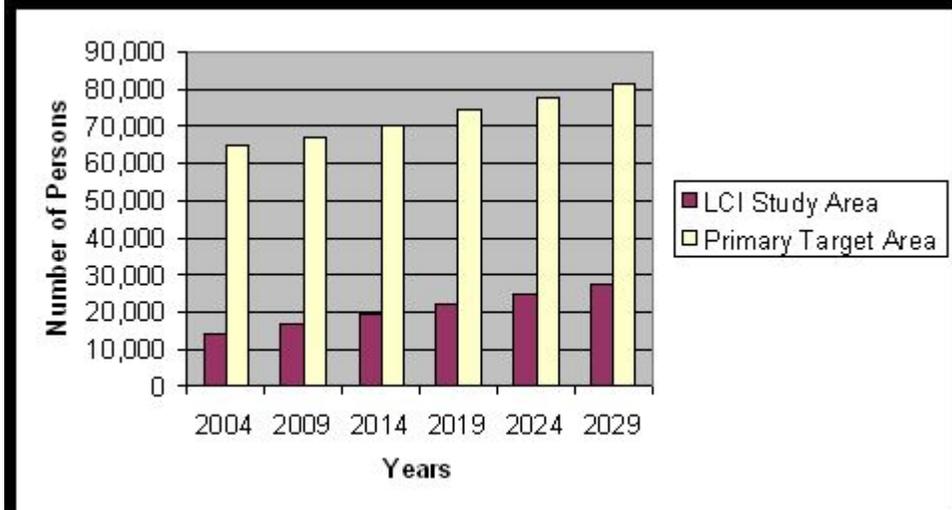
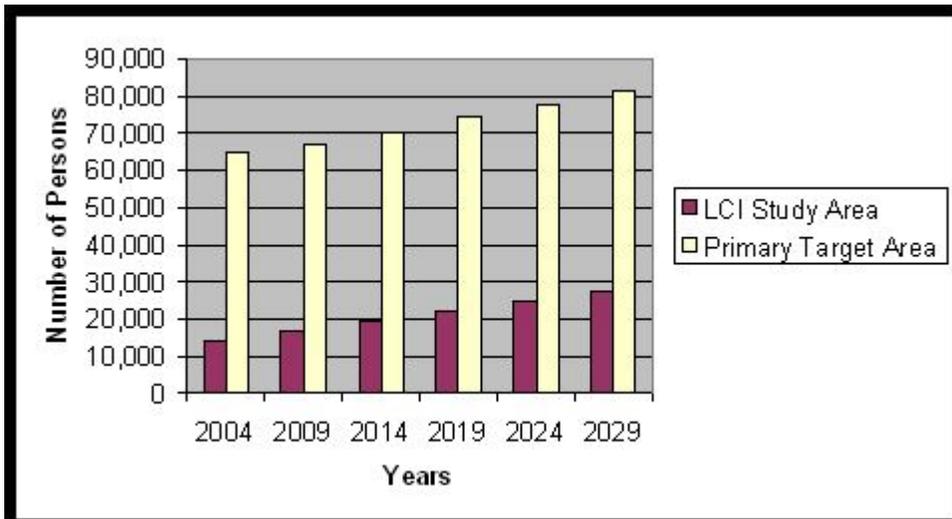
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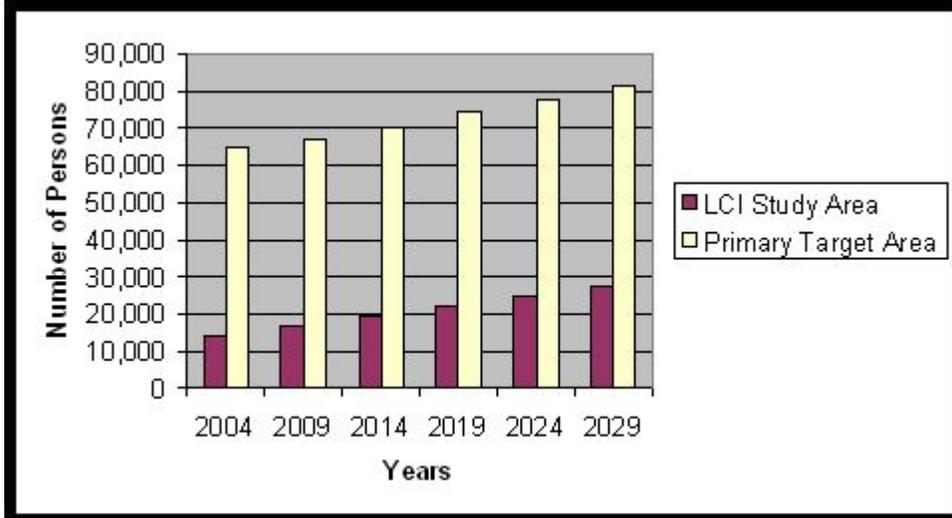
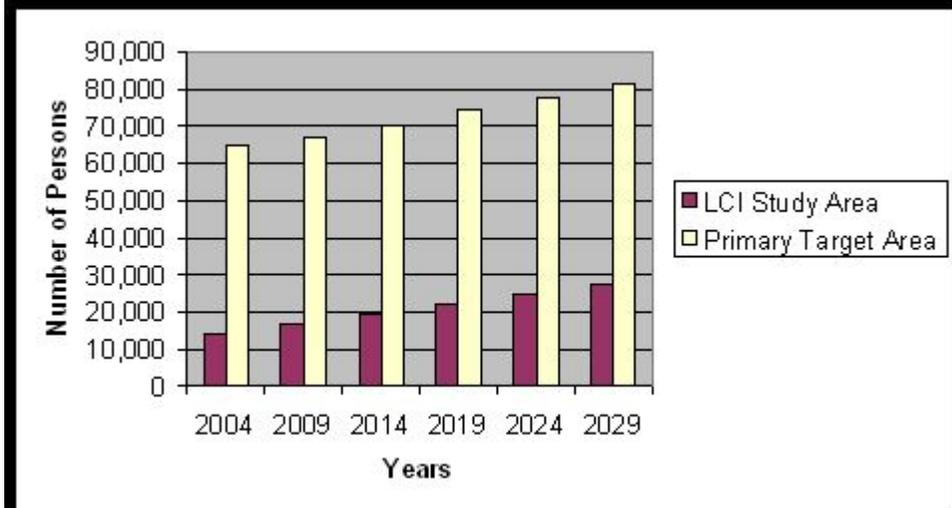
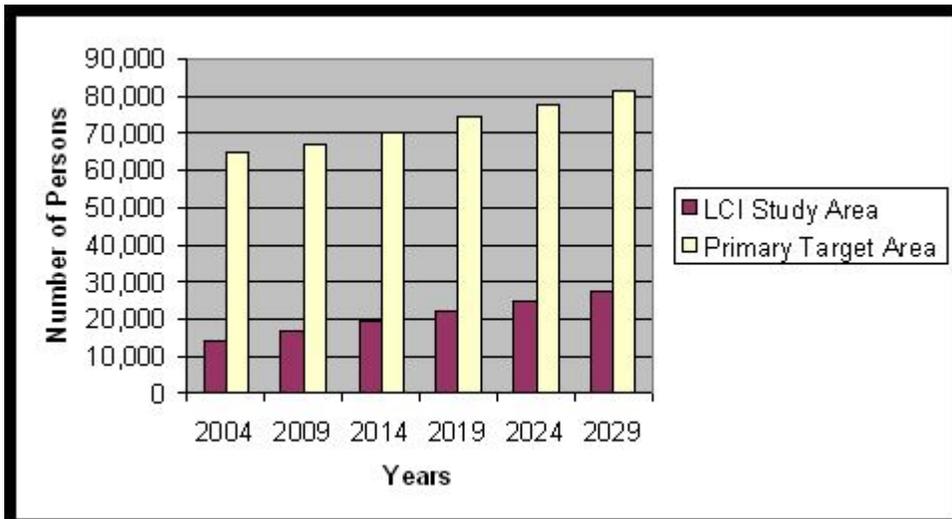
Table 5: Population Trends

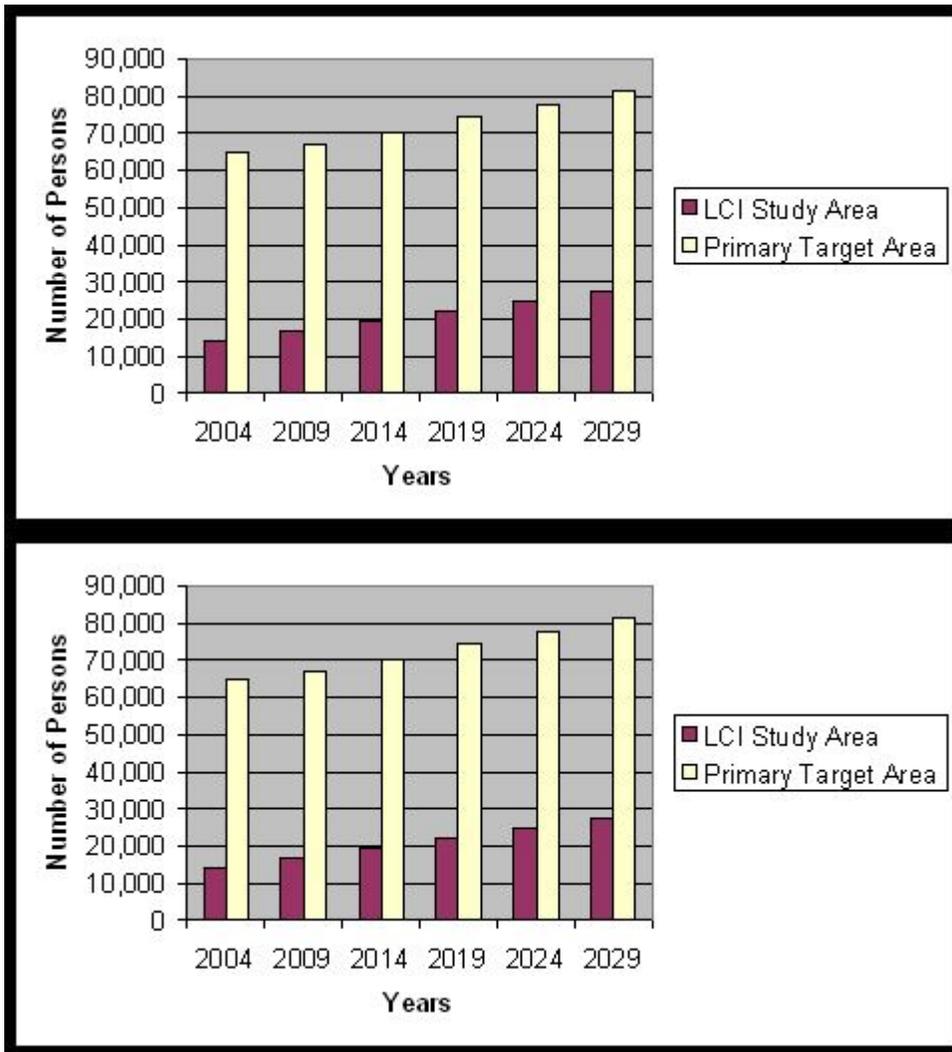


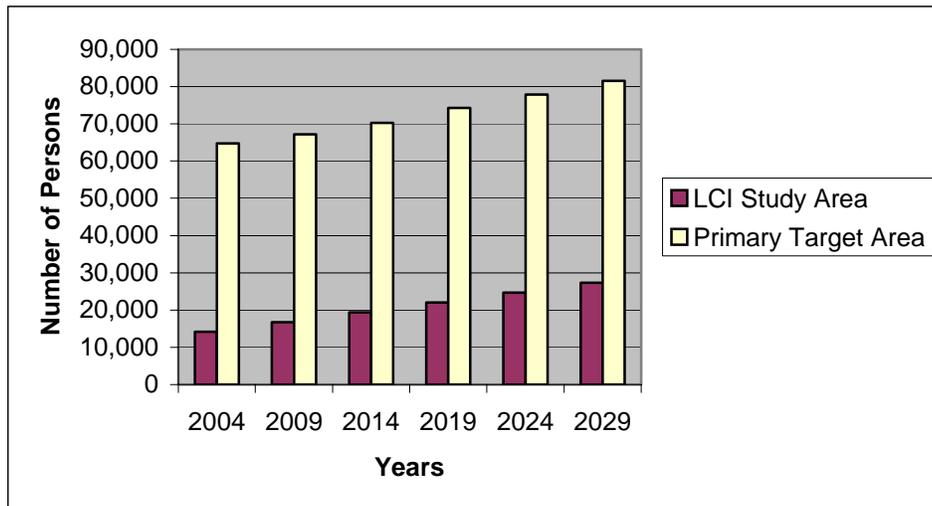
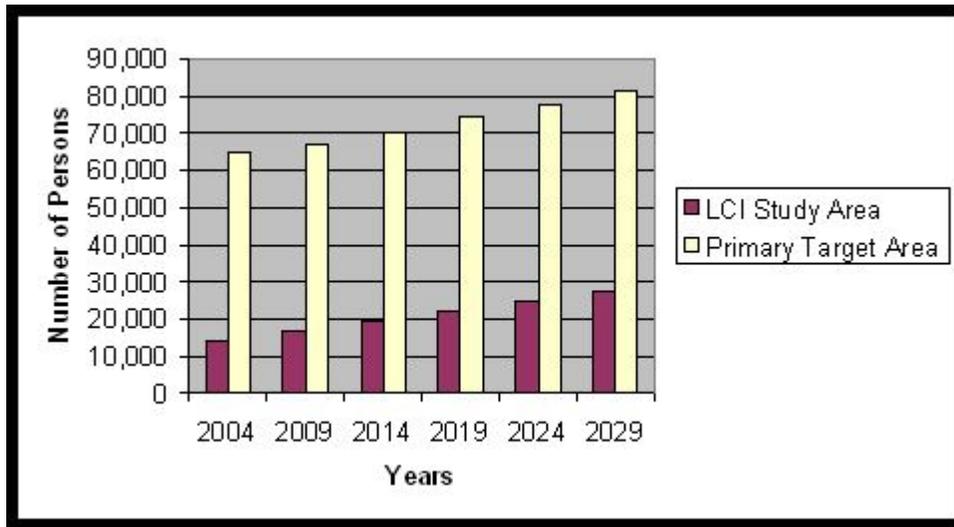












East Point is a family oriented community with 17.8 percent of the households headed by single females with children under 18 years of age. The state's average for female head of households was 8.6 percent.

### Age Composition

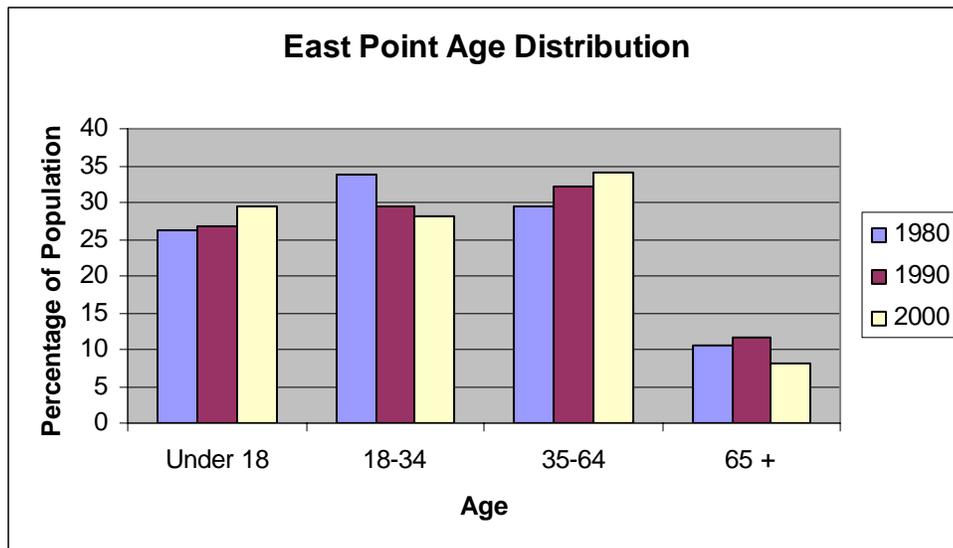
The City is primarily a young community with 29.3% of the residents age 18 or younger and a median age of 30 for the City. Only 7.9% of the population is 65 or older. This information is important when considering the types of services the community needs to provide its citizens. The number of senior citizens in the City is very low compared to the State average (9.6%) (U.S. Census, 2000).

During the next ten years, the shift towards a younger population is expected to increase to over 30 % while the aging population of 65 and above is expected to decline to 7.64%. It is important to recognize that although the numbers outside the working labor force seem consistent with the previous years, the younger population will be growing among these two sectors.

Table 6: Age over Time

Age	1980	1990	2000
Under 18	26.13	26.78	29.39
18-34	33.85	29.45	28.04
35-64	29.53	32.23	34.08
65 +	10.49	11.55	8.09

Table 7: East Point Age Distribution



Racial Composition

East Point’s racial composition is primarily African American. The 1990 Census shows the racial makeup was 22,823 Black, which was 66.34 percent of the population. Per the chart below, the 2000 census showed this segment of the population has continued to rise over the past ten years. Per the Federal and State trends, the Hispanic population is expected have one of the largest areas of growth over the next decade, making up one in every four persons in the United States. In light of these statistics, it is reasonable for East Point to anticipate a growth and change in overall cultural make-up for the City.

Table 8: City of East Point Racial Composition

Racial Composition	Number	Percentage of Total Population
White	6,376	16.1
Black or African American	30,949	78.2
Other	2,270	5.7

Income Levels

The median income for a household in the city is \$31,874, and the median income for a family is \$36,099. Males have a median income of \$27,114 versus \$25,839 for females. The per capita income for the city is \$15,175. 20.7% of the population and 17.2% of families are below the poverty line. Out of the total people living in poverty, 30% are under the age of 18 and 13.6% are 65 or older.

The average household income levels have significantly increased since 1980. Household incomes of \$40,000 and above in 1980 were 9.14%. The 2000 Census indicated that household incomes at this same level have reached 38.78%. This trend is expected to continue over the next ten years.

Table 9: City of East Point Income Levels

Income Level	1980	1990	2000
Less than \$5000	14.25	8.3	N/A
\$5,000-9,999	18.09	9.44	13.24
\$10,000-\$14,999	17.82	8.82	6.35
\$15,000-19,999	13.79	10.48	7.78
\$20,000-\$29,999	10.57	18.57	18.91
\$30,000-\$34,999	8.21	9.5	7.77
\$35,000-\$39,999	6	7.55	7.19
\$40,000-\$49,999	3.23	8.59	11.72
\$50,000-\$59,999	1.89	7.22	7.99
\$60,000-\$74,999	1.42	6.17	7.81
\$75,000-\$99,999	1.73	3.5	5.94
\$100,000 or more	0.87	1.68	5.34

Housing Trends

The housing mix within the East Point Study area is primarily comprised of single-Family detached homes. There are 5,241 households within the study area and nearly every housing unit is included in one of five neighborhood associations including: Jefferson Park, Frog Hollow, Center Park, Conley Hills, and Semmes Park.

Future projections indicate East Point will primarily be made up of single family detached homes. Over the next twenty-five years, housing units within the area are projected to increase from 990 to 4,950. The majority, 38% of the proposed housing units are projected as single-family detached homes that are owner and/or renter occupied. The plan includes a smaller number of apartments within the study area, making up an average of 27% of the units. Other units in the study (35%) are single-family attached homes.

Table 10: City of East Point Housing Trends

Projection	2004	2010	2015	2020	2025	2030
Total Housing Units	495	1188	2376	3564	4728	5940
Single-Family Detached (Owner)	161	386	772	1158	1544	1930
Single-Family Detached (Renter)	25	50	119	179	238	298
Single-Family Attached (Owner)	87	173	416	624	832	1039
Single Family Attached (Renter)	86	173	416	624	832	1039
Apartments (Renter)	136	272	654	980	1299	1633

Table 11: Housing Unit Projections

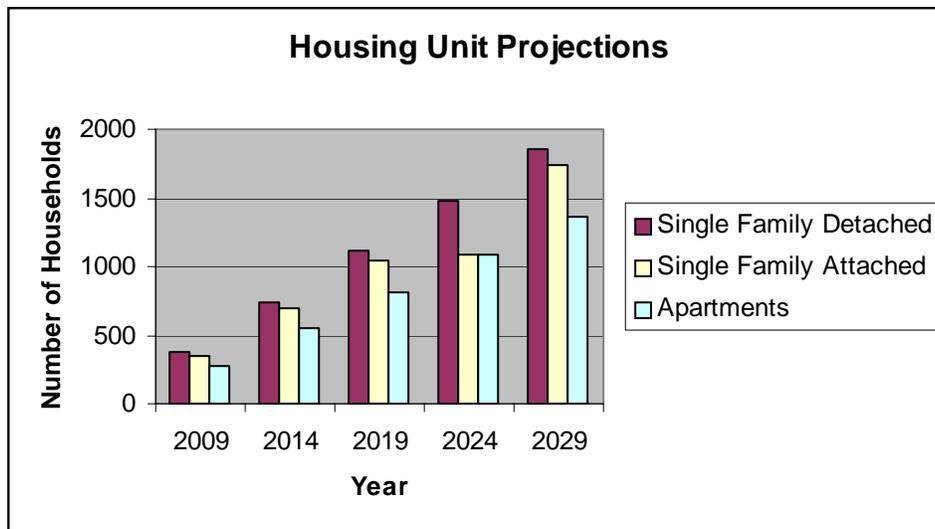
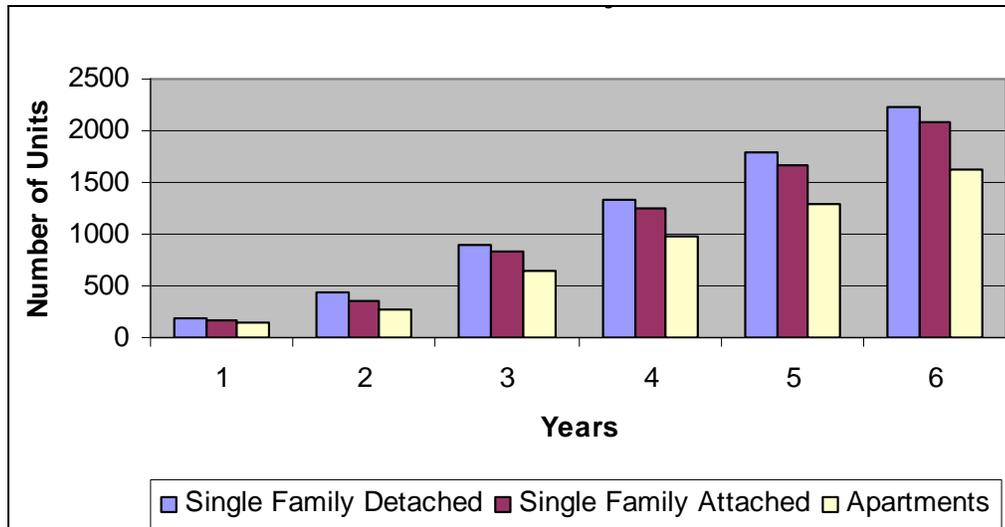


Table 12: Household Unit Projections



Employment Projections

Total employment for the study area is projected to increase from 3,392 to 5,273. This is a 9.9% increase over the next 25 years. Currently, the primary employment sectors in East Point are educational, health and social service at 15.3% of the positions. These positions tend to be medium income level positions.

While both the study area and tri-cities area are expected to continue to increase, the study area will grow at 9.9 %, while the tri-cities area is anticipated to grow at a 5.4% growth rate.

Table 13: City of East Point Employment Projections

Year	Study Area	TRI CITIES
2004	3,292	46,456
2009	3,490	48,874
2014	3,821	51,979
2019	4,260	55,268
2024	4,772	58,430
2029	5,273	60,469

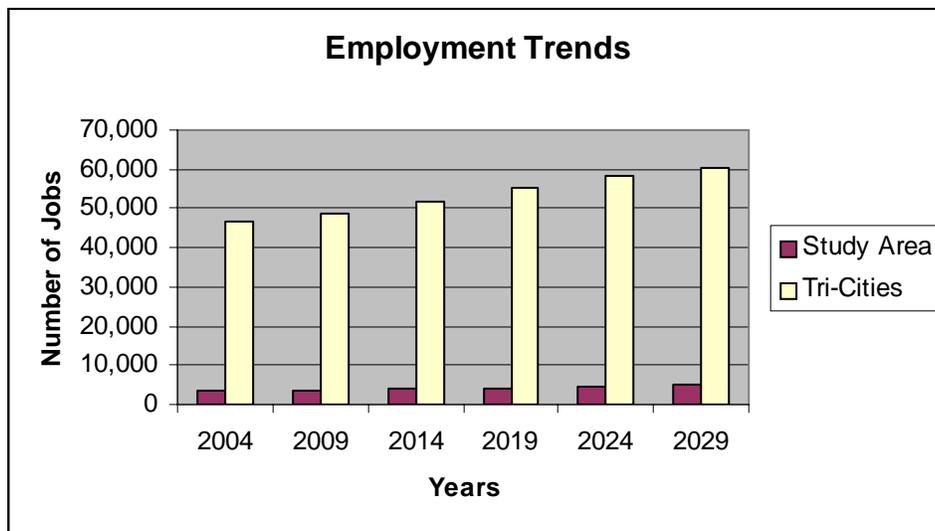
### **Employment Trends**

According to Georgia State University's Selig Center for Economic Growth, the state will gain 52,600 jobs, or a 1.3 percent increase. Professional and business services will gain the most this year, and into the future. Private firms that provide education and health care are also favorable areas for growth. Goods producing and manufacturing sectors will continue to lose jobs. Focusing in on the Atlanta Metropolitan area, the 28-county MSA alone could gain 41,000 jobs per year, a good sign for the Cleveland Avenue corridor.

The service sector is key to East Point's economic base. Due to the proximity to Hartsfield-Jackson International Airport, East Point has a high percentage of air transportation compared to the Atlanta MSA. Another strong employer in the area is the health care industry. South Fulton Medical Center not only employs over a thousand, but also branches out into secondary medical offices immediately surrounding the area.

Two recent announcements of closures will affect the employment base as well as the direction that the South Fulton area grows – Fort McPherson and the Ford Motor Company assembly plant. While they are two very different establishments, the result will be loss of purchasing power for the surrounding area and increase in unemployment until the market settles out. While it is apparent that both closures will open doors to opportunity for new jobs in the area, the duration of time before that occurs will be trying for the East Point community.

Table 14: Employment Trends



## **Southside Area Development Patterns**

### **Socioeconomic Characteristics and Trends**

As shown on the following maps, the Cleveland Avenue Corridor Overlay is comprised of an area bounded by Main Street on the West, Metropolitan Avenue on the East and incorporating at least one quarter of a mile on either side of Cleveland Avenue (see figure B1). In order to

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provide a snapshot of potential users, however, the area within 3 miles is evaluated for Local Market area (see figure B2). The population within 3 miles of the study area is most likely to shop, work, and interact in the study area. In order to identify the majority of buyers, the population within adjacent Census Subdistricts is evaluated as Greater Market Area (see figure B3). The area is roughly within a 10-minute drive of the corridor. Demographic trends are analyzed for the 2005-2030 timeframe.

### **Population and Household Growth**

The time period between 2000-2005 is evaluated to determine trends in the vicinity of the study area. The 2000 census estimated a decrease in population for the East Point area over the past five years; however, ARC has created models to better calculate infill development in areas of Metro Atlanta such as East Point. These rates of growth are used for local and greater market areas in order to better determine future projected population. Although the growth is in a positive direction, the study area is by no means matching the percentage growth of the overall Metro Area. By using a Greater Market area of 10-15 minutes drive time from the corridor boundary, the study opens up into several adjacent Subdistricts. According to ARC, population growth in the Greater Market Area (GMA) has increased by approximately 0.82% annually since 2000, or by 5,458 persons per year. This rate of growth is expected to increase slightly to 1.25% annually through 2010. Projections from 2010 to 2030 suggest that the GMA is expected to maintain a similar growth annually. The local market area (LMA) and corridor area has been recalculated due to population discrepancies between census figures and ARC estimates. The future projections through 2030 are expected to be between .82% and 1.3% annual growth, according to ARC. Household size has been decreasing over time, which generally occurs with an increase in singles, elderly, and single parent households. One factor contributing to the slow increase in population is the maturity of East Point's neighborhood structure. Supply of residential stock surrounding the corridor is already in place and is not forecasted to be replaced with greater density in the next 25 years.

#### *Age distribution*

The distribution of population is similar throughout the corridor, local market area and greater market area. There is a weighted proportion of ages under 15 as well as middle year ages between 30-50. This reflects an influx of young families, as well as a decline of the older population, indicating a gentrification of the community. The median age is between 32 and 33 within the three study areas, just below the median age in Georgia.

#### *Income distribution*

Income levels within the study area, local and greater market areas generally fall between the \$15,000 to \$24,999 level through the \$50,000 to \$74,999 level. Average income within the local market area is \$38,423, while in the greater market area the average is \$46,532. The state median income in 2004 was \$43,037, so within the general study area incomes are average to favorable. Income levels in the area have been increasing based on census calculations.

### **Retail Sales Potential and Supportable Space**

Potential sales volume for the corridor study area and the local market area are developed based on consumer expenditures data, household income, and population projections for the study area. Potential sales volume for greater market area residents would be spread over a much larger area than the study area – East Point is expected to capture only a portion of the retail dollars spent. As well, daytime population will contribute to the purchases at a retail center, not just area residents. Therefore, it is essential to note existing retail centers in the area and determine the share that can be supported in the Cleveland Avenue corridor.

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The nearest retail centers include Kroger Citi-Center, Headland Delowe Shopping Center, and Greenbriar Crossing. Each of these shopping centers are over 100,000 square feet in size, and they are spread 3-4 miles apart. Vacancy rates within the shopping centers is low. The nearest shopping mall is Greenbriar Mall. The most successful new retail development is Camp Creek Marketplace at I-285 and Camp Creek Parkway, the newest retail center to meet a need where demand was plentiful.

Existing retail space includes Kroger Citi-Center, downtown retail and scattered miscellaneous retail establishments. The area is highly lacking in restaurants, personal services and shopper's goods. Due to the proximity to interstate travel, potential visibility and existing demand, a good strategy for the corridor is to determine the amount of retail that can be supported in a new community center, which is defined as a development anchored by a discount department store, a supermarket or other larger retailer. During the planning workshops for the corridor study, residents expressed a strong desire for retail and services within the corridor area, citing the fact that they travel to Midtown Atlanta or to Camp Creek Marketplace to shop, both over five miles from the target area.

Retail options can be broken down into convenience goods and shopper's goods. Convenience goods are located in stores such as supermarkets and drug stores. Shopper's goods on the other hand are items such as men's and women's clothing, major appliances and jewelry. Other categories considered were Food and Beverages as well as Personal Services.

In order to calculate the demand for these goods, it is important to know the distance a buyer will go to make a retail purchase. Convenience goods are predominantly purchased by a local market within a study area. While shopping for more durable shopper's goods, on the other hand, a consumer will generally travel farther to make the purchase. So for our purposes, we will break the two down based on a percentage of the local market share and the corridor market share. Since the local market area will have options beyond these shopping centers, we will assume an 8-10% capture rate for shopper's goods, a 10-17% capture rate for convenience goods and a 10-20% capture rate for other goods. Within the LCI study area, we will use a 10-18% capture rate for shopper's goods, a 45-65% capture rate for convenience goods and a 40% capture rate for other goods, based on the fact that these consumers will shop closest to home. It is assumed that the corridor study area population will best determine neighborhood serving retail demand for the study area, and that Local Market population can be used to determine community serving retail demand.

Future projections through 2030 are based on initial calculations of 2005 to 2010 increase in demand. Income projections for the study area show an 8.5% increase over five years according to SitesUSA.

According to demand studies, the area could immediately support an additional 150,000 square feet of mixed retail (majority Convenience goods and Restaurants) beyond the existing 165,000 square feet neighborhood center and various other retail. The proposed overlay for the corridor adds a total of 435,000 square feet of retail. Using forecasts of income and population projections, this amount of retail may be absorbed by 2030, if local market area is used alone. The corridor's proximity to the interstate as well as to destination trips would easily attract customers from beyond the local market area.

In order to estimate outside additional demand for retail, the greater market area is included, but since the greater market area will have many more choices within the 10 mile radius, only ten percent of that capture rate is estimated for capacity. Being conservative, this calculation concludes that the supply of proposed corridor retail shops will be supported easily by estimated demand by 2020 to 2025. It is important to point out that, while convenience shopping is generally going to take place within 1-2 miles, the perception of the trip and experience will also factor into the purchase. Residents who have moved to the area and would like a choice of shopping centers may vote with their pocketbooks and shop outside of the local market area otherwise. Also, specific to shopper's goods - the retail would be best supported in a dense center that attracts many different customers within as well as outside of the corridor.

### **Residential Market Analysis**

Single family residential sales are mature in the study area. The sales prices for Zip Code 30344 (City of East Point) as well as Zip Code 30315 (City of Atlanta) were analyzed for area trends. Relatively few sales in East Point were new, as this would generally be infill development only. A greater percentage of home sales in the City of Atlanta market were new. Resale of homes within East Point is increasing in sales prices over the past few years. Jefferson Park, a neighborhood just north of the corridor study area, tends to reflect higher sales prices than the local market. Jefferson Park, an older neighborhood with good housing stock, is being targeted for rehabilitation, a trend consistent with other intown neighborhoods in the metro area.

As the majority of residents within the local market area are still renters, it is important to determine the trend of residential rental properties. In the immediate vicinity, there are more older apartment complexes than newer. However, there is a trend to renovate or build new developments in order to capture a higher rental rate that may be as much as twice the rent of more mature developments. To the right is a representation of apartment complexes in the Local Market Area. Another trend is toward more rental townhomes, rather than the typical apartment building. The townhomes could eventually become condo ownership housing.

In order to quantify the demand for additional rental residential and owner-occupied homes, we will analyze projected population, historic data on home sales, and future trends. In order to give a fair analysis of future stock, the study includes a one mile radius. The area will receive around 75 to 100 of the projected 400-500 resales of homes in East Point in the next 5 years, continuing to increase property values through sales. In addition, by using population projections, an area with a one-mile radius will support 178 new households (or 462 people) over the next five years. Again, population factors are relatively low in this area due to the mature housing stock and neighborhood structure.

Historically, the increase in housing units has been slow, a positive outcome from maintaining a historic flavor to the area. Given this situation, as well as our overlay plan specific to the corridor, the majority of new units will be denser (predominately townhouse or multifamily) and will occur along nodes of the corridor, not generally within the existing single family neighborhoods. Using conservative projections again, it appears that an increase in housing units can be supported.

The expected increase in demand will support 930 units over a 25 year projection, with 75-80% being multi-unit developments. Current plan configuration accommodates 535 units but is flexible in ultimate location. These units will fit into the neighborhood structure, mostly filling in with increased density developments, as well as mixed use applications within space above the office and retail.

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### Office Market Analysis

Since the office market is generally analyzed on a Metro basis, this analysis will review existing office space compared to proposed office space along with a proposed build out timeline. The advantage of office development in the Cleveland Avenue corridor is the opportunity to provide competitive rents within the metro Atlanta area. Currently, there are two historic boutique office complexes, the Wagon Works and the Buggy Works. Being immediately across the railroad tracks from Main Street, these properties are poised to attract tenants using rapid transit, and boutique firms looking for a unique property.

Currently there is a redevelopment of another older warehouse building into office, which will add an additional 70,000 square feet to the mix. High occupancy rates over the last several years at the Buggy Works property has encouraged developers to continue office development in the area, and the trend appears to be successful. The other primary office type found in the corridor is medical office either associated with South Fulton Medical Center or with Morehouse School of Medicine. It is assumed that the corridor is attractive to these types of users, and will continue to build concentration. As rental rates climb in downtown and Midtown Atlanta, some tenants will seek lower rents in areas that are still convenient to the Atlanta core and mass transit. As the area develops, industrial and low density businesses are going to be replaced by higher density office buildings and mixed use districts. Therefore, the corridor build out will tend to shift the employment type toward more white collar jobs.

### Employment Data

Currently there are approximately 6,600 daytime employees within a one mile radius according to Sites USA. This boundary is larger than the corridor but gives an idea of existing employee base. With an addition of 435,000 square feet retail, there is a need for 1305 more employees. An additional 605,000 square feet of office space will add roughly 2420 employees. Overall this will be an increase of 50% of the daytime employee population within the one mile radius, over a 25 year period.

As mentioned earlier, the workforce will most likely shift due to the replacement of industrial with office space. The timing of the increase in office as well as the increase in residential will support the proposed increase in retail space, and could decrease the build out time expected for retail calculated by residential growth alone. The proposed ratio of retail to office is preferable in order to support the new retail services, and the additional office daytime population will allow the retail shops to be profitable.

## Appendix E

### City of East Point

Huntley Partners, Inc. acknowledges the participation of the City of East Point elected officials and professional staff in the preparation of this Redevelopment Plan and thanks them for their input and guidance.

**Mayor**

**Joe Macon**

**City Council**

**Ward A**

**Greg Fann  
Teresa Nelson**

**Ward B**

**Lance Rhodes  
Pat Langford**

**Ward C**

**Earnestine Pittman  
Marcel L. Reed**

**Ward D**

**Jacqueline Slaughter-Gibbons  
Clyde Mitchell**

**City Manager**

**Lisa Y. Gordon**

**Director, Economic Development  
Director, Planning & Zoning  
Assistant Director, Planning & Zoning**

**Gerald Sanders  
Beth McMillan  
Geneasa L. Elias**

## Appendix F

### Fulton County School System

Superintendent of Schools

James Wilson

Board of Education

District 1 (Board Vice President)

Linda Schultz

District 2

Katie Reeves

District 3 (Board President)

Gail Dean

District 4

Linda P. Bryant

District 5

Ashley Widener

District 6

Zenda J. Bowie

District 7

Julia C. Bernath

## Appendix G

### Fulton County

#### Board of Commissioners

Chairman and District 1 (At Large)  
District 2 (At Large)  
District 3  
District 4  
District 5  
District 6  
District 7

Karen C. Handel  
Robb Pitts  
Lynne Riley  
Tom Lowe  
Emma I. Darnell  
Nancy A. Boxill  
William "Bill" Edwards

County Manager  
Tax Commissioner

Thomas Andrews  
Arthur E. Ferdinand

The East Point Corridors Tax Allocation District and Redevelopment Plan was prepared for the City of East Point by:

**Huntley Partners, Inc.**

Atlanta, Georgia

Firms participating in the preparation of the East Point Livable Centers Initiative Study and the Cleveland Avenue Corridor Masterplan include the following:

**Urban Studio**

Atlanta, Georgia

**Pond & Company**

Norcross, Georgia

**Sizemore Group**

Atlanta, Georgia

**The Collaborative Firm**

East Point, Georgia