



WILLINGHAM

CORRIDOR STUDY

ACKNOWLEDGMENTS

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CITY OF HAPEVILLE
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DOCUMENT OUTLINE

- 00| INTRODUCTION
- 01| EXISTING CONDITIONS AND CORRIDOR ECONOMIC ASSESSMENT
- 02| STAKEHOLDER AND COMMUNITY ENGAGEMENT REPORT
- 03| RECCOMENDATIONS REPORT
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INTRODUCTION

The Willingham Drive corridor was a center for jobs and industry in the Tri-Cities area for many years. Over the past several decades, many of the businesses and industries left the area as broader economic conditions changed in Metro Atlanta. Recently, the Tri-Cities have pursued community planning efforts and experienced renewed interest in and around their historic downtowns. Additionally, the excitement and energy around the Finding the Flint effort has spurred attention and momentum in areas that in some cases had long lost their value in the in the local economy. Building on these efforts, the Cities of College Park, East Point, and Hapeville along with the Aerotropolis Atlanta Alliance, Finding the Flint and the Atlanta Regional Commission have partnered to develop the Willingham Drive Corridor Improvement Study. This study presents an opportunity to capitalize on the surging activity in the area, attract new investment and development, provide additional community and civic space, and serve to bridge what has acted as a gap between communities for many years.

This report is a culmination of the analysis and findings undertaken during the study and includes three sections, the Existing Conditions and Economic Assessment Report, the Stakeholder and Community Engagement Report, and the Recommendations Report. The Existing Conditions and Economic Assessment Report considers relevant plans, analyzes existing conditions, and assesses the demographic, market and economic conditions within the corridor. This initial analysis provides a framework for identifying specific focus areas, catalytic sites and associated recommendations and implementation items. The Stakeholder and Community Engagement is a summary of the outreach and engagement efforts, including meetings and tools and techniques utilized during the study. The Recommendations Report presents a new vision for the Willingham Corridor area, identifies focus areas and potential catalytic sites, as well as specific recommendations and implementation items that support the overall vision. The recommendations and implementations items include projects related to land use, development, greenspace and trails, transportation, economic development and placemaking.



WILLINGHAM

CORRIDOR STUDY
EXISTING CONDITIONS
AND ECONOMIC
ASSESSMENT

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OVERVIEW

The first phase of this study includes a review of previous plans, an analysis of existing conditions within the study area, an assessment of the demographic, market and economic conditions within the corridor and initial stakeholder and public engagement. This document summarizes initial findings, key trends and takeaways, identifies potential opportunities and constraints, and provides an initial framework for additional analysis and the development of recommendations.

Based on the initial analysis and assessment, the Willingham Corridor study area currently consists of a majority of industrial uses, commercial buildings and vacant buildings or sites, surrounded by existing single-family neighborhoods. The area is physically divided between the north and south by an existing railroad and divided east and west by MARTA rail and another railroad to the west and Interstate 85 to the west. The market and demographics of the area reflect these physical barriers with similar statistics and trends grouping into areas divided by existing rail and road corridors. The Willingham Corridor study area also has potential opportunities for catalytic development and investment, building off of the activity and momentum related to the nearby downtowns and the airport area.

01 || PREVIOUS PLANS

The following plans and studies were reviewed in order to understand what has been considered or is underway in the Willingham Corridor Area. The summaries below highlight some of the most relevant and recent initiatives. These provide a foundation for analysis and recommendations developed during the planning process.

AEROATL GREENWAY MODEL MILE- EAST POINT: PROJECT FEASIBILITY STUDY (2021)

This feasibility study for a Model Mile in East Point, as part of the larger AeroATL Greenway Master Plan (2018), proposes a 0.35-mile trail segment north of the East Point MARTA station. The trail alignment primarily traverses private property near the existing Buggy Works development, traveling north through the future East Point Exchange development, before reaching Norman Berry Drive, and connecting with the existing East Point PATH trail. The proposed trail provides a refined alignment for a similar segment of trail previously proposed in the East Point PATH Trails Master Plan.

AEROATL GREENWAY MODEL MILE- HAPEVILLE: PROJECT FEASIBILITY STUDY (2021)

This feasibility study for a Model Mile in Hapeville, as part of the larger AeroATL Greenway Master Plan (2018), proposes a 1.5-mile trail segment that connects the Delta Headquarters to downtown Hapeville and multiple airport employment centers, restaurants, and support services. The trail alignment runs along the North Outer Loop Road, Virginia Avenue, Doug Davis Drive, and Perry Hudson Parkway. The Hapeville AeroATL Model Mile segment was identified as an important project within the Hapeville 2016 Livable Centers Initiative (LCI) Plan Update and promotes transit-oriented development (TOD).

EAST POINT EQUITABLE GROWTH & INCLUSION STRATEGIC PLAN (2021)

The purpose of this plan is to create a framework for equitable and inclusionary growth. The plan introduces four goals: engaged community, just industry, inclusive housing, and equitable development. Engaged community focuses on providing the community a platform of representation. The Just Industry goal focuses on articulating a vision for the city as a home for equitable, sustainable industrial jobs. The Inclusive housing goal focuses on creating programs, policies, and investments to keep East Point affordable. The Equitable Economic Development goal recommends policies promoting accountability of the inclusion of local businesses and workforce in private development.

EAST POINT CITY AGRICULTURE PLAN (2020)

This plan serves to provide a vision for establishing a vibrant and sustainable community food system in East Point over the next 5-10 years. It identifies 5 priorities: 1. Improving Local Food Access 2. Supporting Local Urban Growers 3. Establishing the Role of Local Government 4.Cultivating Environmentally Resilient Practices 5. Branding East Point as a Local Food Destination. This plan suggests considering creative ways to incorporate agriculture into publicly owned land and utility easements.

EAST POINT STORMWATER ASSESSMENT- FLINT RIVER WATERSHED HYDRAULIC IMPROVEMENTS EVALUATION (2020)

The document evaluates issues with stormwater and flooding within the Flint River watershed, predominantly along Willingham Drive. The assessment determines most culverts to lack sufficient capacity to contain the peak flows generated from storm events of 5-years or greater. This deficiency leads to water overflow onto roads and further flooding complications.

EAST POINT WAREHOUSE DISTRICT CONCEPT PLAN (2020)

The East Point Warehouse District Concept Plan explores the past and future of the industrial area near Downtown East Point and the East Point MARTA Station. The architectural character and possible adaptive reuse of the buildings in this area make it a desirable space for redevelopment and reinvestment. The East Point Warehouse District’ Concept Plan reestablishes and celebrates the relationship between the district and Downtown East Point, the railroad, and MARTA, as well as the area’s rich history dating back to the beginning of The City of East Point.

EAST POINT WAREHOUSE DISTRICT: ENVIRONMENTAL DESIGN- PHASE 1 (2020)

This study identified specific actions and next steps needed to make the Warehouse District Concept Plan a reality. Design elements that could be incorporated into the redesigned area include a railroad park, an event space, gateway enhancements through billboards and murals, pedestrian pathways, and other public art.

SIX WEST DISTRICT PLANS (2020)

Formerly known as “Airport City College Park”, this plan continues the planning process for the roughly 320-acre area located west of Downtown College Park, north of Camp Creek Parkway. There are five districts within Six West: Luxury Retail/Commercial, Camp Creek, Incremental, Corporate/Headquarters Office, and Golf Entertainment. In this Plan, the build-out of the Six West District is shown in two phases of development. The successful development of Six West will have a profound impact on the other areas around the Atlanta airport, including the Willingham Drive area.

SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN (2020)

The study is a comprehensive transportation plan for the communities of southern Fulton County including Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, Union City, and adjacent areas incorporated into the City of Atlanta. The study was primarily conducted to coordinate the plans of the independent cities, MARTA, GRTA, ARC, SRTA, ATL and GDOT to address short term and long-range transportation needs and identify priority transportation improvements within the area. The plan includes pedestrian connectivity improvements along nearby Cleveland avenue as well as identifies opportunities for trail and sidewalk connectivity corridors nearby in the cities of East Point, Hapeville, College Park and proximal neighborhoods around the airport.

AEROTROPOLIS LAND USE ANALYSIS (2019)

The Aerotropolis Land Use Analysis assessed current and future land use designations and policies, with a focus on key transportation corridors and jurisdictional boundaries. Through a review of land use policies, GIS analysis, and stakeholder engagement, this assessment prioritized key geographies and corridors where interjurisdictional coordination and collaboration is recommended. This report offers next steps for the communities and the Aerotropolis Atlanta Alliance to better coordinate land use and economic development goals across jurisdictional lines as well as prepare the Alliance to embark on its next strategic and visioning process: Aerotropolis Blueprint 2.0.

AEROATL GREENWAY PLAN (2018)

The AeroATL Greenway Plan provides a framework for trail connectivity across the Aerotropolis Atlanta region, which includes 6 cities and unincorporated Clayton county around Hartsfield-Jackson Atlanta International Airport (H-JAIA). The trail network is designed to address community goals and opportunities including: Connect communities to area amenities and everyday services, connect to and loop around Hartsfield-Jackson Atlanta International Airport (H-JAIA), enhance economic development opportunities in Aerotropolis downtowns and future development sites and, create a system that is unique to south metro Atlanta.

FULTON COUNTY TRANSIT PLAN MASTER PLAN (2018)

The Fulton County Transit Master Plan identified transit needs and preferred transit investment scenarios for the 14 participating cities within Fulton County. The most suitable modes were identified for key corridors across the County. A major goal of the study is to coordinate the 14 independent municipalities in Fulton County with MARTA and state legislators to realize funding opportunities where transit investment is most needed.

CITY OF HAPEVILLE COMPREHENSIVE PLAN UPDATE. LIVABLE CENTERS INITIATIVE STUDY (2017)

This study was a joint planning activity that combined an updated Hapeville Livable Centers Initiative Study with an updated City of Hapeville Comprehensive Plan. Five (Re) development Nodes were identified to focus investment in key locations, where redevelopment was most desired or more likely to occur. The location of the (Re)development Nodes are: East Gateway, West Gateway, Downtown, Virginia Avenue Gateway, and Airport Loop Gateway.

COLLEGE PARK LIVABLE CENTERS INITIATIVE- INVESTMENT POLICY STUDIES (2017)

This transportation and land use study investigates how to better integrate and connect Downtown College Park with the several districts and sites within College Park including the Gateway Center the College Park MARTA station; and a proposed mixed-use development site located adjacent to Hartsfield-Jackson Atlanta International Airport. Key market findings are: Low-profile, but growing office market; Rapidly growing industrial market; burgeoning hospitality market; Struggling retail sector with a prospective future; Low-profile, but rising apartment market.

EAST POINT COMPREHENSIVE PLAN UPDATE (2017)

The comprehensive plan update assesses at a city-wide level, the population and housing demographics for the City of East Point, comparing East Point to the surrounding communities at the same scale. The findings that were identified during the public outreach process for the East Point 2017 Comp Plan particularly identified the Willingham Drive Industrial Corridor as one of the four areas that were “most in need of attention.” The Future Development Map within the comprehensive plan identified the areas along and near Willingham Drive as a mix of neighborhood centers, industrial, commercial, and residential.

FINDING THE FLINT (2017)

In 2017, American Rivers, The Conservation Fund, and the Atlanta Regional Commission launched Finding the Flint to unearth the Flint River and make it an asset to the regions by: restoring the river, connecting people to the river and throughout the region, adding beauty to the region, and prevent future flooding. This ambitious effort created a new vision for this forgotten waterway that focused on the restoration of the Flint River’s ecology, while simultaneously exploring how to reconnect the River to the surrounding communities it passes through.

AEROTROPOLIS BLUEPRINT (2016)

The Aerotropolis Atlanta Blueprint provides high-level framework for Metro Atlanta’s south side, specifically the area around Hartsfield-Jackson Atlanta International Airport (ATL). The Blueprint identifies high-level strategies, target industries, catalytic site and key corridors as well as organizational priorities for the Aerotropolis Atlanta Alliance.

CITY OF HAPEVILLE COMPREHENSIVE PLAN (2016)

The City of College Park’s current comprehensive plan establishes a guide for growth and development during 2016-2036, by identifying critical issues and opportunities. The Future Land Use Map within the comprehensive plan envisions the area nearest to Willingham Drive as a mix of residential, commercial, and institutional.

EAST POINT PATH TRAILS MASTER PLAN (2016)

The East Point PATH Trails Master Plan, created by the PATH Foundation and KAIZEN Collaborative, identifies 24.5 miles of potential bicycle and pedestrian trails throughout the city. The proposed trail network would link the downtown business district, city parks, neighborhoods, destination points and major visitor areas, and employment centers. The East Point PATH Trail system is portioned into 16 segments. A 1.31-mile segment, “EP PATH #08 Egan Park to East Main Street,” intersects with the Willingham LCI study area.

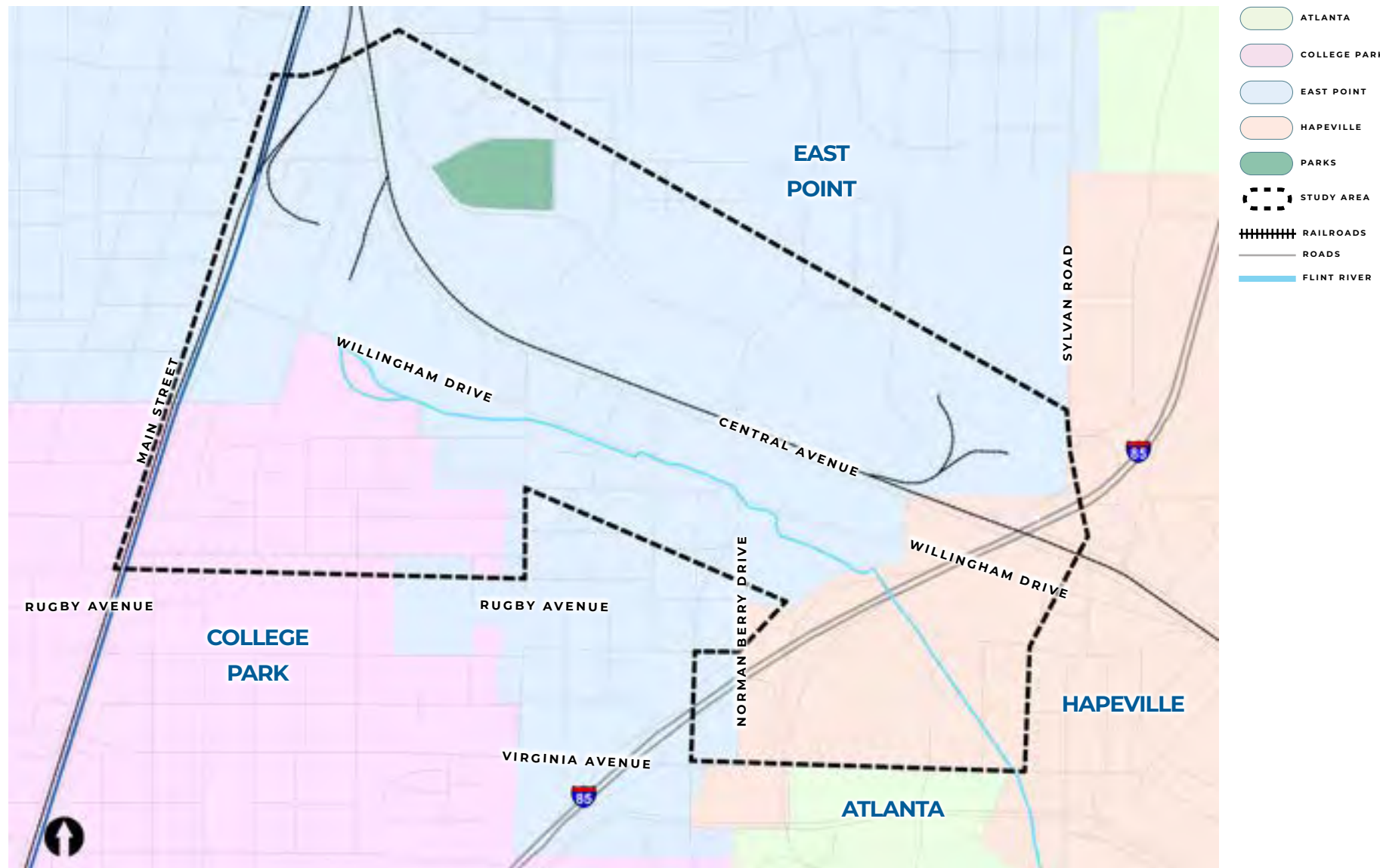
CITY OF EAST POINT- MAIN STREET CORRIDOR TOD PLAN (2012)

This Transit Oriented Development plan (TOD) is focused on a 430-acre area near two MARTA stations - the East Point Station and the Lakewood/Ft. McPherson Station. The Plan pinpoints redevelopment sites that support TOD principles with compact developments that contain a mix of uses - such as housing, jobs, shops, restaurants, and entertainment, and are located within walking distance to the two MARTA stations.

EAST POINT STRATEGIC ECONOMIC DEVELOPMENT PLAN (2012)

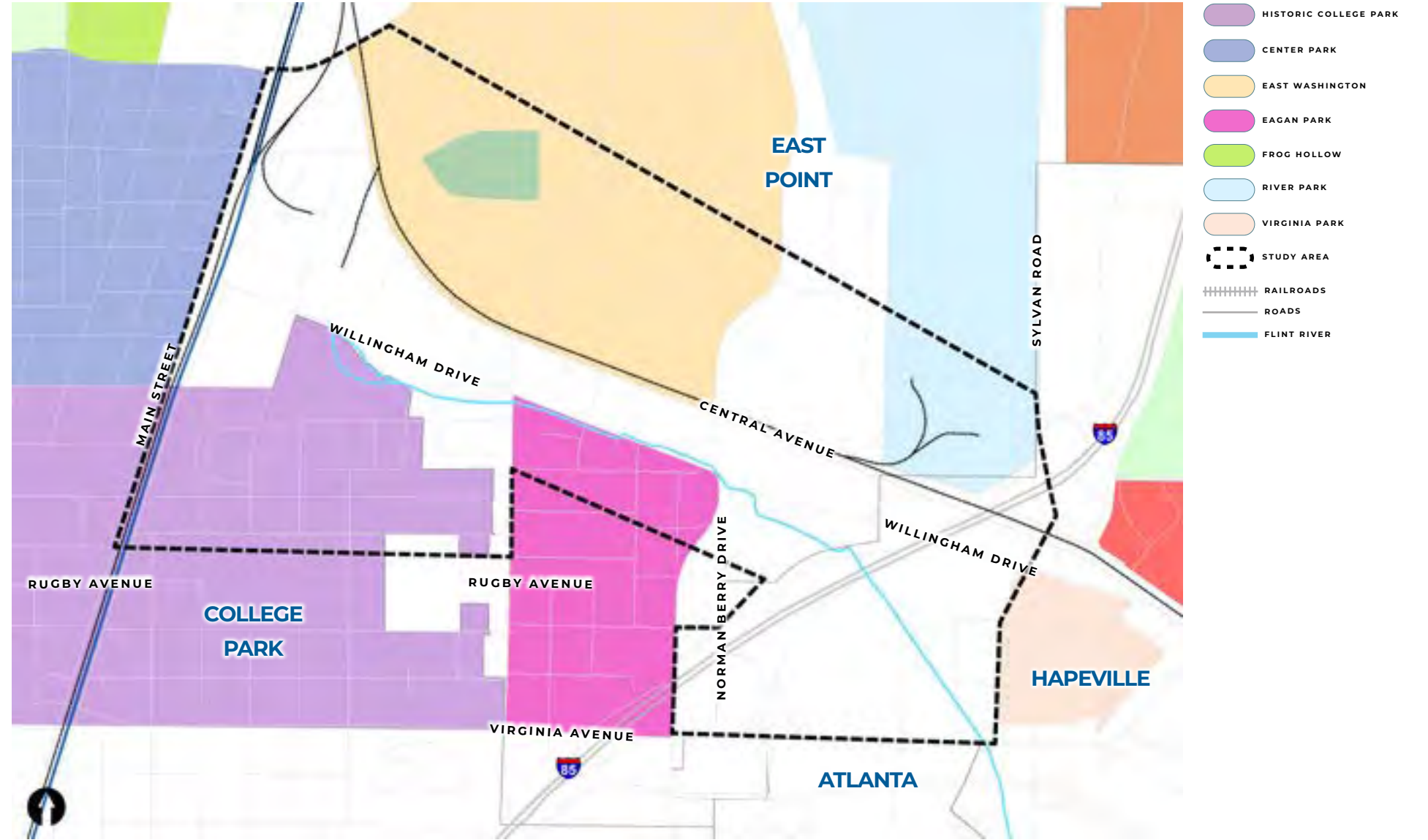
This plan establishes a guide for the City of East Point’s economic development activities between 2012-2022 by addressing the following goals: Stimulating growth in the commercial, industrial, and residential sectors; Encouraging expansion of East Point’s economy and job base; Retail displacement and vacancy trends; Implement strategies to improve and reduce vacancies in retail, industrial, and office sectors; Identify and develop of incentivizing strategies to create a more viable and competitive business environment; Make East Point a better place to live and work for its citizens and businesses.

02 | CORRIDOR EXISTING CONDITIONS



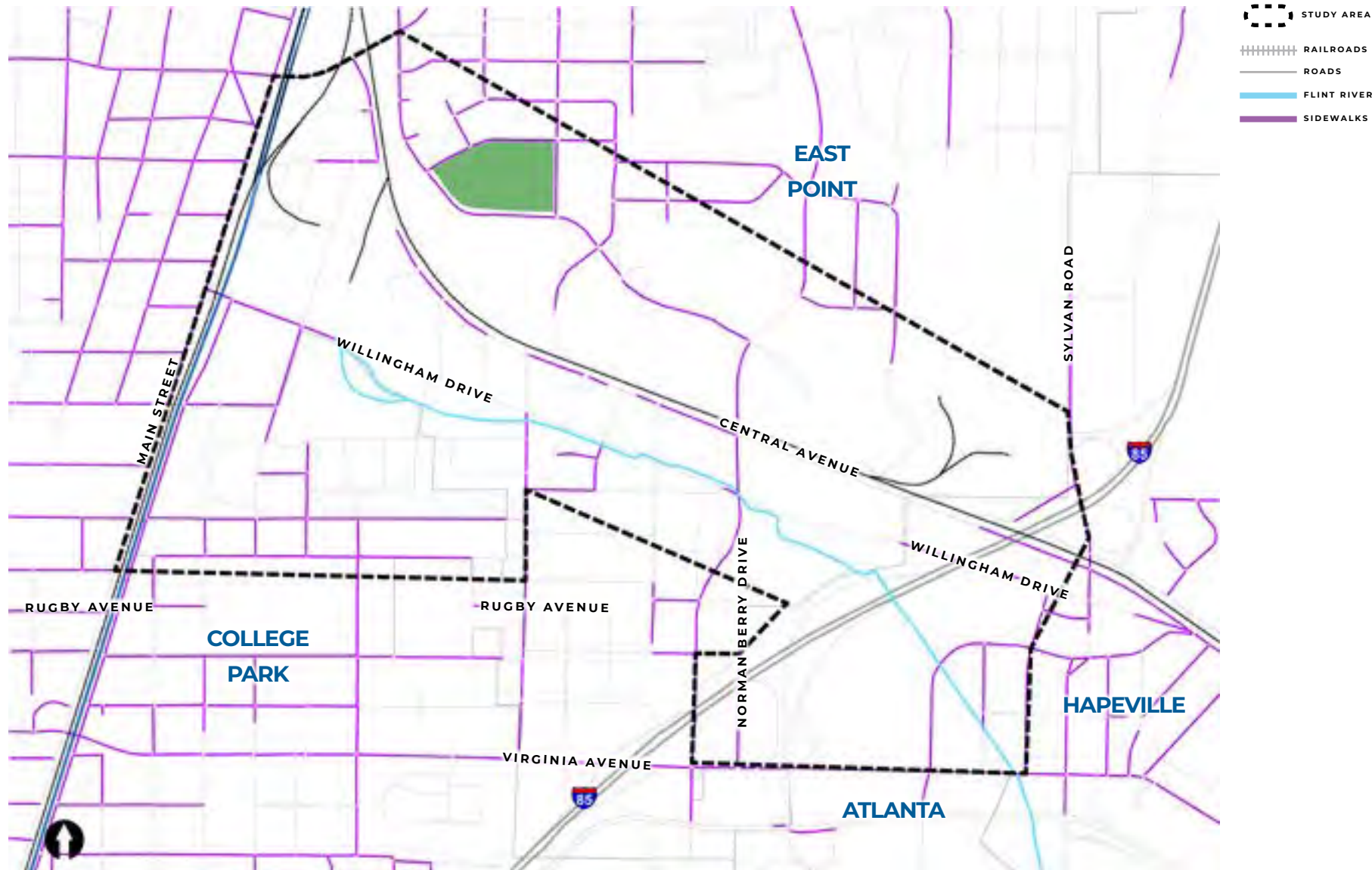
CITIES

Hapeville, East point, College Park, and Atlanta are the four municipalities within or near the study area. The city with the greatest footprint is East Point. Of the four cities, Atlanta has the least amount of land in the study area. The Willingham Corridor is one of the primary locations where these jurisdictions meet, the other being the nearby Virginia Avenue corridor. The study area represents a key location connecting these jurisdictions to each other, includes land within each jurisdiction and thus any planning or implementation will likely have to be collaborative to be successful.



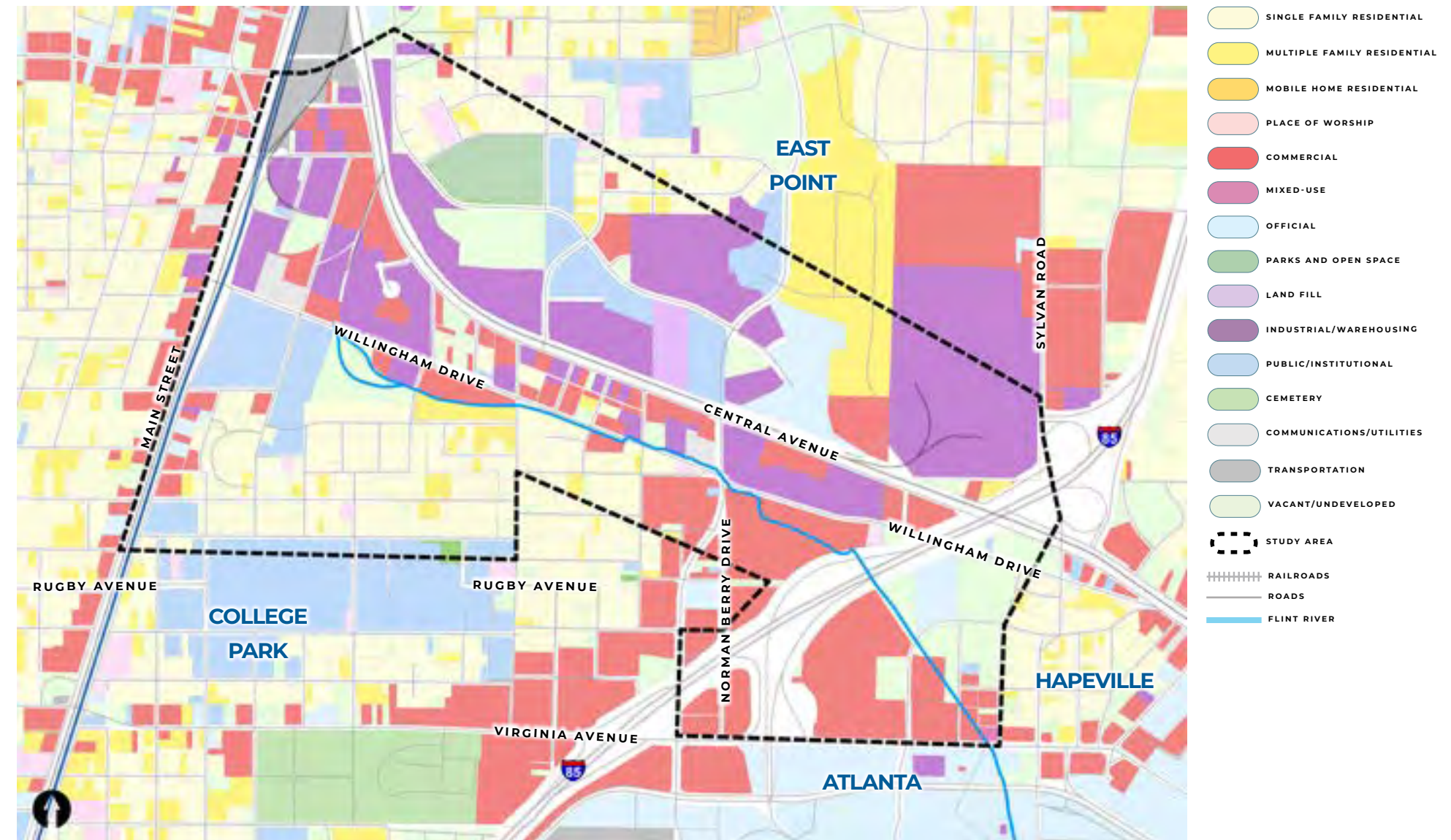
NEIGHBORHOODS

There are nine neighborhoods in or tangent to the study area including Azalea Park, Center Park, Cofield Park, Eagan Park, East Washington, Frog hollow, Historic College Park, River Park, and Virginia Park. The Eagan Park and Historic College Park neighborhoods are located adjacent to Willingham Drive and the core of the study area. The East Washington and River Park neighborhoods are located near the most heavily industrial areas of the Corridor. If Extensive industrial changes were to occur near these neighborhoods, they would be affected greatly. Any improvements or redevelopment made along Willingham will have a direct impact on these neighborhoods.



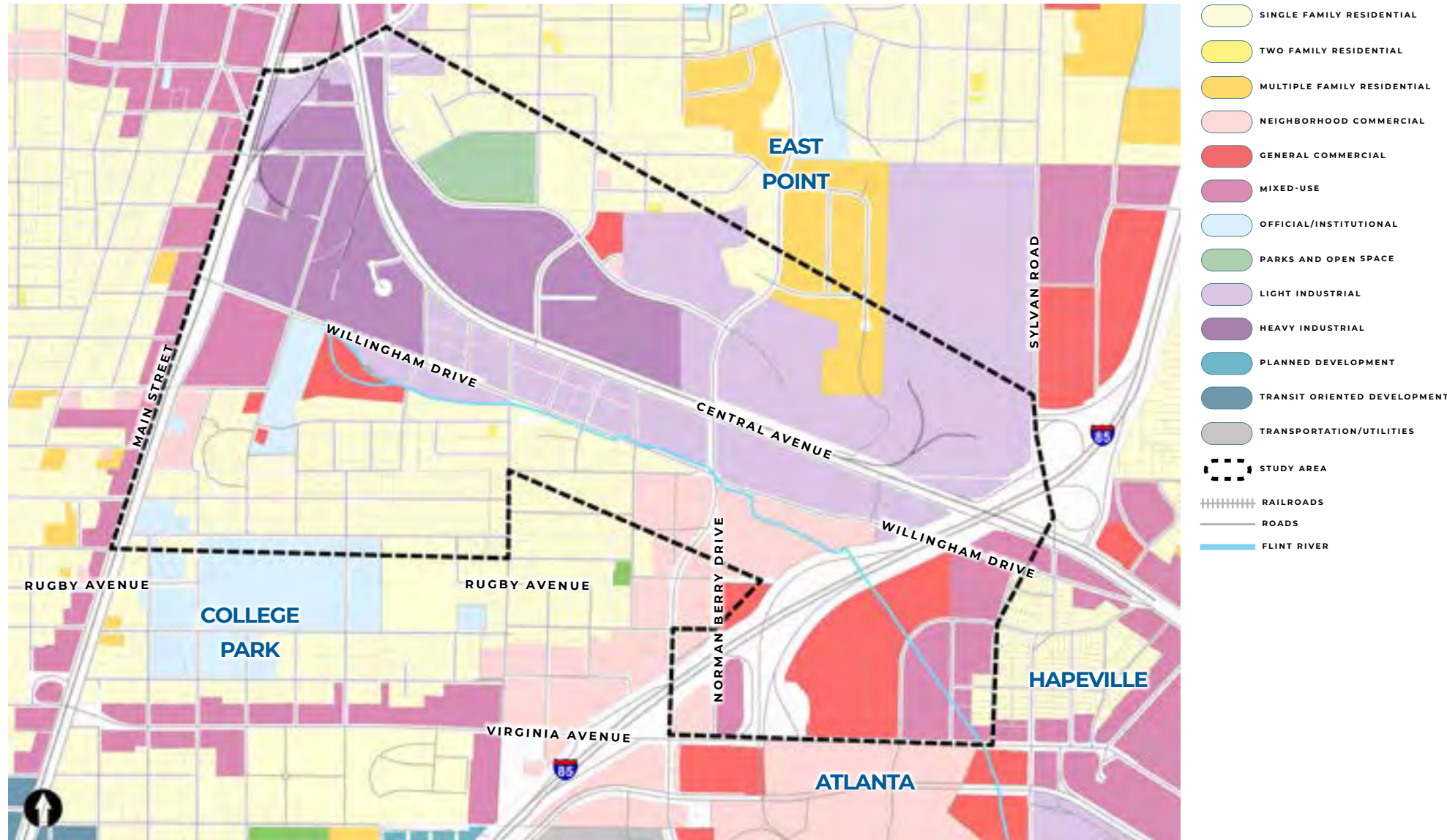
SIDEWALKS

Within the study area sidewalks are primarily located around residential areas and Woodward Academy. Willingham has limited sidewalk coverage and Central Avenue includes sidewalks with many large gaps in the network. Additionally, sidewalk connections to and from Willingham Drive or Central Avenue are limited. Most of Main Street and Virginia Avenue have complete sidewalk coverage; with the western segment of Main Street having the most consistent coverage.



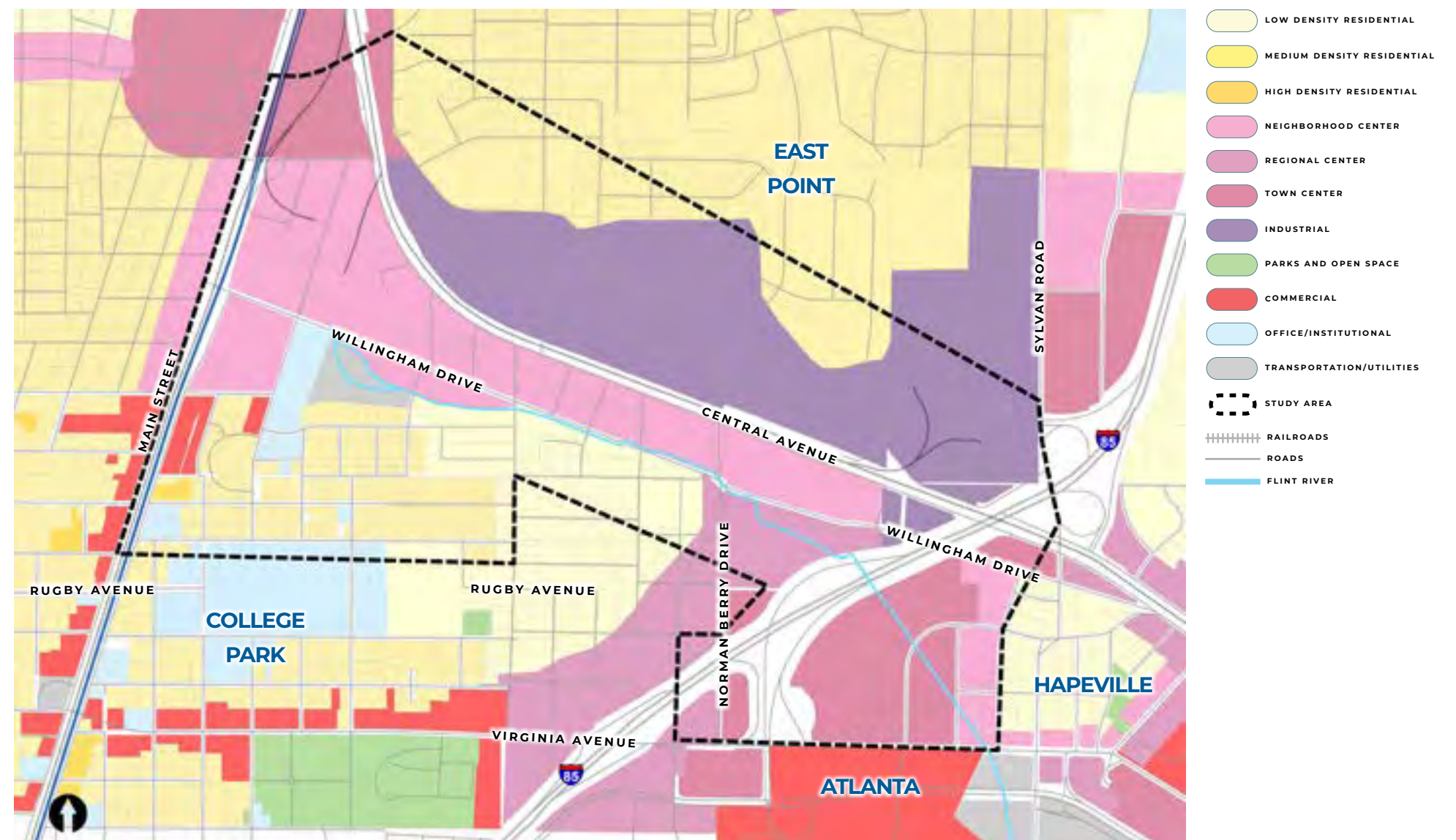
EXISTING LAND USE

There are a variety of uses present within the corridor. The central core of the corridor is primarily a mix of commercial and industrial/warehouse uses, but there is also a significant residential presence in the area. The industrial/warehouse uses are mostly located along Central Avenue, Willingham Drive, and Sylvan Road. In the southern area of the corridor near the Delta Air Lines headquarters, there is a dense collection of commercial, retail, office, and hotels. Most of the residential properties in the study area are single-family but a mix of multi-family is present as well. A significant stakeholder and the largest educational presence in the area is Woodward Academy. There is one landfill located off R.N. Martin Street. There are numerous vacant lots in the study area that detract from character and activity in the area but may create an opportunity for redevelopment.



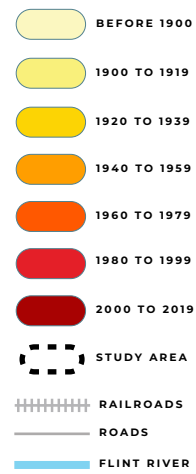
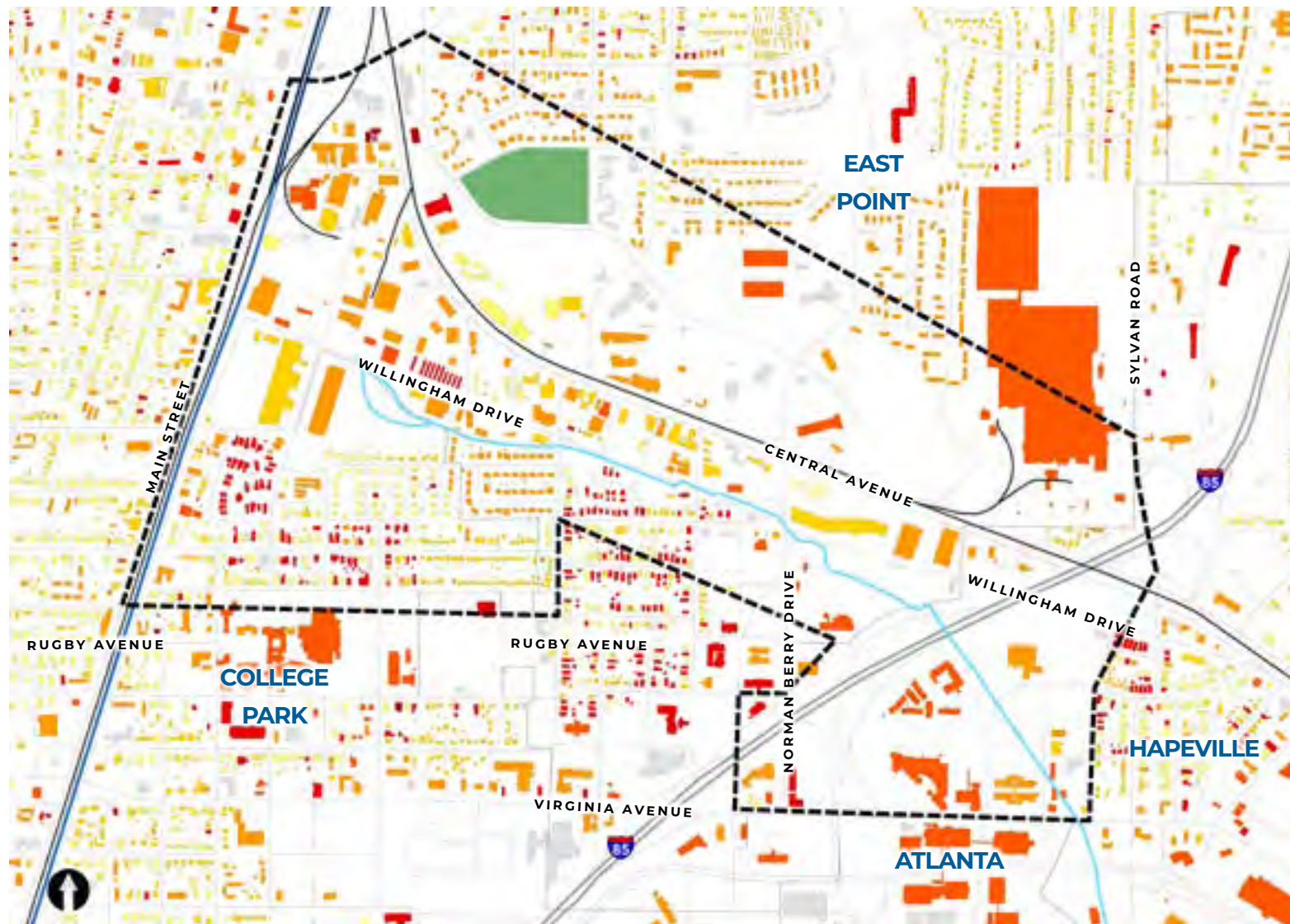
ZONING

The most common zoning designations within the study area are single-family residential, light industrial, heavy industrial, and mixed-use. Most industrial zoning is located along and north of Willingham Drive, west of Sylvan Road, and east of Main Street. Multi-family residential is mostly located along Norman Berry Drive and north of Central Avenue. Mixed-use and commercial zoning is mostly located along major roadways and corridors including Main Street, Virginia Avenue, and I-85. Planned development, park and open space, and transportation/utilities have the lowest presence inside the study area.



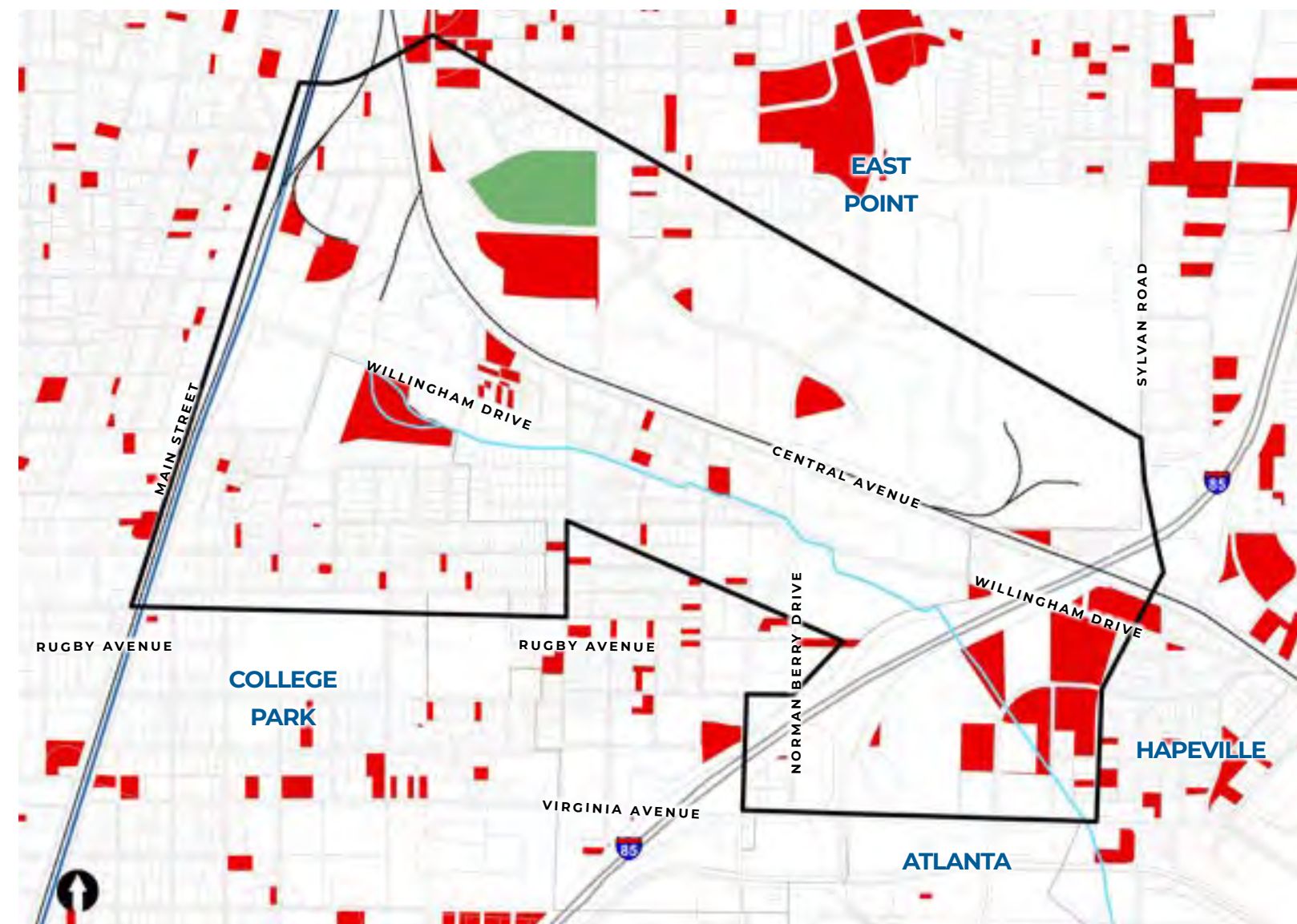
FUTURE LAND USE

Although The future land use plan is primarily in accordance with the current zoning regulations, there are a few differences between the study area today and the study area envisioned in the future. The most common future land uses are medium density residential and neighborhood center. The area between Willingham Drive and Central Avenue is comprised of industrial uses, but the Future Land Use Plan intends for this area to become a neighborhood center. The least common future land uses are High Density Residential and Transportation/Utilities. The only high-density residential uses are placed along Main Street and South Vesta Avenue.



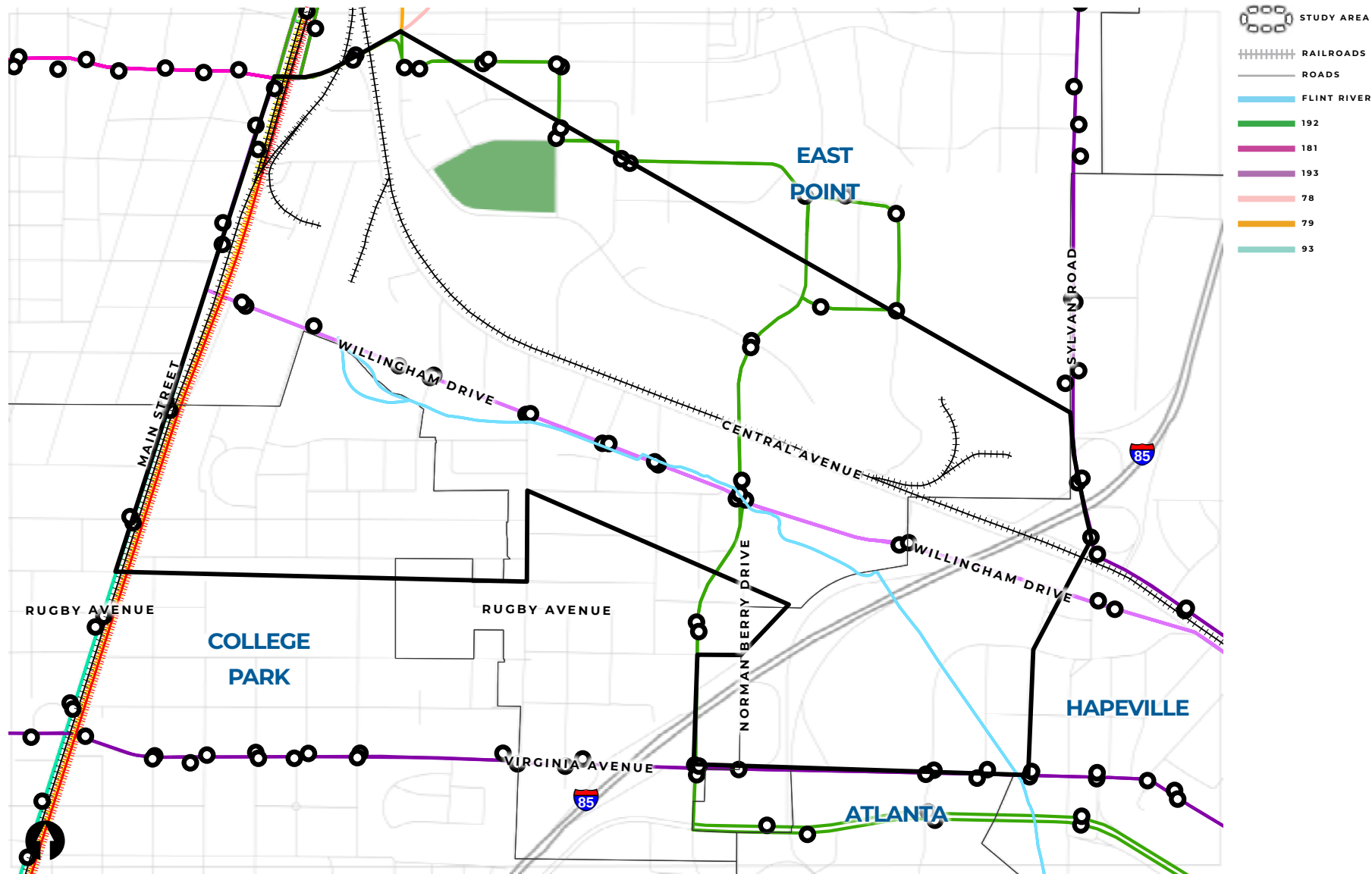
BUILDINGS

There are approximately 4,313 buildings in the study area. Out of the total buildings 400 were built within the last twenty years. Most buildings were built between 1940 and 1959 and more than half were built prior to 1940. A small minority of buildings were built prior to 1900. A majority of the single-family residential structures in the corridor are located southwest of Willingham drive. The prevalent building types throughout the remainder of the corridor are commercial. The nature of land uses in the corridor are reflected in the building sizes. Smaller buildings are often representative of single-family neighborhoods while larger block footprints indicate industrial practices. This distribution of space between residential and commercial uses has an impact on the corridor's character. Many of the industrial buildings within the study area represent an older design and form that does not match current industry standards such as large format warehouse and distribution facilities.



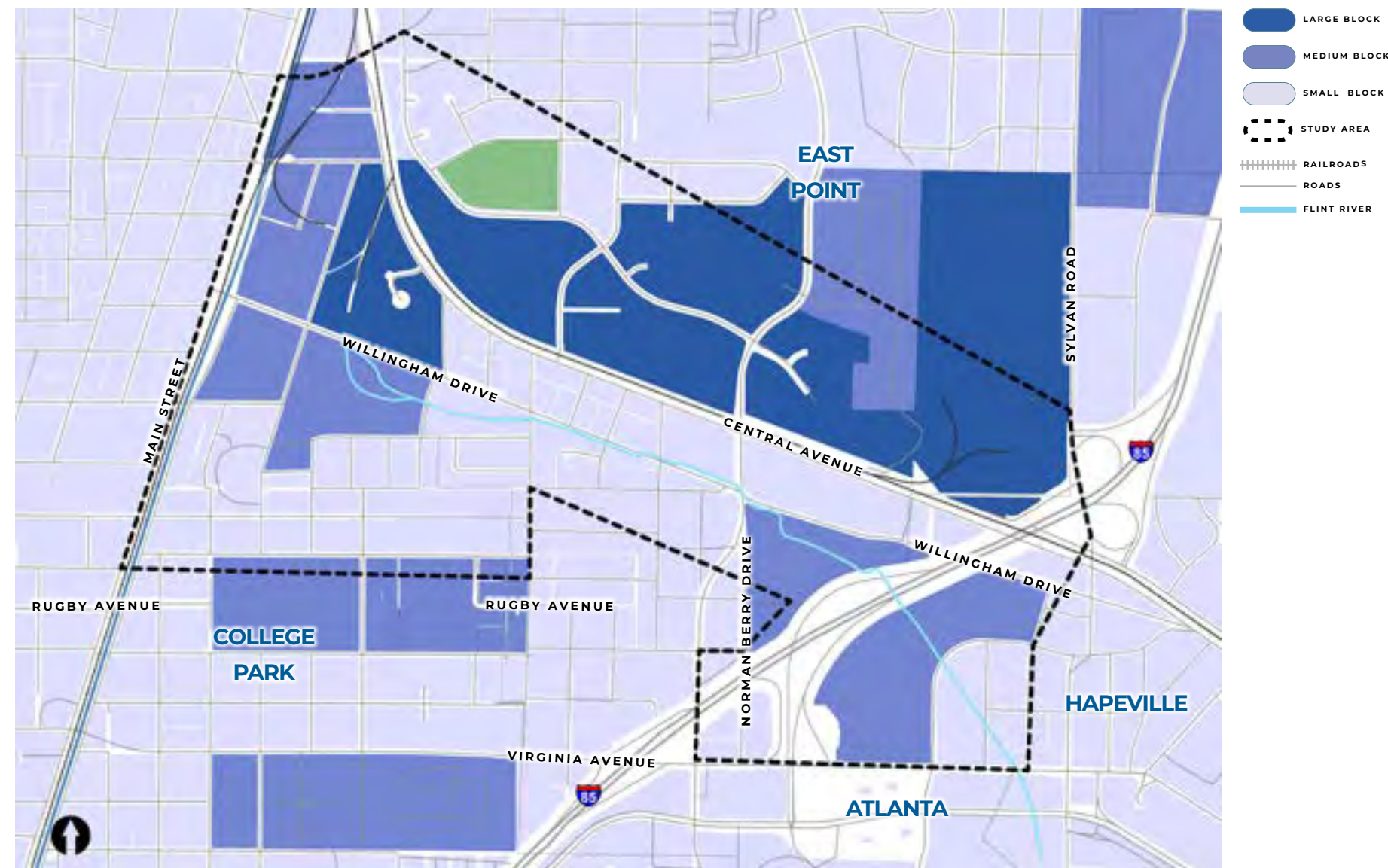
VACANT

The Willingham Corridor area includes nearly 337 vacant or undeveloped parcels. A large cluster of these unutilized parcels is located east of I-85 and south of Central Avenue. Another large cluster of vacant/undeveloped parcels exists at the intersection of Washington Road and Sylvan Road. There are many smaller vacant/undeveloped parcels located throughout the rest of the study area in smaller clusters.



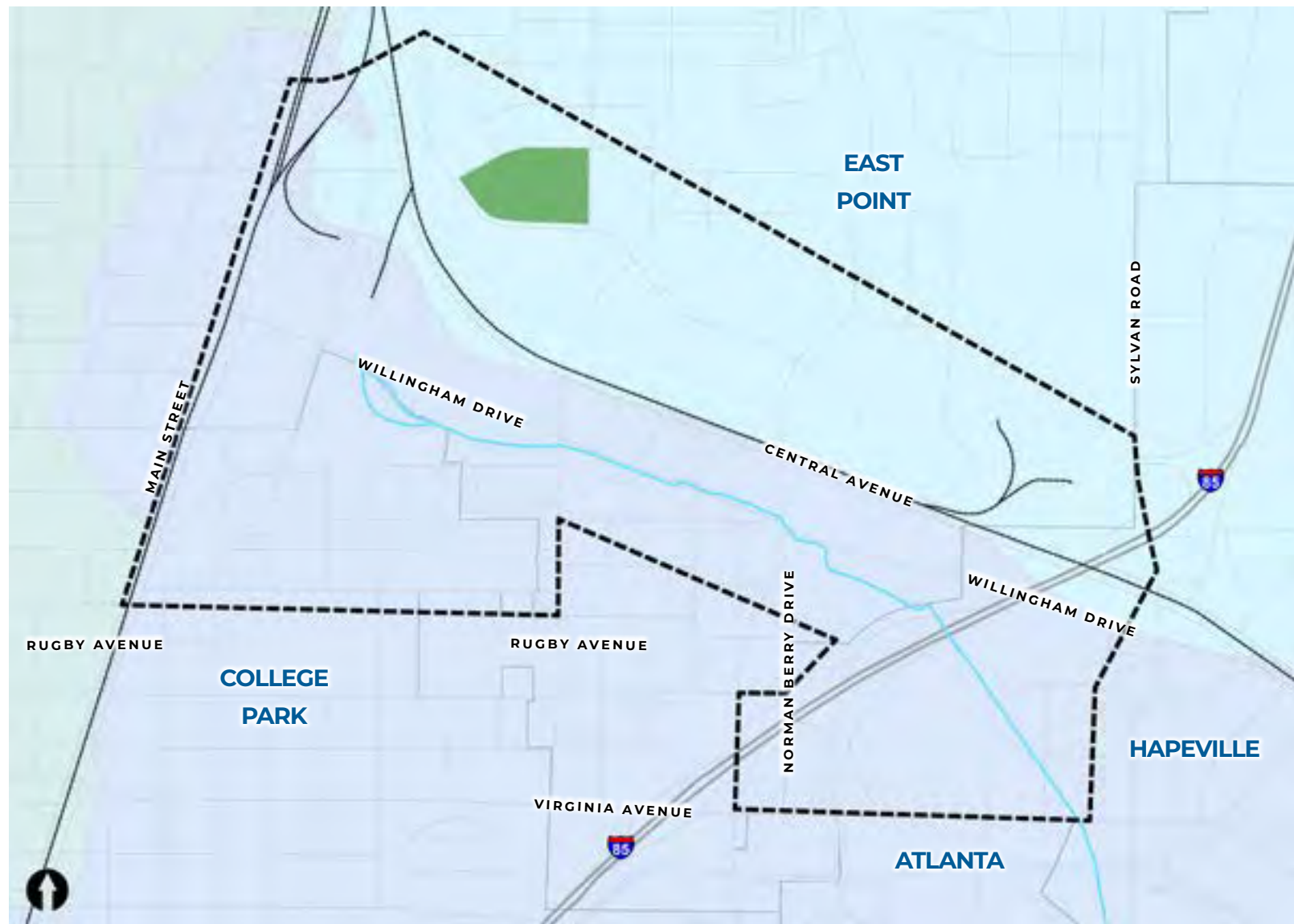
MARTA ROUTES

Nine MARTA bus routes provide transit service within the study area corridor. The 121 bus stops in the corridor provide a good framework to address local access and mobility needs. Two MARTA heavy rail stations are located just outside the study area, providing regional and additional local transit connections. This includes the East Point and College Park MARTA stations. Access to public transit is sparse along Central Avenue. Existing bus stops have limited signage or amenities such as shelters, sidewalks, or pedestrian lighting.



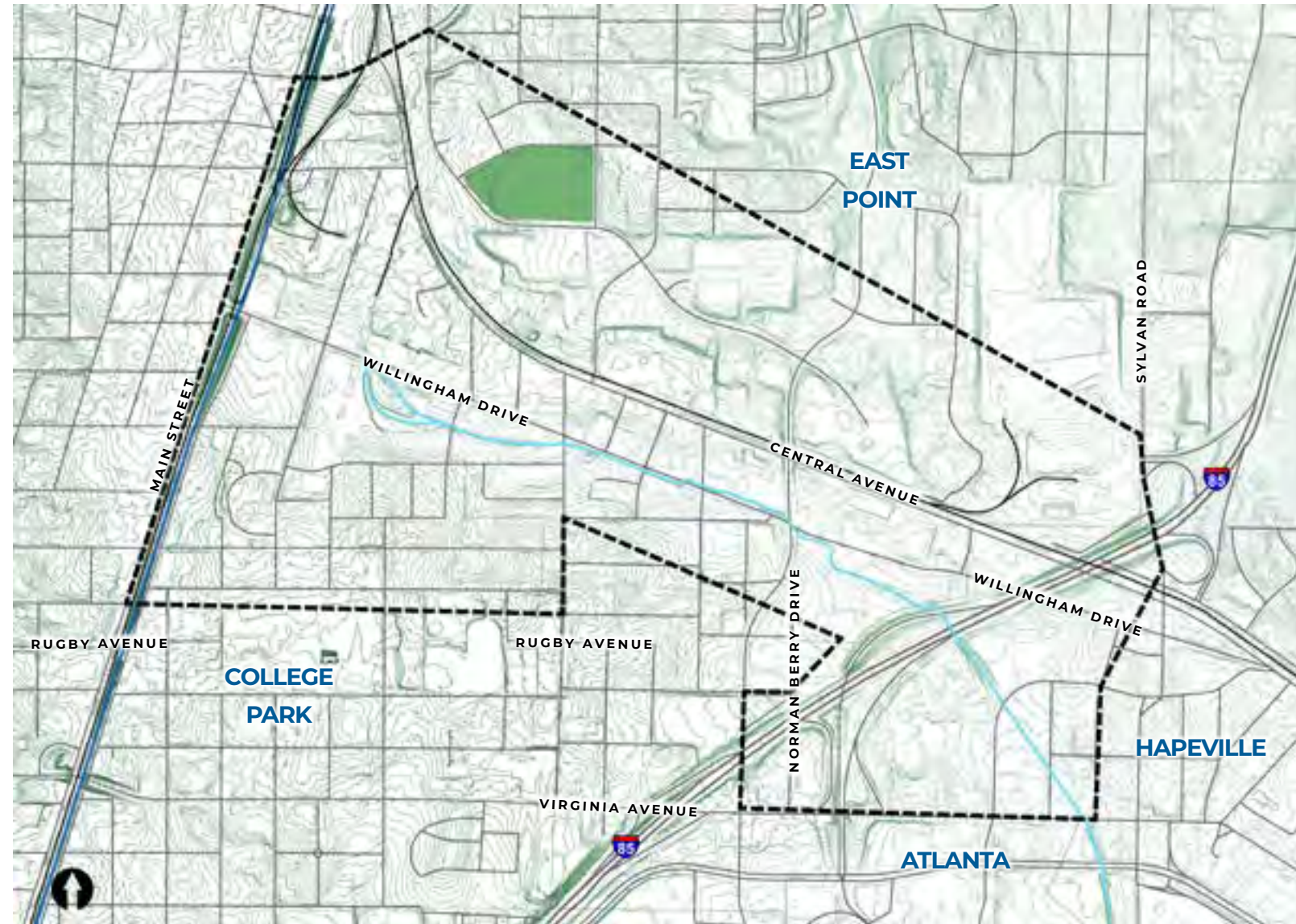
BLOCK STRUCTURE

Area circulation varies throughout the corridor. The study area has a nearly uniform split of small residential blocks and medium to large industrial properties. The large industrial blocks located near Sylvan Road to Irene Kidd Pkwy substantially limit east-west circulation north of Central Avenue. Additionally, there are several properties north of Central Avenue and the railroad tracks that limit north-south connectivity. Along Willingham Drive, the central portion of the corridor includes smaller blocks and provides a framework for better local circulation. The western and eastern edges are flanked by larger blocks that reduce the number of connections. There is a collection of blocks considered medium throughout the study area.



WATERSHEDS

In addition to the study area being the confluence of three cities, major roadways, and interstates, it is also connected to three major river basins. The headwaters of the Flint River start within the study area, but the river basins of the Chattahoochee and South River can also be found here. Water that falls in the area south of the railroad and east of Main Street will generally drain to the Flint River. Water that falls in the area north of the railroad and east of Main Street will generally drain to the South River. Finally, water that falls west of Main Street will generally drain to the Chattahoochee River.



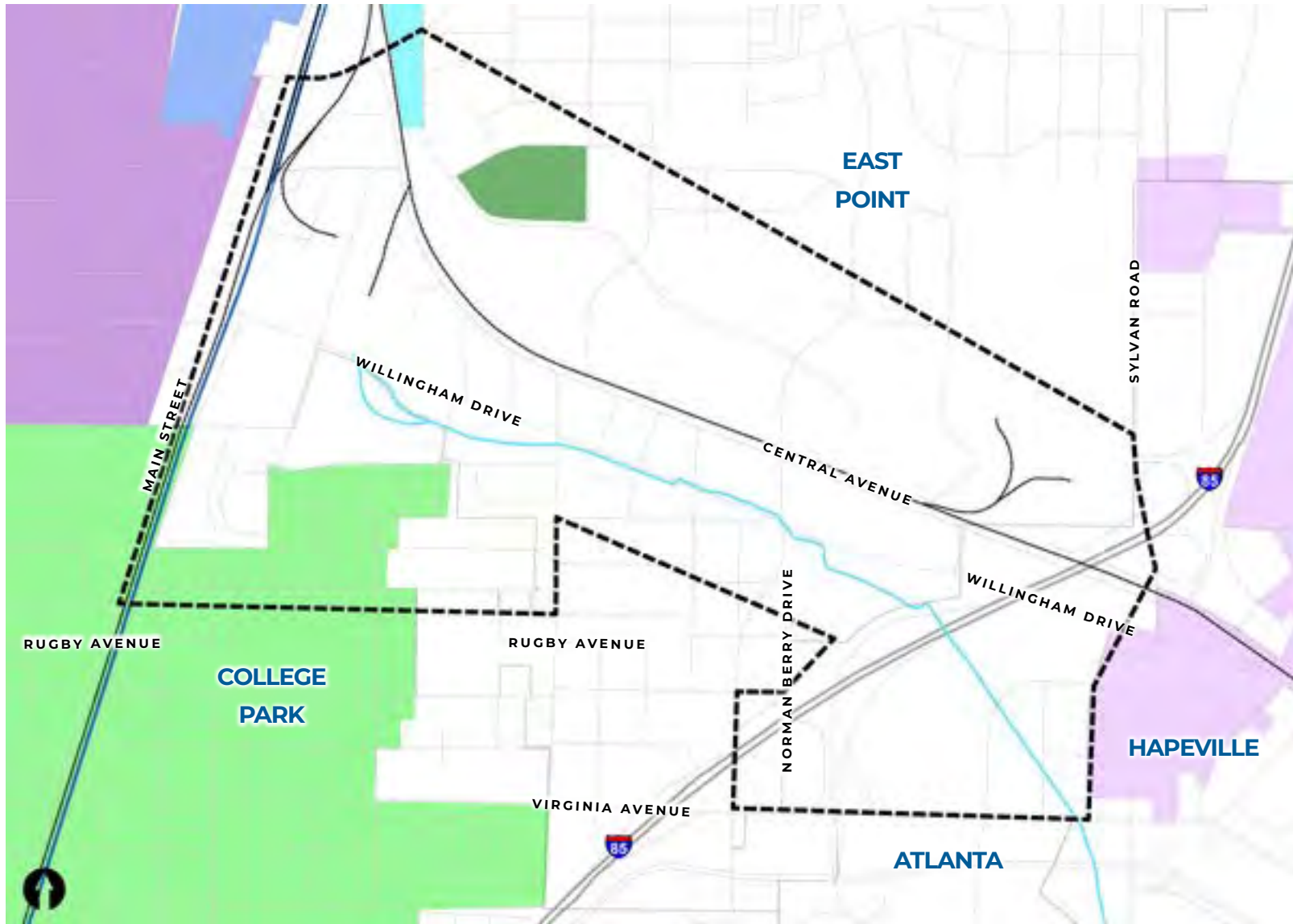
TOPOGRAPHY

The Willingham Corridor area does not include significant changes in elevation, which ranges from 894 feet to 1085 feet. The lowest elevation in the study area is in the northeast corner of the corridor near Sylvan Road and South River Tributary. The highest elevation is located at Woodward Academy between Walker Avenue and Cambridge Avenue. The study area's most frequent elevation is 996 feet.



FLINT RIVER PARCELS

The presence of headwaters of the Flint River provides an opportunity for reimagining the physical form and character of the corridor. There are approximately 95 parcels adjacent to the Flint River. Several large parcels of land along Flint River have the potential for redevelopment or the addition of greenspace or stormwater facilities. The Flint River which has mostly been forgotten and overlooked in the area, can become a community asset and new feature around which future development can occur.



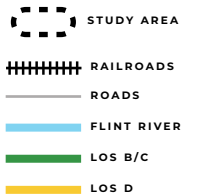
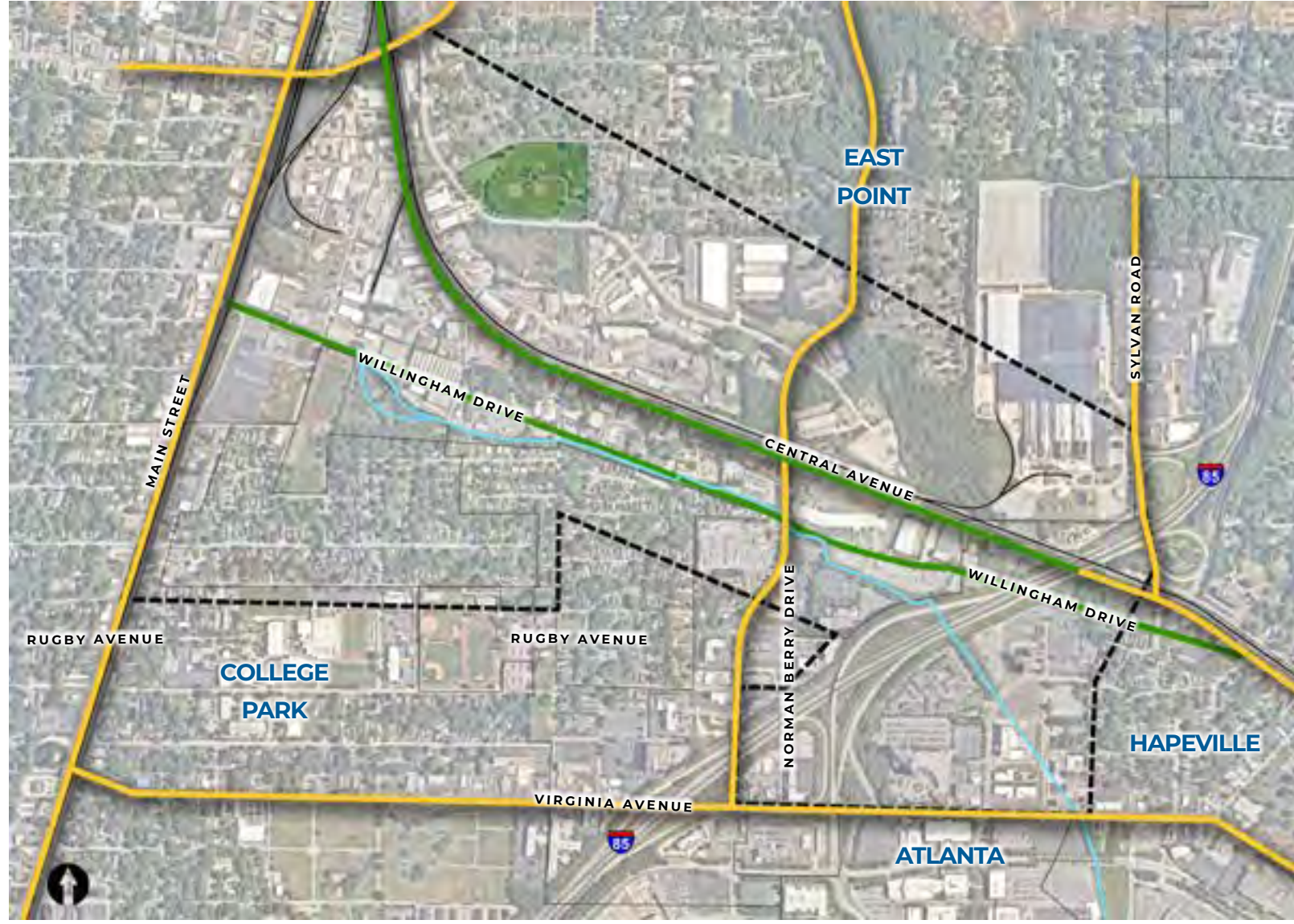
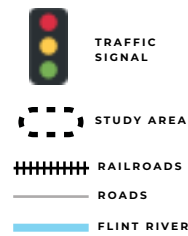
HISTORIC DISTRICTS

There are five historic districts in the corridor. The fourth largest urban historic district in the state of Georgia is College Park Historic District which is listed on the National Register of Historic Places. East Point has three historic districts within or near the study area: Central East Point Residential Historic District, Downtown East Point Historic District, and East Point Industrial District with East Point Industrial District being the only district listed on the National Register of Historic Places. (Virginia Park neighborhood in Hapeville? Add comment about many of the buildings in the study area being eligible for historic designation, based on age, but no historic designations or district exist).



TRAFFIC SIGNAL

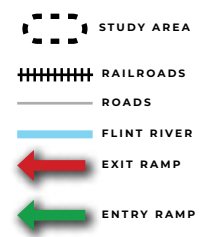
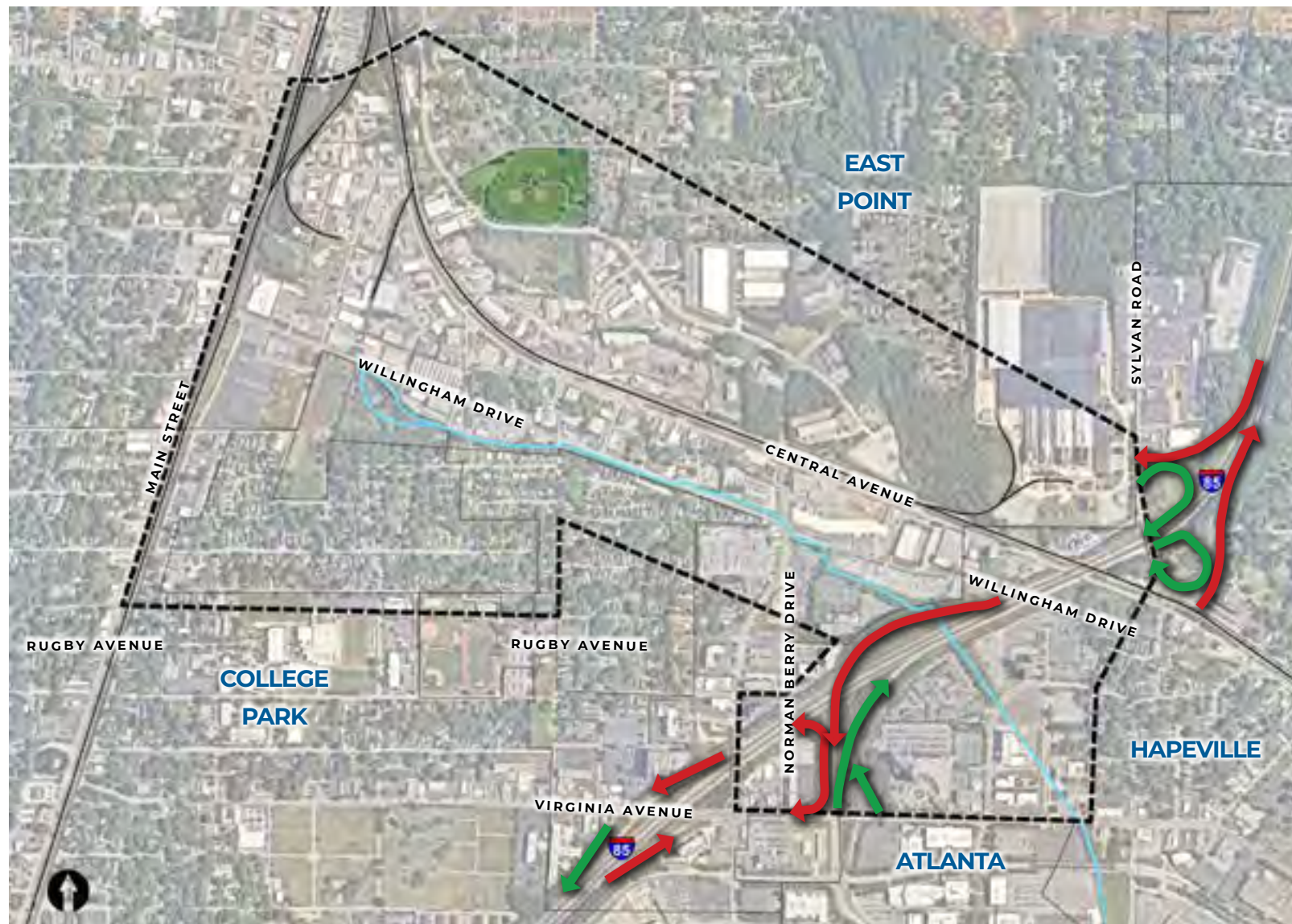
There is a concentration of signalized intersections located within the northwest quadrant of the study area along Main Street (US 29 / SR 139 / SR 14) and along Washington Road / Irene Kidd Pkwy and within the southeast quadrant of the study area (near the Hartsfield-Jackson Atlanta International Airport) along Virginia Avenue and Perry J Hudson Pkwy. Willingham Drive consists of three signalized intersections within the study area and is a two-lane, undivided roadway with minimal turn-lanes provided.



*Level-of-Service is used to describe the operating characteristics of a road segment in relation to its capacity. Level-of-Service is defined as a qualitative measure that describes operational conditions and motorist' perceptions of a traffic stream. The Highway Capacity Manual defines six levels-of-service, LOS A through LOS F, with A being the best and F the worst. Industry standard "acceptable" conditions are considered LOS D or better.

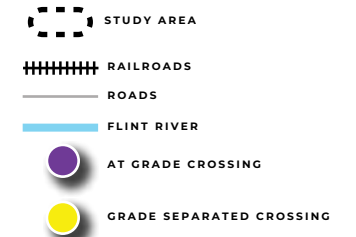
LEVEL-OF-SERVICE

The major roadways within the study network were reviewed and a high-level segment capacity analysis was performed to determine the existing level-of-service*. Based on the traffic data available via GDOT's Traffic Analysis & Data Application (TADA), annual average daily traffic was researched and utilized in determining existing vehicular traffic demand compared to the roadways projected capacity. Based on this high-level analysis, it was determined that Willingham Drive and Central Avenue (west of Dogwood Drive) currently operate at LOS B/C while Main Street (US 29 / SR 139 / SR 14), Virginia Avenue, Norman Berry Drive, and Washington Road / Irene Kidd Pkwy currently operate at LOS D.



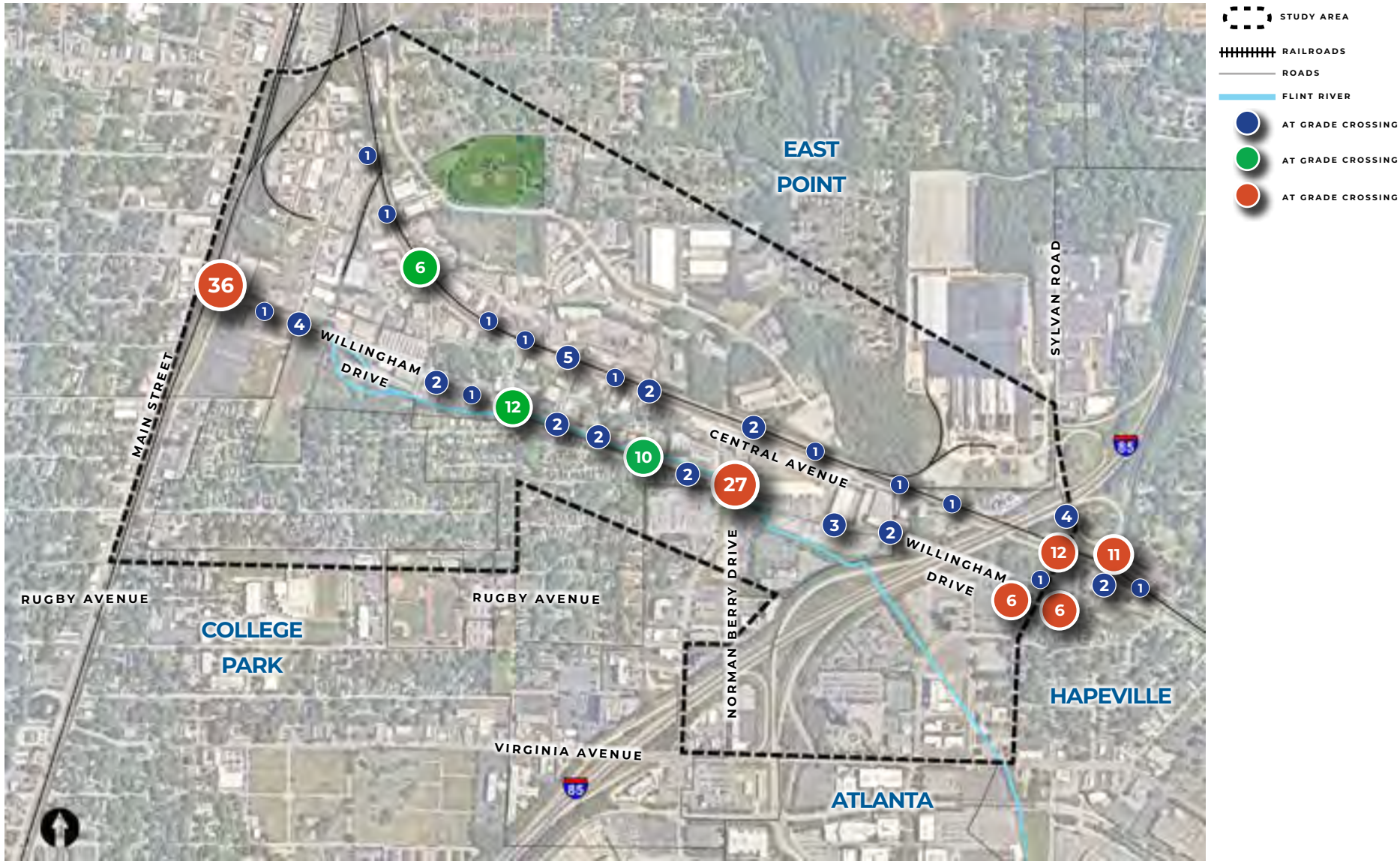
INTERSTATE ACCESS

There are several existing interstate access locations that currently serve the study area. Egress traffic (traffic exiting the study area to the interstate) can access Interstate 85 northbound via Virginia Avenue, Central Avenue, and Perry J Hudson Pkwy while Interstate 85 southbound can be accessed via Virginia Avenue and Sylvan Road. Ingress traffic (traffic entering the study area from the interstate) can exit Interstate 85 northbound via Virginia Avenue (two separate ramps are provided for Virginia Avenue eastbound and Virginia Avenue westbound), and Sylvan Road. Additionally, ingress traffic can exit interstate 85 southbound via Sylvan Road, Virginia Avenue and Perry J Hudson Pkwy. Willingham Drive does not have existing direct access to the interstate system with the closest access point requiring vehicles to navigate an at grade railroad crossing.



RAILROAD CROSSING LOCATIONS

There are five grade separated railroad crossing locations within the study area (Virginia Avenue, Willingham Road, Irene Kidd Pkwy (at two different locations), and Norman Berry Drive. Conversely, there are five at grade railroad crossing locations within the study area (Rugby Avenue and Central Avenue (at four different locations).



CRASH ANALYSIS

As shown in the table above, the past five years of data reflect 243 reported crashes along both Willingham Drive and Central Avenue and 389 crashes were reported along Virginia Avenue, none of which involved a fatality. Most crashes reported involved low speed rear end collisions with no injury. No crashes involving a train at an at grade crossing location have been reported within the past five years.



PUBLIC LAND AND ENVIRONMENTAL FEATURES

PUBLICLY OWNED LAND

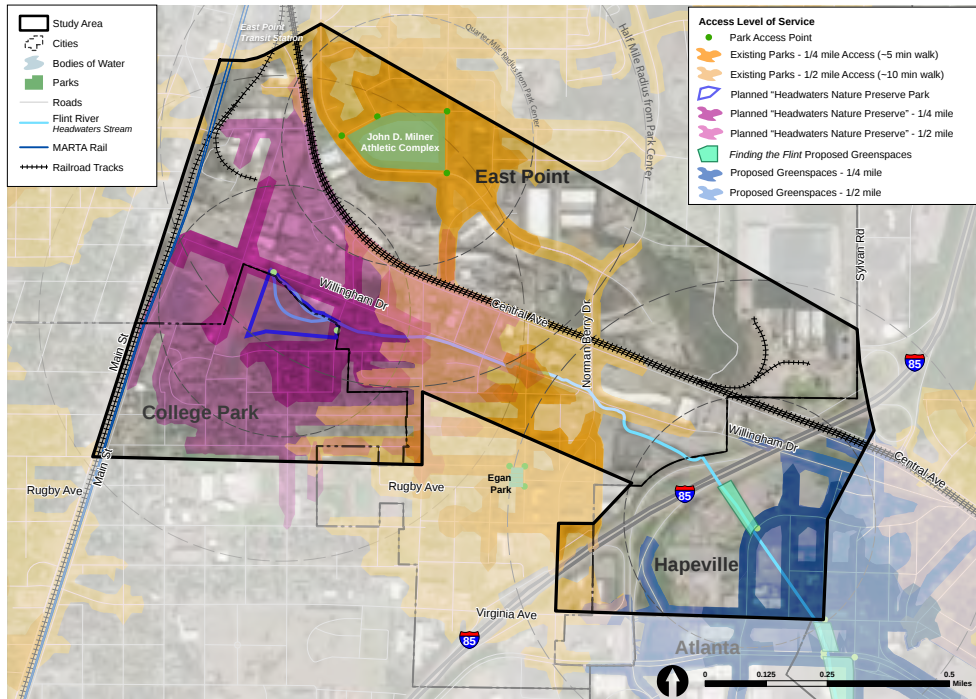
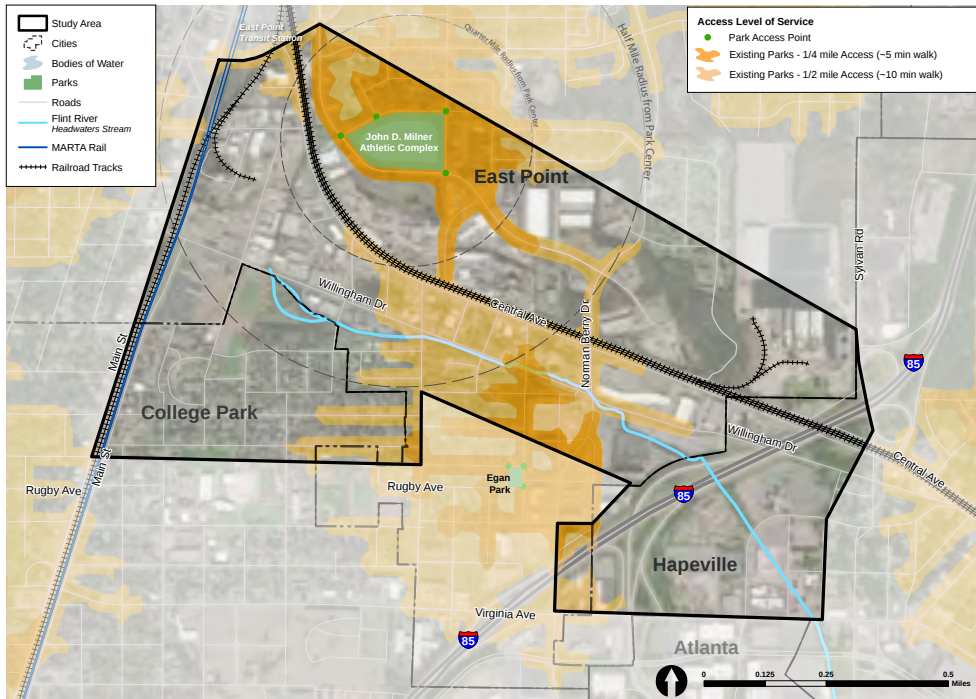
There is limited publicly owned land within the study area. East Point's John D. Milner Athletic Complex is the only public park in the Study Area. The nearly 12-acre park is about a ¼ mile north of Willingham Drive, bounded by R.N. Martin Street, Holcomb Avenue, and Randall Street. Public housing is managed by the East Point Housing Agency. The agency maintains two apartment complexes in the Study Area; the 34-unit Hurd Homes complex located east of the Milner Athletic complex on Randall street, and the 145-unit Martel Homes complex partially located within the Study Area east of Norman Berry Drive between Maria Head Terrace and Calhoun Avenue. Additionally, the City of College Park is in the process of acquiring approximately 7 acres of greenspace from MARTA for use as a passive park. This property is located along Willingham Drive, between Plant Street and Elm Street.

NATURAL FEATURES

A headwaters stream of the Flint River originates in the northwest corner of the triangular parcel just east of the Woodward Academy Willingham Fields. There is a large stormwater outflow pipe originating from the MARTA East Point station parking lots. The stream flows southeasterly, in a concrete channel, before alternating between being piped, and in a daylight, semi-natural stream bed along Willingham Drive. There are a few forested areas on public property within the study area. This includes the MARTA stormwater facility along Willingham Drive that is being acquired by the City of College Park for a future nature preserve, the southern portion of the East Point Fire station 2 property, and the southern portion of the Martel Homes parcel. Much of Willingham Drive between Main Street and Interstate 85 is located within a 100-year floodplain.

HYDROLOGY

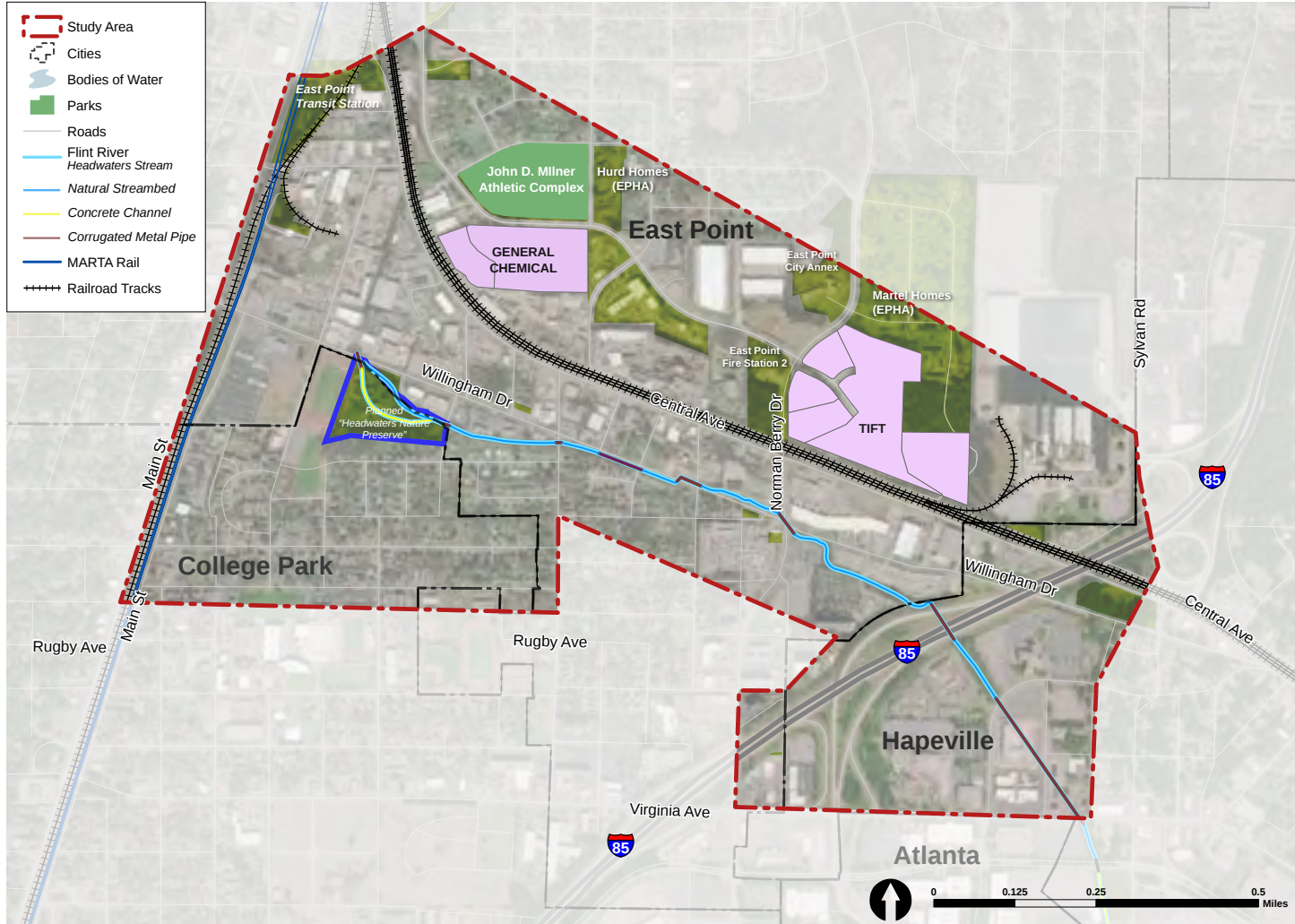
The East Point Stormwater Assessment – Flint River Watershed Hydraulic Improvements Evaluation suggests 4 locations with projects to increase conveyance of water through pipe and channel improvements. Each of the proposed improvements would dramatically impact the existing conditions of the Flint River north fork, both potentially improving flooding conditions and affecting the ecology of the river corridor.



WILLINGHAM DRIVE LCI – PARK ACCESS LEVEL OF SERVICE

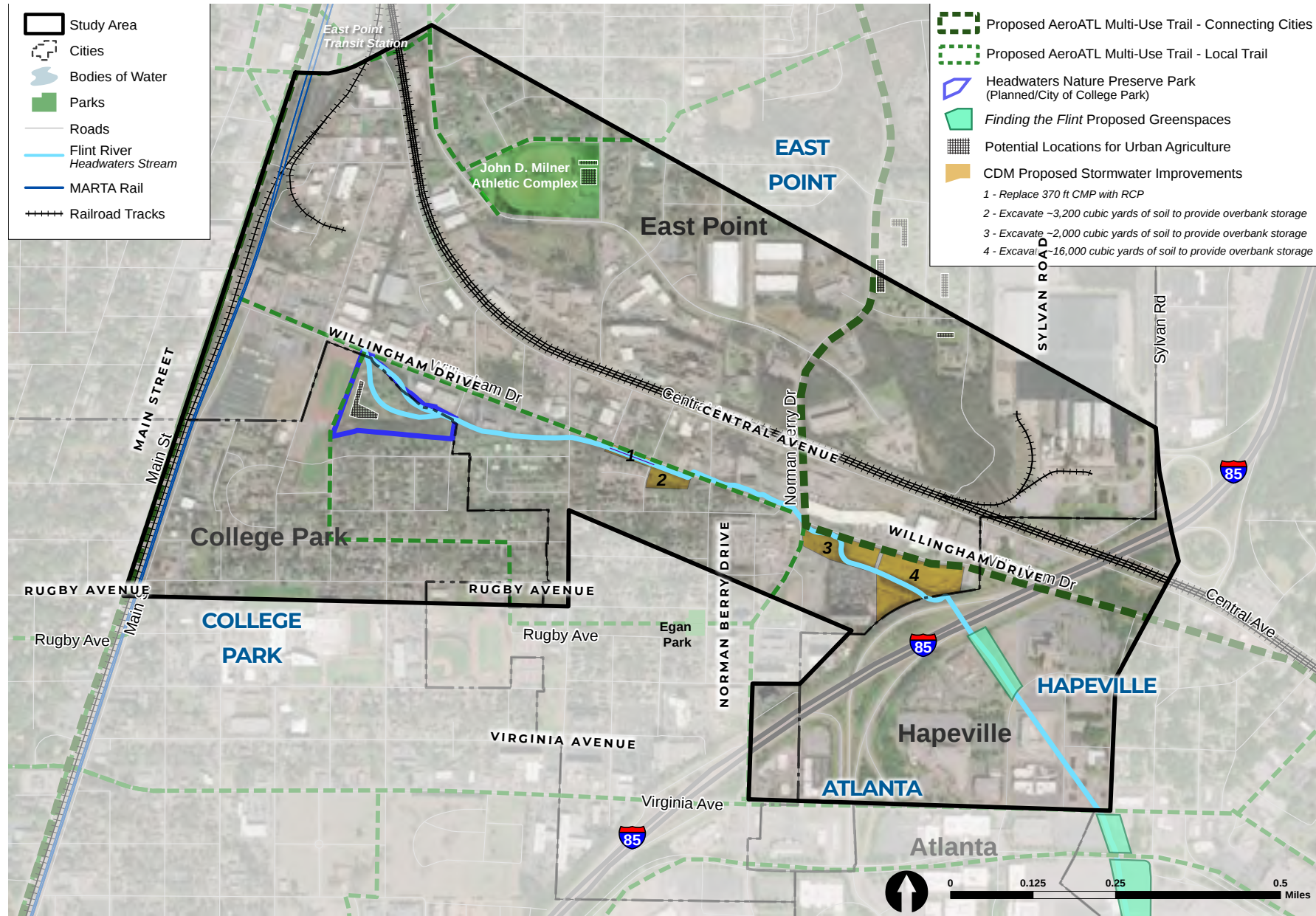
Access Level of Service (LOS) measures the distance residents must travel to access parks and recreation facilities. It is used to understand how park access varies between different neighborhoods or locations within a defined area. A 10-minute walk to a park, roughly a half-mile, has become a widely accepted goal for many urban areas. Currently, there is only one park within the Study Area: East Point’s John D. Milner Athletic Complex. This park provides access at a quarter and half mile distance for the northwest portion of the Study Area. Immediately south of the study area lies Eagan Park, which provides access at a quarter and half-mile distance for the southeast portion of the study area.

The introduction of the planned “Headwaters Nature Preserve” will greatly increase access to greenspace within the Study Area. Access will be added for most of the College Park portion of the Study Area’s southwestern corner. However, even with the introduction of the “Headwaters Nature Preserve,” pockets of areas with lower access to greenspace will remain. The lack of sidewalks or bicycle paths limits accessibility to these locations. Additionally, the LOS analysis does not take into account the specific use or activity within the greenspace, only community access to the greenspace location. Finally, park access LOS does not consider the stormwater and water quality benefits related to specific greenspace in the area.



CONTAMINATED SITES

The Georgia Environmental Protection Division (EPD) has identified two sites within the Study Area that have experienced historic contamination. One of which is the almost 15-acre General Chemical site that was listed in 1998 as a Class V Cleanup Priority due to soil and groundwater contamination. Cleanup activities appear to have occurred between 2000 and 2005, however further confirmation of remediation is needed. The 23-acre Tift site was listed in 1998 as a Class I Cleanup Priority. According to the EPD report, this site has a known release of lead in soil at levels exceeding the reportable quantity. In addition, the site was contaminated with a host of other regulated substances. The nearest residential structure is between 300 and 1000 feet from the area affected by the contamination. A headwater stream of the South River emerges from a box culvert directly north of the East Point City Annex along Norman Berry Drive. The stream often appears to be a milky, turquoise color with a metallic odor. Testing by the South River Watershed Alliance and others is currently underway to determine the cause of the stream’s condition.



MULTIUSE PATHS

Three Multi Use paths are proposed within the study area. The AeroATL Greenway Plan “Connecting Downtowns” network proposes a trail that travels east from Downtown East Point eventually intersecting with Willingham Drive. There is also a “Local Trail” proposed along the length of Willingham Drive that connects a Priority Trail along Main Street to the Loop Connecting Downtowns. Additionally, “EP PATH #08” segment proposed in the East Point PATH Trails plan is included as an AeroATL Greenway “Local Trail.” The 1.31-mile segment begins at Bobby Brown Parkway and connects with another trail segment on Main Street.

Headwaters Nature Preserve

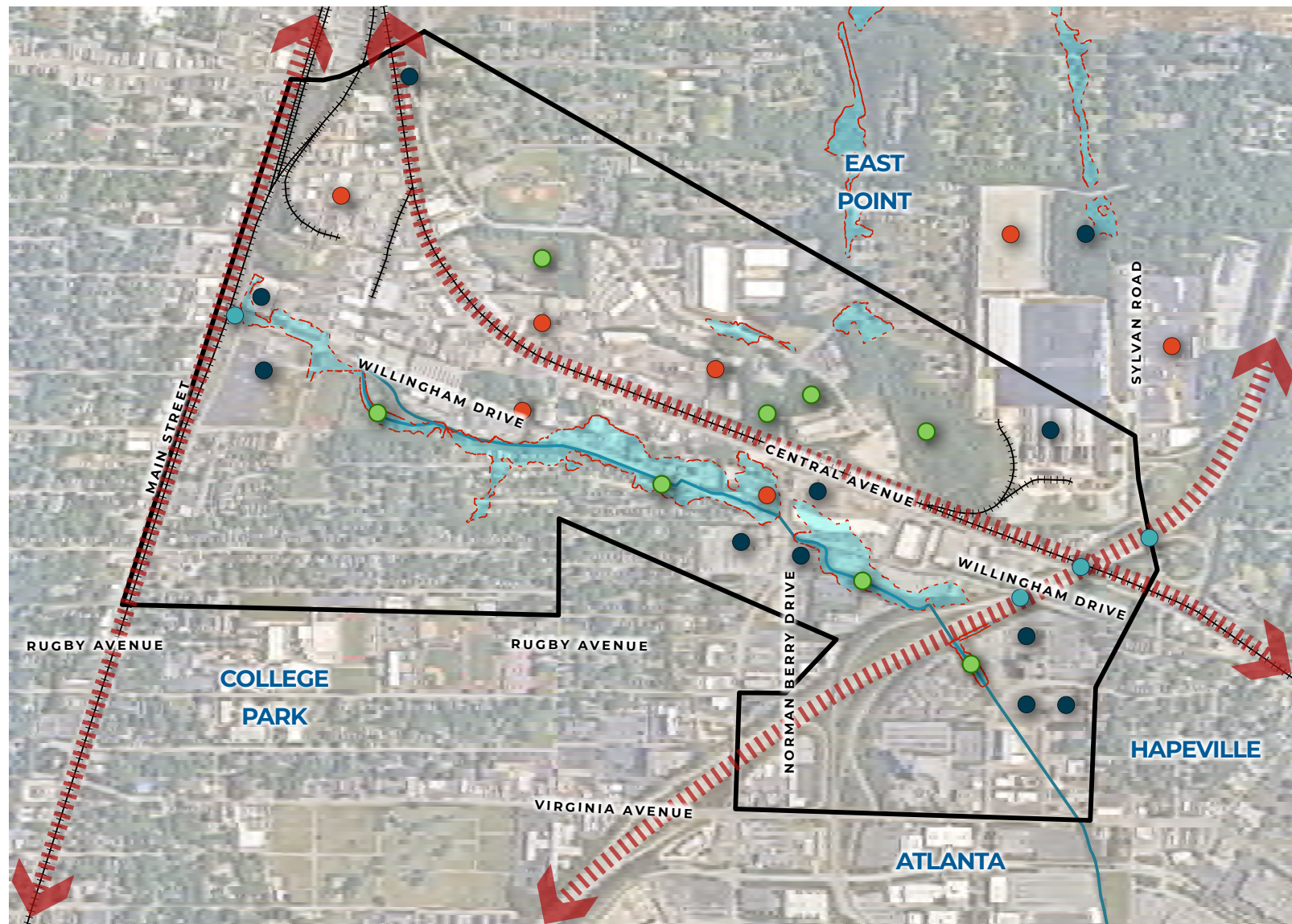
The former MARTA parcel is being transferred to municipal ownership and repurposed as a public nature preserve. If successful in winning the GOSP grant, final engineering for the project would begin in August of 2022 and open for users in August 2024.

FINDING THE FLINT PROPOSED GREENSPACE

The Finding the Flint initiative has proposed three additional greenspace areas in Hapeville. One within the study area ocated between Interstate 85 and International Boulevard and two located just beyond the southeastern boundary near Virginia Avenue, Loop Road and the Delta Air Lines campus.

PROPOSED GREENSPACE IMPROVEMENTS

03 OPPORTUNITIES AND CHALLENGES



OPPORTUNITIES AND CHALLENGES

The information in the Existing Conditions and Corridor Economic Assessment Report represents a snapshot of the study area today. Considering this analysis as well as initial outreach and observations along the corridor, an initial set of key factors have been identified that may create opportunities or hinder implementation and investment within the study area. This section highlights these opportunities and constraints that should be considered during the planning process for the Willingham Corridor Study.



DEVELOPMENT OPPORTUNITY

Several locations within the study area represent possible development, redevelopment, as well as economic or community development opportunities. These include:

- Former Tri-Cities Plaza, now the Woodward Academy Student Transport Lot (approximately 11.5 acres)
- Former Clarus building located near the intersection of Willingham Drive and East Main Street that is now vacant
- Vacant industrial building located west of the intersection of RN Martin Street and Washington Avenue
- Multiple parcels and properties located near the intersection of Willingham Drive and Norman Berry Drive. Includes surface parking lots and vacant properties
- Former Delta Technology building and surface parking located north of the intersection of International Boulevard and Lang Avenue
- Additional surface parking lots located near International Boulevard and Land Ave
- Former Owens-Illinois manufacturing plant (50 acres)
- Undeveloped property north of the former Owens-Illinois site

CORRIDOR CONSTRAINTS

There are some barriers to movement throughout the corridor. The most prevalent limitations are:

- Existing rail corridors along Central Avenue and Main Street bisects the entire study area and limits connectivity between neighborhoods
- Interstate 85 limits connectivity between the Cities of College Park and East Point, and the City of Hapeville as well and reduces access between key areas within this portion of the airport district.

GREENSPACE OPPORTUNITY

Several locations within the study area are potentially suitable for Greenspace uses such as parks, sports fields, woods, lakesides, gardens. These include:

- Headwaters Nature Preserve
- Vacant properties near the intersection of Willingham Drive and Bachelor Street where the Flint River is above ground
- Surface parking near Willingham Drive and Norman Berry Drive that include above ground portions of the Flint River.
- Natural area near International Drive and Lang Avenue that includes an above ground portion of the Flint River.
- Additional undeveloped lot and stormwater facility located near Delta Air Lines Headquarters and Flight Museum
- South River tributary and forested area located between Norman Berry Drive and the former Owens-Illinois site
- Forested areas near the intersection of RN Martin Street and Norman
- Former General Chemical site located near the intersection of RN Martin Street, Holcomb Avenue and Randall Street

WAYFINDING AND GATEWAYS

There are a few locations potentially suitable for informative Wayfinding and Gateway markers. These types of entities provide the public with logistical information and may become landmark locations.

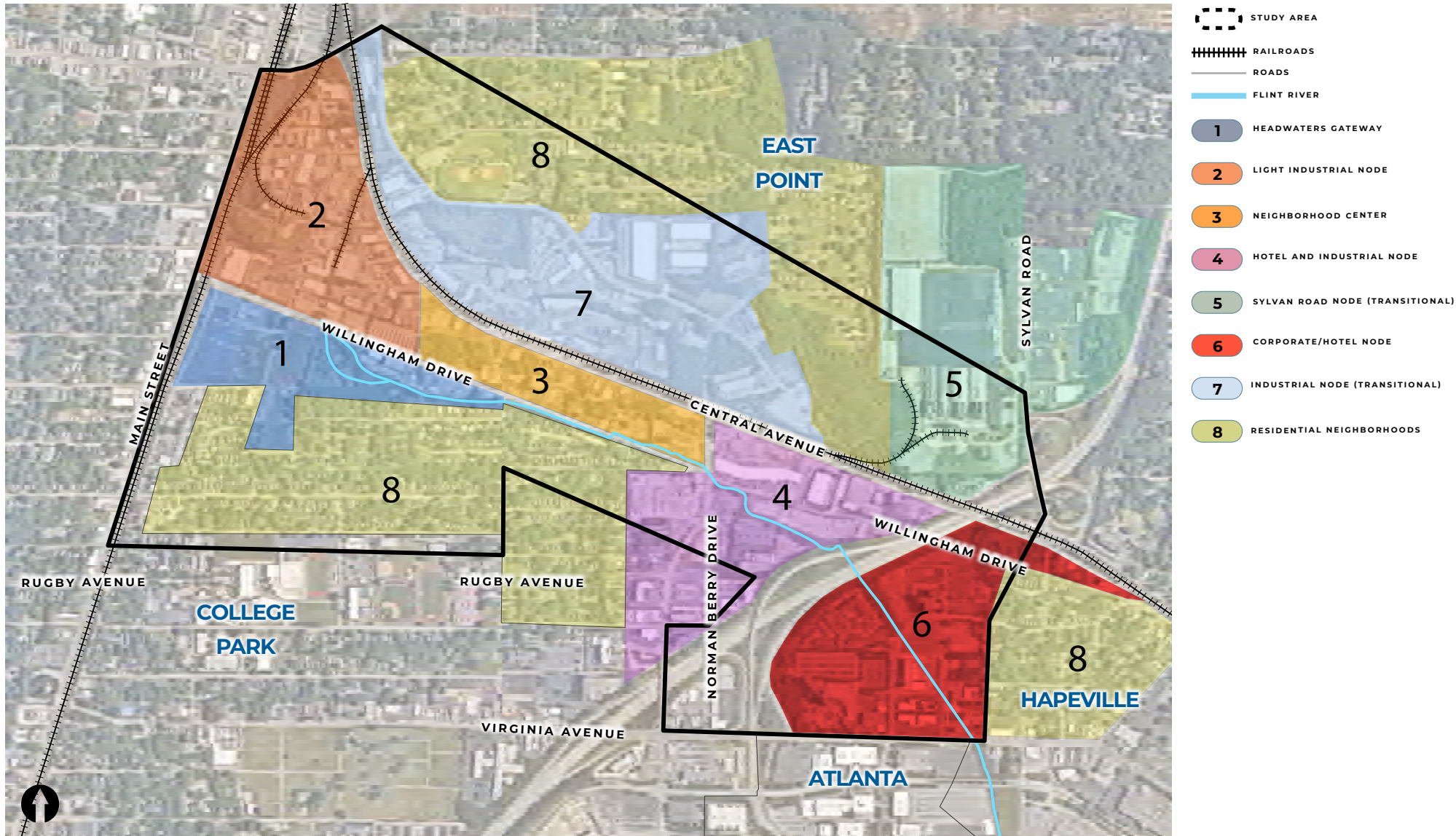
- MARTA and rail underpass and bridges at the western end of Willingham
- Bridges over Interstate 85 near the eastern end of Willingham Drive

DEVELOPMENT/MARKET CONSTRAINTS

A number of sites within the study area require additional considerations that may present challenges the corridor. These include:

- Active Chemical Plant
- Utilities and Power Substations
- Scrap metal recycling facility and heavy industry north of Central Avenue

04 | CHARACTER AREAS



CORRIDOR CHARACTER

Through analyzing the existing street network, building form, block size, and existing uses, 8 character areas were identified within the study area. This section highlights these character areas and identifies elements that will help inform the development of recommendations and concepts within the Willingham Corridor area.

1. HEADWATERS GATEWAY

- Limited connectivity
- Smaller building footprints
- Moderate to small block sizes
- Existing uses include small industrial buildings, parking, active and passive

2. LIGHT INDUSTRIAL

- Limited connectivity via Willingham Drive and Central
- Small to medium size building footprints
- Moderate block sizes
- Existing uses include 1-story industrial buildings, fleet vehicle parking and salvage

3. NEIGHBORHOOD CENTER

- Moderate connectivity via Willingham Drive, Central
- Small building footprints
- Small block sizes
- Existing uses include 1-story industrial buildings, residential, fleet vehicle parking, and salvage

4. HOTEL AND INDUSTRIAL

- Moderate connectivity via Willingham Drive, Central Avenue, Bobby Brown Parkway, Norman Berry Drive, and multiple cross streets
- Medium size building footprints
- Small to moderate block sizes
- Existing uses include 1-story industrial, multistory commercial and hotel, fleet vehicle parking and salvage

5. SYLVAN ROAD (TRANSITIONAL)

- Limited connectivity via Sylvan Road, regional connection via
- Large building footprints,
- Large block sizes
- Existing uses include large industrial buildings and airport parking facilities

6. CORPORATE/HOTEL

- Moderate connectivity via Virginia Avenue, Willingham Drive, International Boulevard, and several local or cross streets, regional connection via
- Small to medium size building
- Small to moderate block sizes
- Existing uses include multi-story office and hotel, 1 story

7. INDUSTRIAL (TRANSITIONAL)

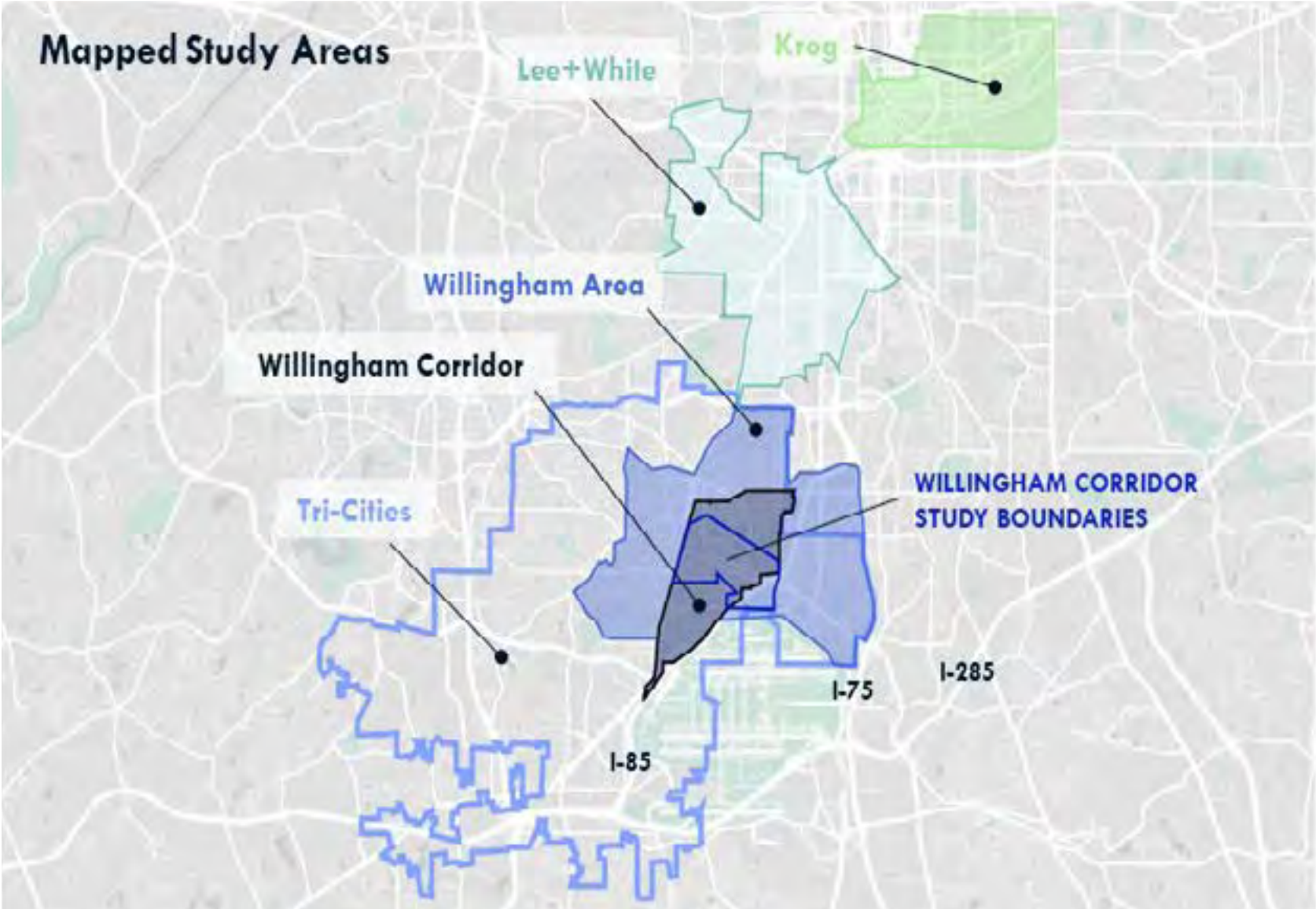
- Limited connectivity via RN Martin Street, Norman Berry
- Large block sizes
- Existing uses include 1-story industrial buildings, civic uses,

8. RESIDENTIAL

- Moderate connectivity via multiple local streets
- Small building footprints
- Small to moderate block sizes
- Existing uses include residential, institutional, civic and greenspace

05 | CORRIDOR ECONOMIC ASSESSMENT

STUDY AREAS FOR THIS ANALYSIS WERE SELECTED TO PROVIDE CONTEXT FOR THE WILLINGHAM CORRIDOR STUDY AREA, THE TRICITIES, AND COMPARABLE NEARBY COMMUNITIES.



OFFICE KEY FINDINGS

Office development has been slow in recent years, but the area north of the airport continues to show potential as a growing office sub-market.

- Prior to COVID- 19, low vacancies and rising rents at major office projects like Hartsfield Center (\$27 psf) and Porsche’s North American HQ have encouraged developers to consider new office construction north of the airport, but vacancy has steadily increased over the past decade, which has only been exacerbated since 2020.
- Tenants are drawn to the Willingham Area because of access to young workers, proximity to the airport, and short commutes. The Willingham Corridor has seen a 59% increase in professional, scientific, and technical service jobs, an industry that traditionally occupies office space since 2010, but the overall share of jobs remains small with only 4.4% of all jobs in the Willingham Corridor.
- Healthcare remains the largest employer in the Willingham corridor, and grew 41 % in the past decade. The other fastest growing industry, Waste Management and Remediation, is not a traditional user of office space.
- The Willingham area has seen no new office development in recent years and negative absorption, indicating poor demand. While absorption has been low, rents have steadily risen from \$ 16 psf in ‘ 16 to \$22 psf in ‘20.
- Despite the large number of office buildings around the airport, including the Delta Headquarters, the Willingham corridor has few traditional office buildings. Office north of Willingham is older and smaller than offices surrounding the airport.
- Developers note that the construction of new office would require lease rates north of \$40 psf, much higher than the current market rate.

RESIDENTIAL KEY FINDINGS

MULTIFAMILY HOUSING COULD SERVE AS A CATALYST FOR REDEVELOPMENT OF THE WILLINGHAM CORRIDOR, BUT WILL REQUIRE CAPITALIZING ON EXISTING ASSETS AND DEVELOPING NEW ONES.

- Multifamily housing is limited in the Willingham area due to the corridor's industrial makeup, though new housing has been constructed on the periphery in all directions, particularly near downtown Eastpoint, College Park, and Hapeville. Today, the area is dominated by single-family houses, many of which are over 50 years in age.
- Willingham's slow population growth is reflected in the limited stock of new housing built in the area. Increasing incomes, particularly in the neighborhoods south of the corridor, point to strong potential for future multifamily in the area.
- Two new multifamily projects have been built near Willingham since 2010, with multifamily vacancy continuing to decline. Rents have continually increased since 2010, increasing from \$0.74 to \$1.03 in 2021. Multifamily vacancy remains high, however continued high absorption and steadily rising rents have attracted attention from regional developers, like South City Partners' new Hapeville mixed-use project.
- The accessibility to two MARTA stations is a very important feature for residential development to capitalize on and will be important in branding efforts for the Willingham corridor.
- To build on recent success, the corridor must continue to evolve to take advantage of strong demographic growth and surrounding redevelopment, particularly around adding walkable amenities to attract multifamily development, like retail or park space. Enhancements in the quality of life and provision of local amenities should lower the risk of first-mover investors.
- There is likely to be major environmental remediation needed and assemblage may be time consuming due to the small size and disjointed ownership of many properties along the corridor.
- A visionary partner able to reimagine the corridor's potential will likely be necessary to advance early projects. Any partnership will require private developers to take a large risk by entering into this market first. Public partners should be ready and able to commit resources and capacity to advancing these partnerships and managing the risk of entry.

RETAIL KEY FINDINGS

WILLINGHAM DOES NOT HAVE A ROBUST RETAIL ENVIRONMENT AND LACKS THE TRAFFIC CRUCIAL FOR MANY RETAIL TYPES BUT COULD SUPPORT DESTINATION-BASED RETAIL USES LIKE HOME FURNISHINGS THAT THRIVE IN SPECIALIZED DISTRICTS.

- Today, Willingham Corridor serves as a specialized retail district for auto repair and lacks the retail diversity of adjacent corridors like Main Street, Cleveland Avenue, or Virginia Avenue.
- There has been limited new retail development in the Willingham area, with most of the new retail development concentrated in the Metropolitan Parkway area to the northeast or within each of the Tri-Cities' downtowns. Current retail building stock is old and in poor condition, with most built before 1980.
- Willingham Drive lacks high traffic volumes, which decreases the viability of retail uses relying on high visibility. These businesses will continue to be attracted to corridors with high traffic, like Covington Highway in Main Street and Avondale Estates in East Point.
- Retail demand generated by local residents is relatively low compared to demand generated by local workers and airport visitors. Drawing in local employees and airport visitors is crucial to realizing retail redevelopment within the corridor. This potential customer base could support substantial retail development, if captured.
- While there has been little development, vacancy remains low, indicating that there is steady retail demand in the area.
- Grocery stores, bars, and furniture stores represent the greatest supply/demand gap in the market today and have the greatest potential for success in the corridor.
- Retail uses including furniture, home furnishing, and antique sales are good fits to be the first non-auto related retail in the corridor as these uses could easily inhabit the existing industrial building stock, tend to aggregate into specialized retail districts that do not rely on through-traffic visibility to draw in customers, and sit comfortably next to industrial uses.
- The Decatur-Avondale area has undergone massive transformation and has developed a niche for furniture and antique retail, along with a large farmers market and breweries.

INDUSTRIAL KEY FINDINGS

WILLINGHAM CORRIDOR'S CURRENT INDUSTRIAL SPACES VARY BETWEEN LIGHT AND HEAVY USES, MOST WITH RELATIVELY LOW RENTS.

- Net absorption of industrial space has been high since 2010, while only one project was delivered – pushing vacancies to 4% in 2020. Rent has steadily increased in this time, indicating strong demand for industrial space.
- The Willingham Corridor is home to a number of older warehouses and manufacturing, many of which are currently under-utilized.
- The Willingham Corridor's industrial features are a barrier to redevelopment. Uses such as recycling, chemical and heavy industrial manufacturing, and auto repair are nuisances due to negative externalities including pollution. The Willingham Corridor is also home to more compatible uses such as airplane catering and storage facilities, but these form a smaller share.
- The industrial spaces along the Willingham corridor vary in both size and adaptability. Two properties, close to downtown East Point, are currently for sale, and could offer the opportunity for redevelopment.
- Atlanta's West End Lee + White industrial adaptative reuse project serves as an example of what is possible when transportation and recreation infrastructure investments activate underutilized industrial real estate.

HOTEL KEY FINDINGS

THE WILLINGHAM CORRIDOR CONTAINS ONE OF TWO MAJOR HOTEL HUBS ADJACENT TO THE AIRPORT, BUT IS LOCATED OFF OF WILLINGHAM DRIVE AND LARGELY ISOLATED FROM ADJACENT AMENITIES AND RESIDENTIAL OR RETAIL USES.

- The Willingham Corridor is home to hotels of all classes due to its proximity to the Hartsfield-Jackson Atlanta International Airport. One of two major airport hotel clusters is located in the southern portion of the Willingham Study Area, but is noticeably separated from the largely industrial Willingham Corridor.
- Hotel uses are traditionally incompatible with surrounding industrial uses. Therefore, it is unlikely that hotel uses would lead redevelopment of Willingham Drive while industrial uses remain.
- The airport hotels have been a large economic driver on the east side of the Corridor, but they have not attracted many amenities that could be used by local residents or employees. Additionally, these hotel uses are largely disjointed from one another, lack cohesion with the surrounding residential neighborhoods, and are only accessible by automobile.
- New transit modes allowing access to this district and better pedestrian infrastructure could establish connectivity and position the corridor to capitalize on the existing hospitality node, similar to what has been achieved in College Park with the Georgia International Convention Center and SkyTrain.
- Prior to COVID, hospitality revenue per room and occupancy had been steadily increasing for a decade. As the hotels in the Willingham area are reliant on air travel, occupancy and RevPAR are expected to rebound as travel returns to pre-COVID levels.
- Studies have shown that prior to COVID there was sufficient mid to upscale hotels, but that the area had a gap in limited-service hotel development, indicating brands like Aloft would be successful here.

LOCAL DEVELOPERS AND INVESTORS EXPRESSED THAT MAJOR RESIDENTIAL, OFFICE, OR RETAIL REDEVELOPMENT OF THE CORRIDOR IS AT LEAST FIVE-YEARS AWAY AND WILL REQUIRE SOME FORM OF PUBLIC ASSISTANCE TO MITIGATE THE RISK OF BEING FIRST IN THE MARKET.

Through conversations with various developers regarding the potential for redevelopment of the Willingham Corridor, all indicated that redevelopment would require significant involvement from the City of East Point in both incentivizing development and rebranding the corridor. For each market use, a scoring matrix criterion was applied to identify developer readiness for investment.

DEVELOPER READINESS		
SCORE	DESCRIPTION	
1	Undergoing active disinvestment and is unlikely to attractive investment within a ten-year timeline.	OFFICE- 2 One developer mentioned the importance of bringing semi-skilled jobs to the City of East Point would be a beneficial way to invest back into the community, but office development would likely need to happen through a public private partnership.
2	Potential to undergo future disinvestment in the near-term, but has opportunities for redevelopment to attract future investment within a ten-year timeline.	MULTIFAMILY- 2 Developers noted that multifamily development along the corridor would be a high-risk project that would require some form of assistance from East Point. Multiple developers noted that there is a lack of neighborhood amenities that make this a desirable location for dense residential and the small lots complicate assemblage. Still, the potential to build off the thriving residential neighborhood south of corridor could present an opportunity for redevelopment for the right partner.
3	Could be suitable for the right project and has potential to attract future investment within a five-year timeline	INDUSTRIAL- 4 Developers saw the current heavier industrial uses as an impediment to future development an the corridor, and that rezoning away from heavy industrial will be an important component to any redevelopment efforts. It was also noted that lighter industrial uses such as bakeries and movie studios can be compatible with redevelopment and that a market existed today.
4	An emerging market and has potential to attract forward thinking development partners today.	RETAIL- 3 Developers mentioned that successful retail, along with quality of life improvements and greenspace amenities, could serve as the first step in transforming the corridor. One developer mentioned that the demographic trends are strong, but awareness of the area is lacking.
5	A developed market and is able to attract new ground-up construction from most developer partners today.	HOSPITALITY- 5 Hotels are already a vital part of the Willingham Corridor Area’s economy, and one developer noted that prior to COVID, hotels were doing extremely well. There is a strong market to develop limited-service hotels in the Willingham Corridor Area, though not directly on Willingham Drive without significant changes to the mix of uses and improves in the quality of life experience.

DEMOGRAPHICS AND WORKFORCE SUMMARY

Demographics

- Population loss has stabilized over the past decade after years of decline, with the pace of income growth almost double that of the Tri-Cities as a whole.
- Neighborhoods directly south of the Willingham Corridor have diverged demographically from neighborhoods to the north since 2010, with much higher income growth and college attainment.
- The number of households with at least one bachelor’s degree has doubled since 2010, rising from 15% to 30%.

Workforce

- Medical, waste management/remediation and scientific/professional services were the fastest growing industries since 2010.
- Transportation and warehousing saw the largest employment losses between 2010 and 2020.

TRACTS 110 AND 123 HAVE BEEN USED AS A PROXY FOR THE IMMEDIATE WILLINGHAM CORRIDOR STUDY AREA AS THESE TRACTS SPLIT THE RESIDENTIAL PORTION OF THE STUDY AREA.

The demographics within each of these tracts have diverged significantly since 2010, with Tract 123 seeing gains in households with higher median incomes. Tract 123’s growth has been bolstered by Woodward Academy.



Source: ESRI, 2020.

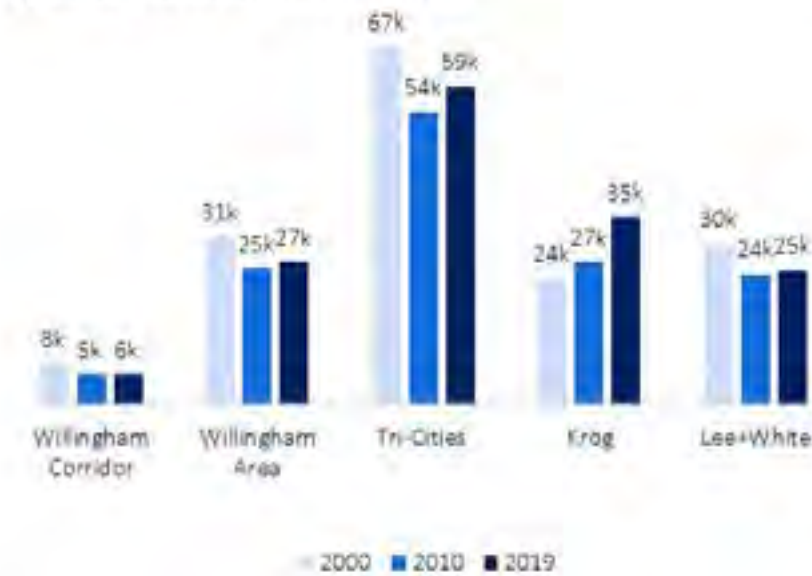
	TRACT 123	TRACT 110
POPULATION	2,691 (2020)	2,910 (2020)
HOUSEHOLDS	1,058 (2019)	969 (2019)
MEDIAN INCOME	\$52k (2020)	\$24k (2020)
BACHELOR'S OR GREATER	42% (2020)	15% (2020)
MEDIAN AGE	41.2 (2020)	30.9 (2020)

LIKE MUCH OF THE TRI-CITIES AREA, THE WILLINGHAM CORRIDOR LOST SIGNIFICANT POPULATION BETWEEN 2000 AND 2010, BUT THIS TREND HAS REVERSED IN THE PAST DECADE.

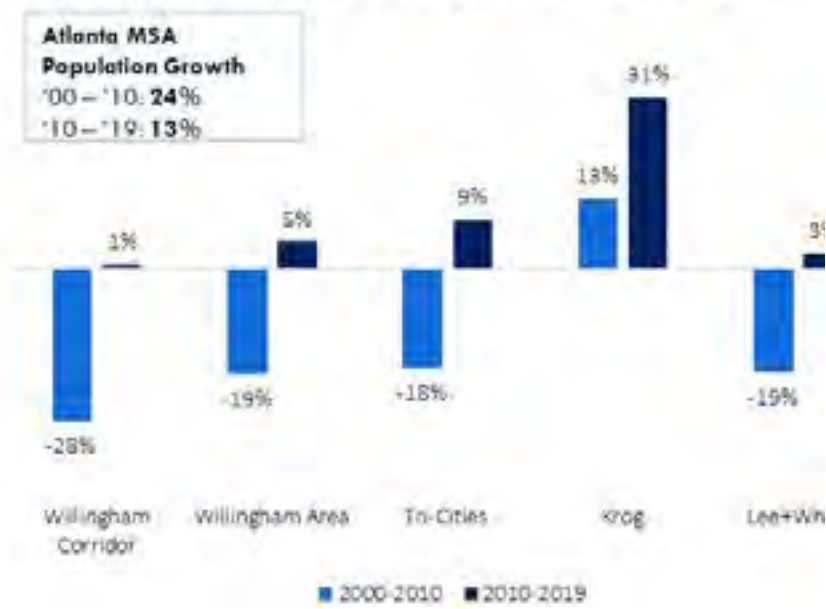
The Willingham Corridor has yet to capitalize on Atlanta’s rapid population growth, but in recent years, the area has seen a population gain, indicating interest in the area.



Population Growth, 2000 - 2019



Population Growth as Percent Increase, 2000 - 2019

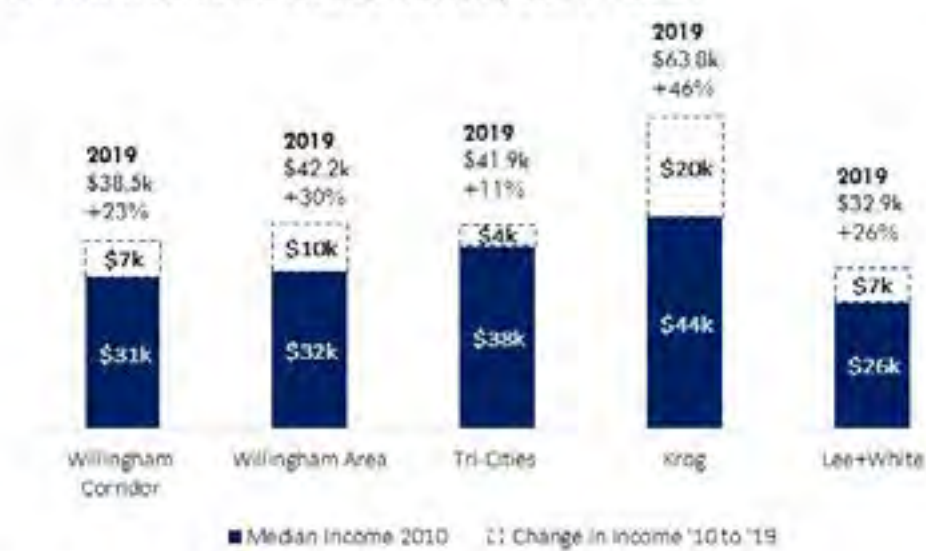


WILLINGHAM AREA INCOMES HAVE SURPASSED THE TRI-CITIES SINCE '10, BUT INCOMES ARE MORE UN-EQUALLY DISTRIBUTED COMPARED TO THE GREATER TRI-CITIES IN BOTH THE WILLINGHAM CORRIDOR AND WILLINGHAM AREAS.

The Willingham area has seen rapid income growth despite limited new residential and commercial development. This growth is largely being driven by the area south of Willingham Drive.

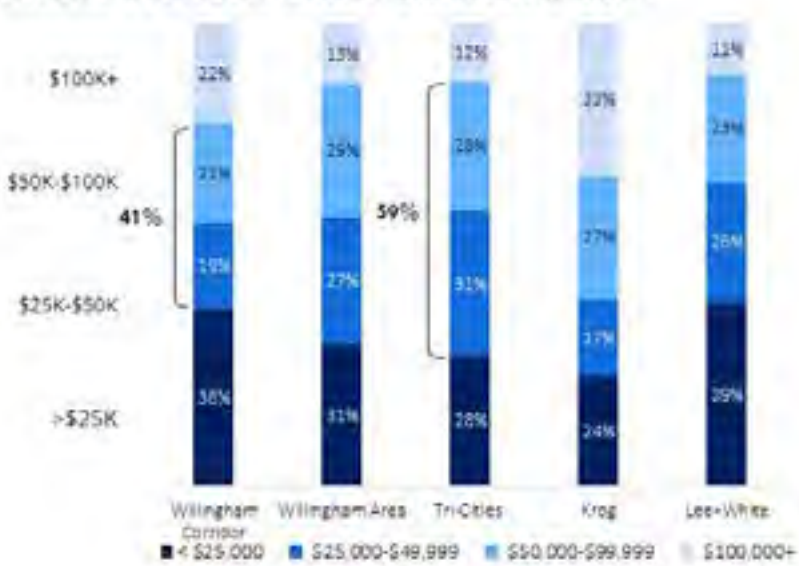


Median Household Income Growth, 2010 - 2019



Source: Five-Year American Community Survey

Median Household Income Distribution, 2019

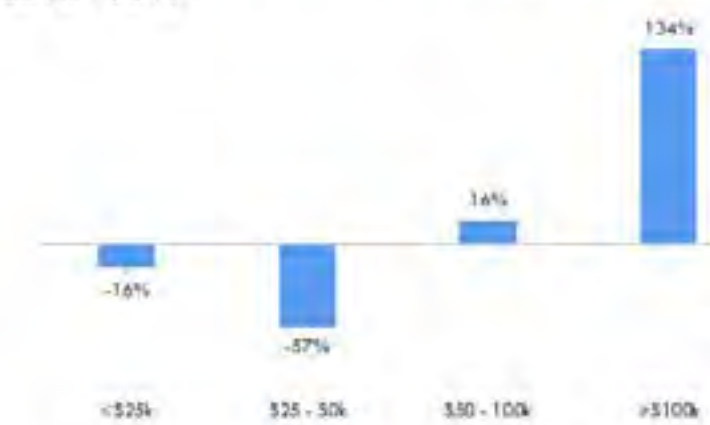


Median Household Income Distribution, 2010 - 2019



Source: Five-Year American Community Survey

Change in Median Household Income Distribution, 2010 - 2019

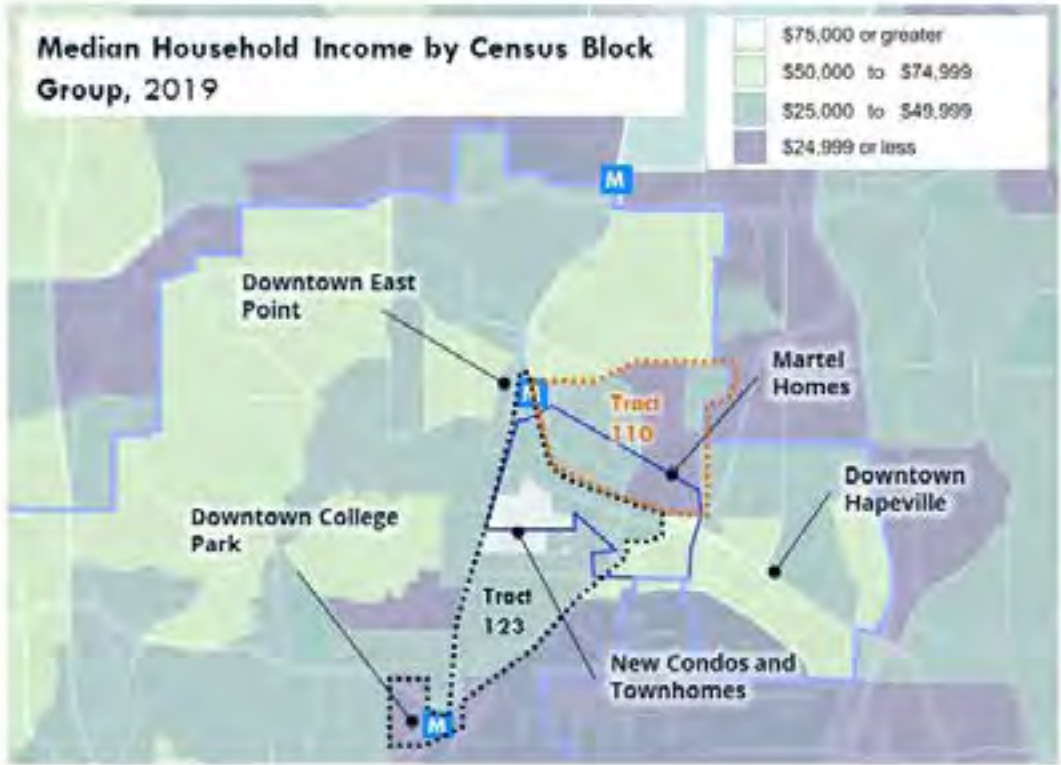


INCREASING INCOMES IN THE WILLINGHAM CORRIDOR ARE DUE TO DEMOGRAPHIC SHIFTS FOR HIGH AND LOW-EARNING HOUSEHOLDS, WITH A 55% INCREASE IN HOUSEHOLDS EARNING MORE THAN \$50K/YEAR AND A 36% DECREASE IN HOUSEHOLDS EARNING LESS THAN \$50K.

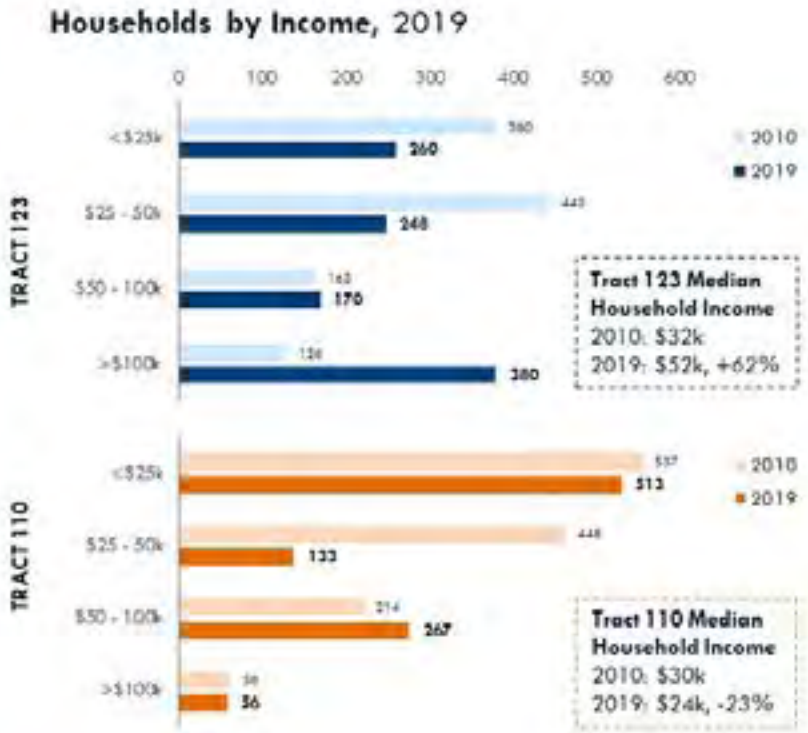
The increases in median income better supports retail as residents have more disposable income.



WHILE INCOMES ON EACH SIDE OF THE CORRIDOR WERE RELATIVELY EQUAL IN 2010, THEY HAVE DIVERGED SUBSTANTIALLY SINCE. HOUSEHOLD INCOME SOUTH OF THE CORRIDOR (TRACT 123) INCREASED BY 62%, WHILE INCOMES NORTH OF THE CORRIDOR (TRACT 110) DECREASED BY 23%.



ESRI, ACS.

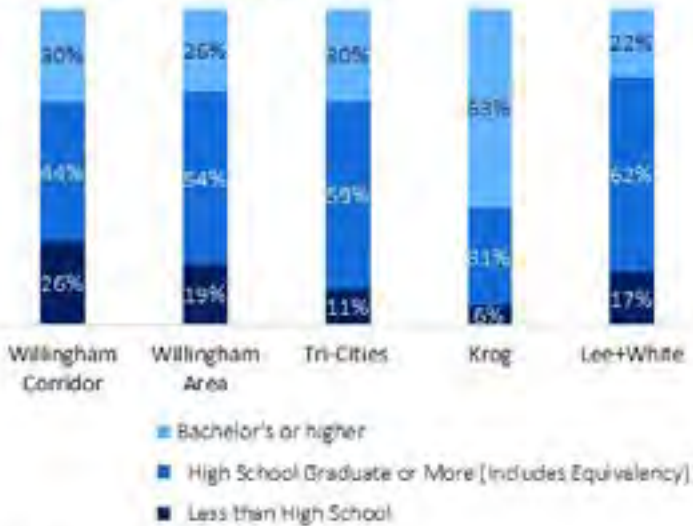


BOTH THE WILLINGHAM CORRIDOR AND AREA LAG THE ATLANTA MSA IN EDUCATIONAL ATTAINMENT. DESPITE THIS, THE CORRIDOR AND AREA ARE GAINING RESIDENTS WITH BACHELOR'S DEGREES AT A FASTER RATE. AND A 36% DECREASE IN HOUSEHOLDS EARNING LESS THAN \$50K.

The increase in educational attainment in the Willingham area is largely driven by Tract 123, south of Willingham Drive. The large educational and wealth disparities between the north and south of Willingham Drive is increasing.



Educational Attainment, 2019



Source: Five-Year American Community Survey

Change in Educational Attainment, 2010 - 2019



WHILE THE WILLINGHAM AREA AGE DISTRIBUTION REFLECTS MUCH OF THE TRI-CITIES, IT HAS NOT ATTRACTED NEARLY AS MANY PEOPLE AGED 18 - 34 AS STRONG COMPARATIVE MARKETS, LIKE THE KROG STREET MARKET AREA.

The Willingham Area is aging faster than the TriCities and other peer neighborhoods, with only the 55+ age demographic growing. For the Krog Street Market area, which has seen rapid population growth and development, the 18-34 age demographic supported much of this development.

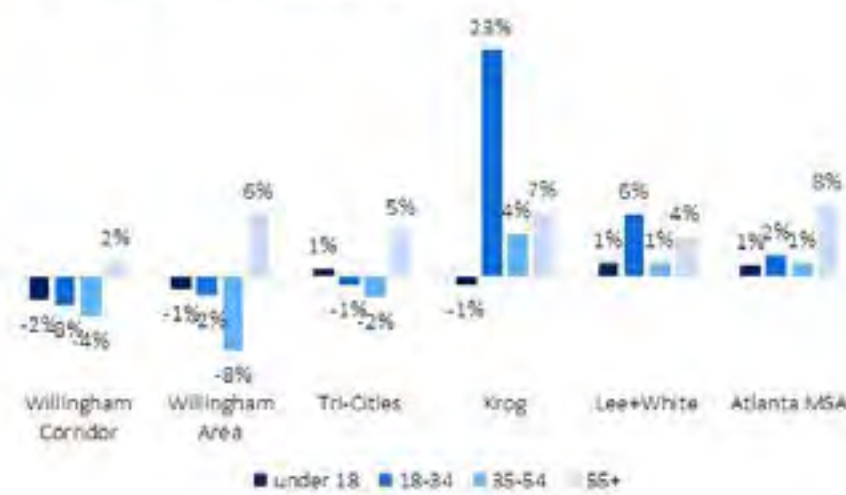


Age Cohort, 2019



Source: ESRI

Change in Age Cohort, 2010 - 2019



UNEMPLOYMENT IN BOTH THE WILLINGHAM CORRIDOR AND AREA HAVE DROPPED SUBSTANTIALLY SINCE 2010, BUT UNEMPLOYMENT REMAINS HIGHER COMPARED TO THE WHOLE TRICITIES.

This positive trend was largely driven by Tract 123, even though unemployment also decreased in Tract 110 as well.



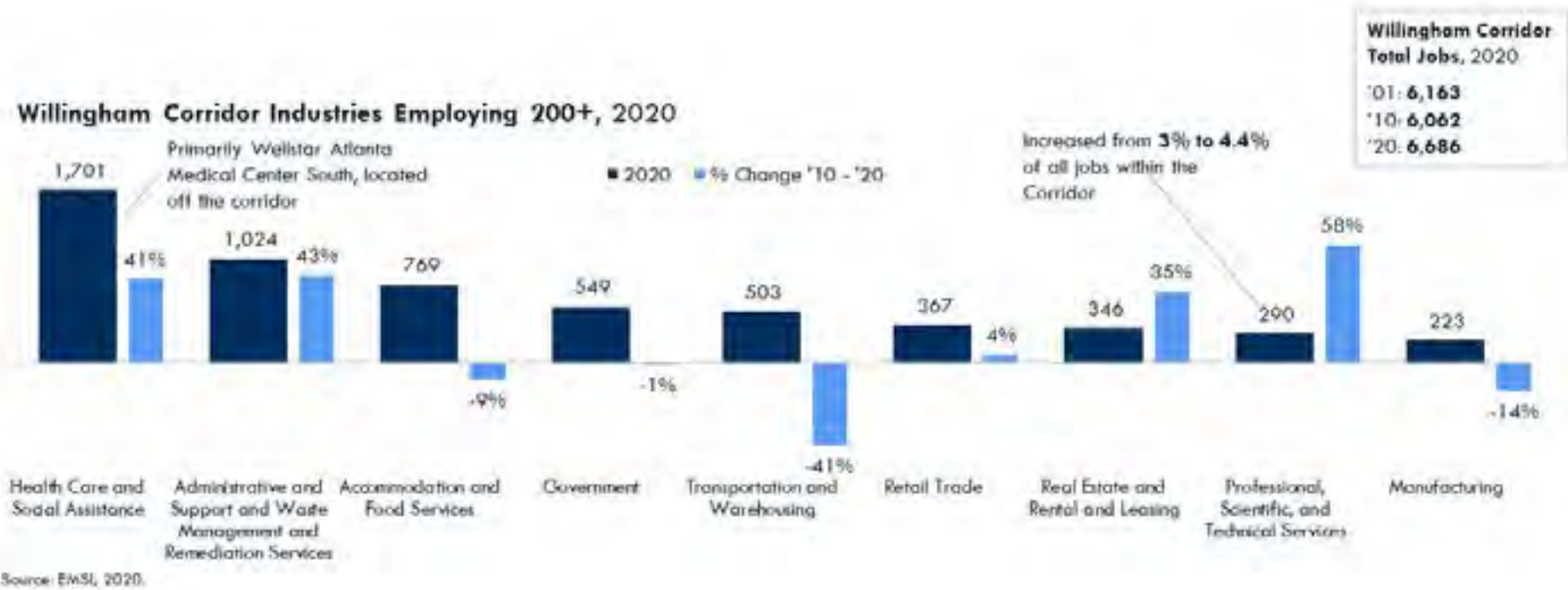
Unemployment Rate, 2010-2019



Source: Five-Year American Community Survey

THE LARGEST INDUSTRY IN THE WILLINGHAM CORRIDOR IS HEALTH CARE AND SOCIAL ASSISTANCE, FOLLOWED BY ADMINISTRATIVE AND SUPPORT/WASTE MANAGEMENT AND REMEDIATION. JOB LOSSES WERE CONCENTRATED IN TRANSPORTATION AND WAREHOUSING.

The job loss in transportation and warehousing and manufacturing is largely due to the aging stock of Willingham’s industrial buildings which are not well suited for modern warehousing and manufacturing needs.



GROWTH IN ADMIN./WASTE MANAGEMENT AND PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES IN WILLINGHAM OUTPACES THE GROWTH IN COMPARISON MARKETS.

Lee + White, an area that has undergone transformative change in the past years, saw a significant decrease in manufacturing, but an increase in transportation and warehousing. The sharp decrease in manufacturing and transition towards lighter industrial uses have helped bolster the area’s transformation.



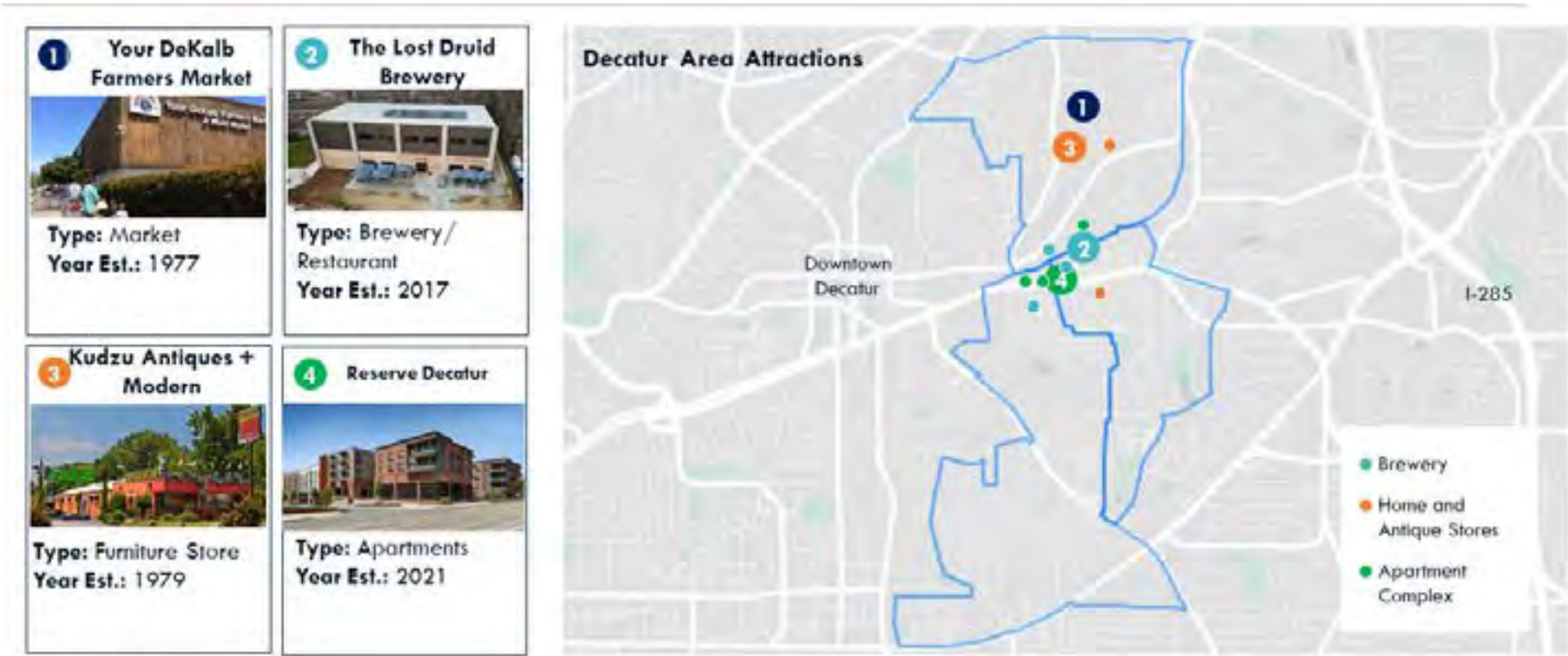
Percent Change in Selected Industries, 2010-2020



AVONDALE CASE STUDY



OVER THE PAST THREE DECADES, THE DECATUR-AVONDALE INDUSTRIAL AREA HAS TRANSFORMED INTO AN AMENITY-RICH HUB OF BREWERIES, ANTIQUES AND HOME FURNISHINGS, AND RESTAURANTS WITH REGIONAL RETAIL DESTINATIONS LIKE YOUR DEKALB FARMER’S MARKET.



Source: EMSI, 2020.

WHILE THE AREA’S TRANSFORMATION DID CAUSE JOB LOSS IN INDUSTRIES SUCH AS CONSTRUCTION, MANUFACTURING, GOVERNMENT, AND WHOLESALE TRADE, THESE LOSSES WERE RELATIVELY SMALL. IN TOTAL, JOB EMPLOYMENT STAYED RELATIVELY STABLE.

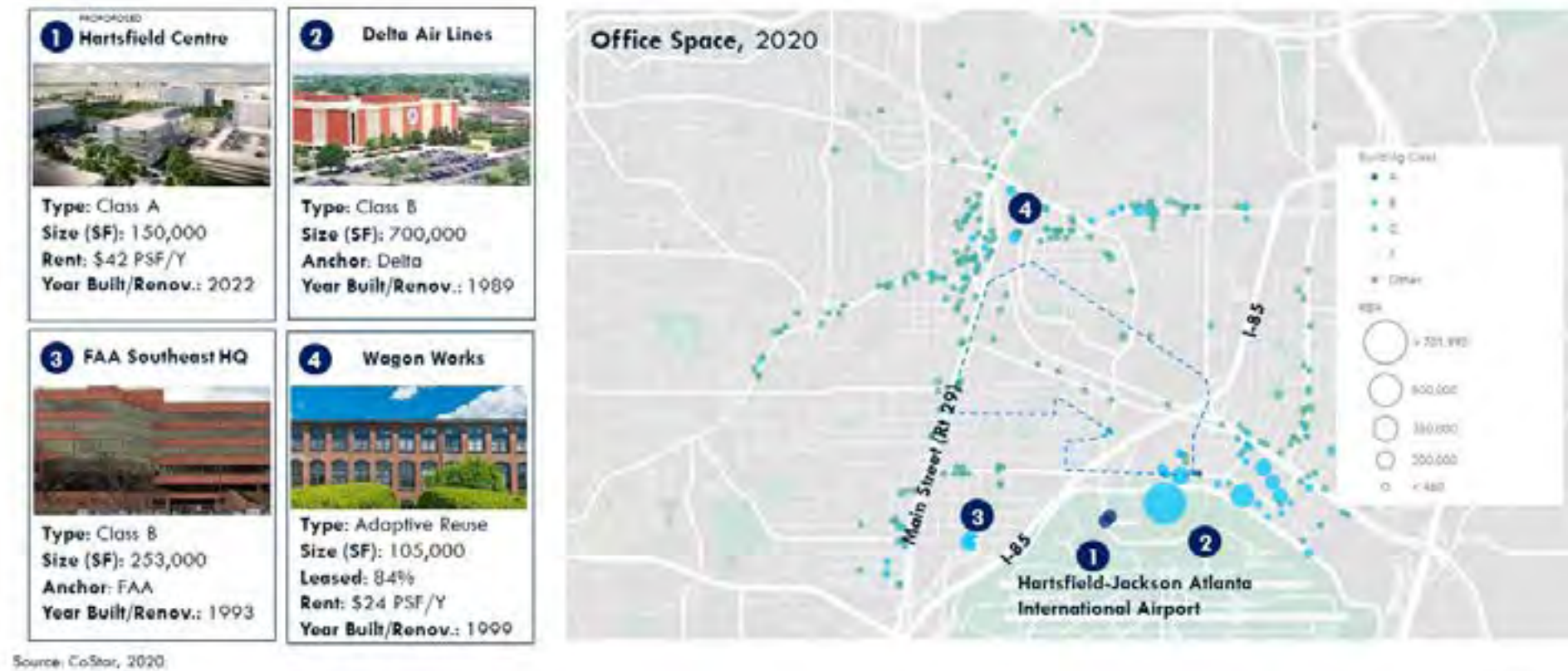
The Decatur-Avondale Industrial area’s transformation exemplifies that light industrial uses can be compatible with repositioning a corridor. Even though the area lost some manufacturing jobs, there has been an increase in light food and beverage manufacturing.



MOST OFFICE NEAR WILLINGHAM DRIVE IS CONCENTRATED ADJACENT TO THE AIRPORT, WITH NO NEW OFFICE DEVELOPMENT IN THE IMMEDIATE PIPELINE. OFFICES NORTH OF WILLINGHAM DRIVE ARE OLDER AND SMALLER THAN OFFICES SURROUNDING THE AIRPORT.

MARKET ANALYSIS - SUMMARY

- Office
- Prior to COVID, low vacancies at major office projects like Hartsfield Center (\$27 psf) and Porsche’s North American HQ have encouraged developers to consider office new construction north of the airport.
- Vacancy has steadily increased over the past decade, which has only been exacerbated since 2020.
- Multifamily
- High absorption and steadily rising rents have attracted attention from regional developers to the area, like South City Partners’ new Hapeville mixed-use project.
- Willingham corridor must add walkable amenities to attract multifamily development.
- Retail
- Drawing in local employees and airport visitors is crucial to realizing retail redevelopment within the corridor.
- Grocery stores, bars, and furniture stores have the greatest potential for success in the corridor.
- Industrial
- Industrial vacancy is historically low, with rents improving from \$2.44 in 2010 to \$8.01 in 2021.
- Hospitality
- Up until 2020, occupancy and revenues were trending up towards record highs, but COVID has substantially

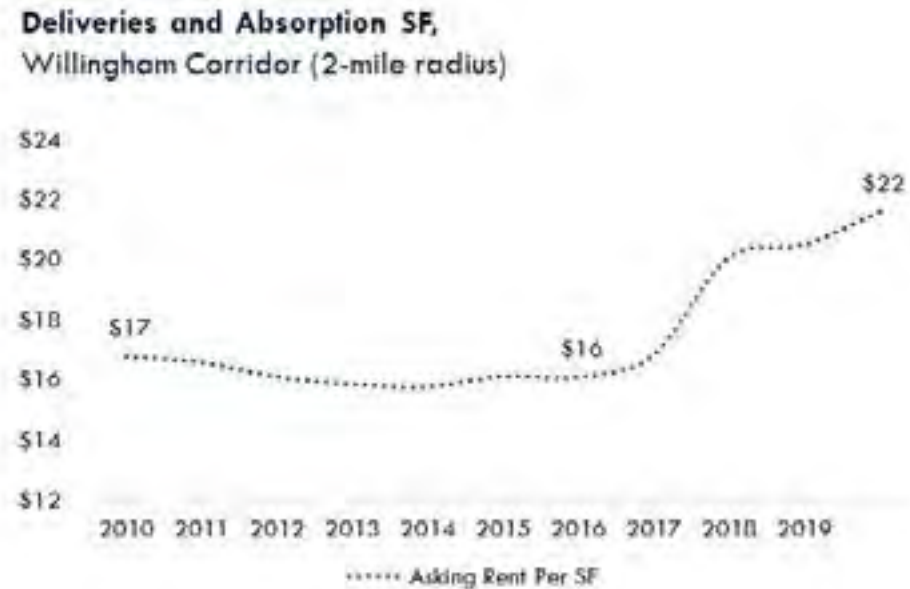


THE WILLINGHAM AREA HAS SEEN NO NEW OFFICE DEVELOPMENT IN RECENT YEARS AND EXPERIENCED NEGATIVE ABSORPTION, INDICATING POOR DEMAND. WHILE ABSORPTION HAS BEEN LOW, RENTS HAVE STEADILY RISEN FROM \$16 PSF IN '16 TO \$22 PSF IN '20.

Despite the large number of office buildings around the airport, including the Delta Air Lines Headquarters, the Willingham Corridor has few traditional office buildings.



Source: CoStar, 2020



..... Asking Rent Per SF

MULTIFAMILY HOUSING IS LIMITED IN THE WILLINGHAM AREA, WITH ALMOST NO HOUSING IN THE CORE OF THE STUDY AREA DUE TO THE INDUSTRIAL NATURE OF THE WILLINGHAM CORRIDOR, THOUGH NEW HOUSING HAS BEEN CONSTRUCTED ON THE PERIPHERY IN ALL DIRECTIONS.



1 The Pad on Harvard

Units: 109
Type: Market
Year Built: 2017

2 The Gateway at East Point

Units: 101
Type: Affordable
Year Built: 2012

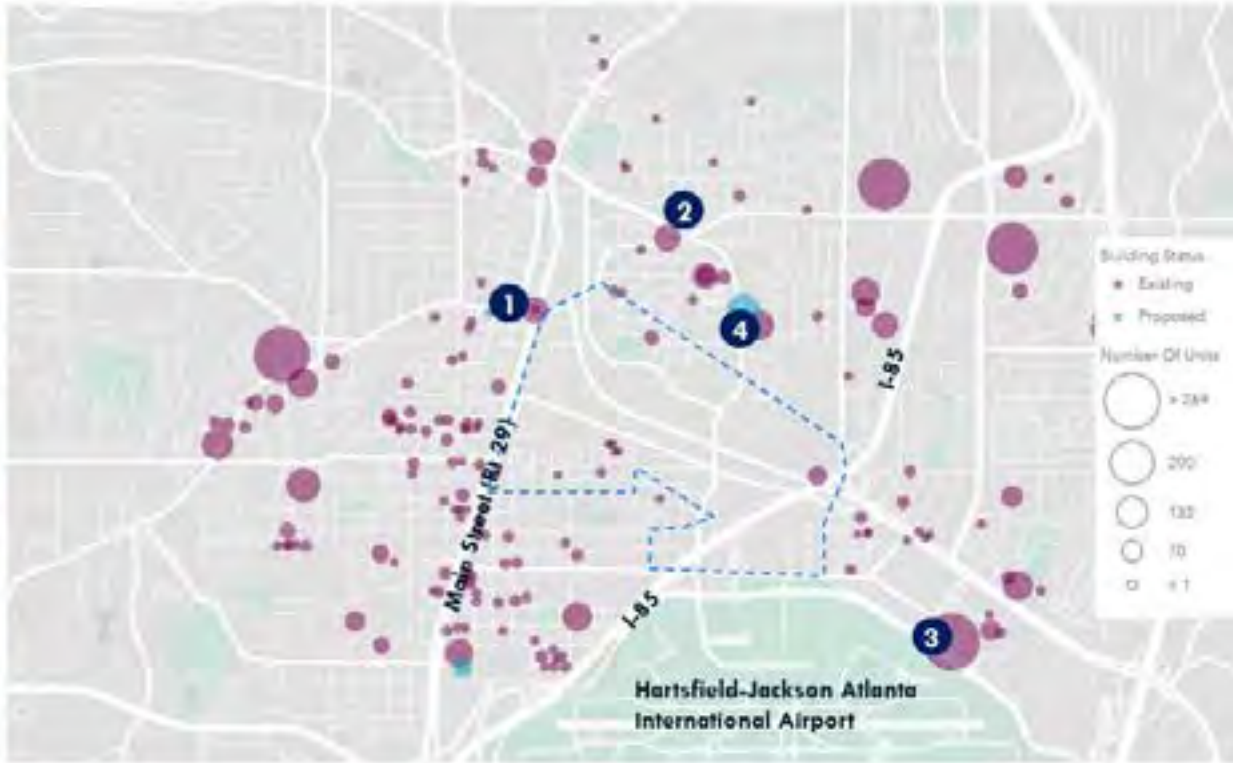
3 PROPOSED SCP Hapeville

Units: 285
Type: Market
Year Built: 2023

4 Norman Berry Village II

Units: 134
Type: Affordable
Year Built: Proposed

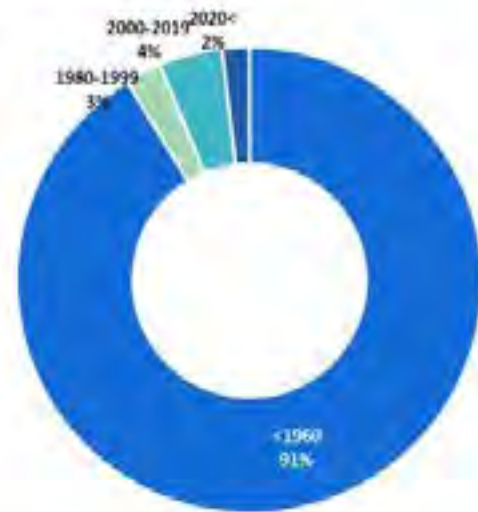
Source: CoStar, 2020



THERE HAS BEEN NO NEW MULTIFAMILY HOUSING CONSTRUCTION IN THE WILLINGHAM CORRIDOR, BUT IN THE AREA SURROUNDING THE WILLINGHAM CORRIDOR, THERE HAS BEEN A MIX OF MARKET AND AFFORDABLE MULTIFAMILY HOUSING, WITH TWO PROJECTS IN THE PIPELINE.



Primary Study Area Multifamily Inventory, By Year Built



Source: CoStar, 2020.

Property Name	Year Built	Rent Type	Units	Rent/SP ⁰	Avg Unit Size	% Studios, 1BR, 2BR
Norman Berry Village	2023	Affordable	134	N/A	N/A	100%
The Diamond @ College Park	2022	Affordable	61	N/A	N/A	100%
The Pad on Harvard	2017	Market	109	\$1.64	839 SF	100%
The Gateway at East Point	2012	Affordable	101	\$1.03	732 SF	100%
The Atlantic Aerropolis	2008	Market	269	\$1.76	1,001 SF	98%
3389-3395 N Whitney Ave	2006	Market	4	N/A	2,218 SF	0%
Norman Berry Village (Phase 1)	2006	Affordable	119	\$0.79	693 SF	100%
Princeton Court	2005	Affordable	116	\$0.98	823 SF	100%
Average Rent				\$1.03**	918 SF	95%

TWO NEW MULTIFAMILY PROJECTS HAVE BEEN BUILT NEAR WILLINGHAM SINCE 2010, WITH MULTIFAMILY VACANCY CONTINUING DECLINE. RENTS HAVE CONTINUALLY INCREASED SINCE 2010, INCREASING FROM \$0.74 TO \$1.03 IN 2021.

Multifamily vacancy remains above a healthy vacancy rate, however the increasing population may cause vacancy to further decrease.



Multifamily Activity, 2-mile radius



Source: CoStar, 2020.

Multifamily Rent, 2-mile radius



WILLINGHAM CORRIDOR SERVES AS A SPECIALIZED RETAIL DISTRICT FOR AUTO REPAIR AND LACKS THE RETAIL DIVERSITY OF ADJACENT CORRIDORS LIKE MAIN STREET, CLEVELAND AVENUE, OR VIRGINIA AVENUE.



1 Kroger Cascade City Center
Type: Neighborhood City Center
Size (SF): 165,000
Anchor: Kroger
Year Built/Renov.: 1987



2 Walmart Super Center
Type: Neighborhood Center
Size (SF): 151,000
Anchor: Walmart
Year Built/Renov.: 2014



3 Ace Hardware
Type: Retail
Size (SF): 12,000
Anchor: Ace Hardware
Year Built/Renov.: 2019



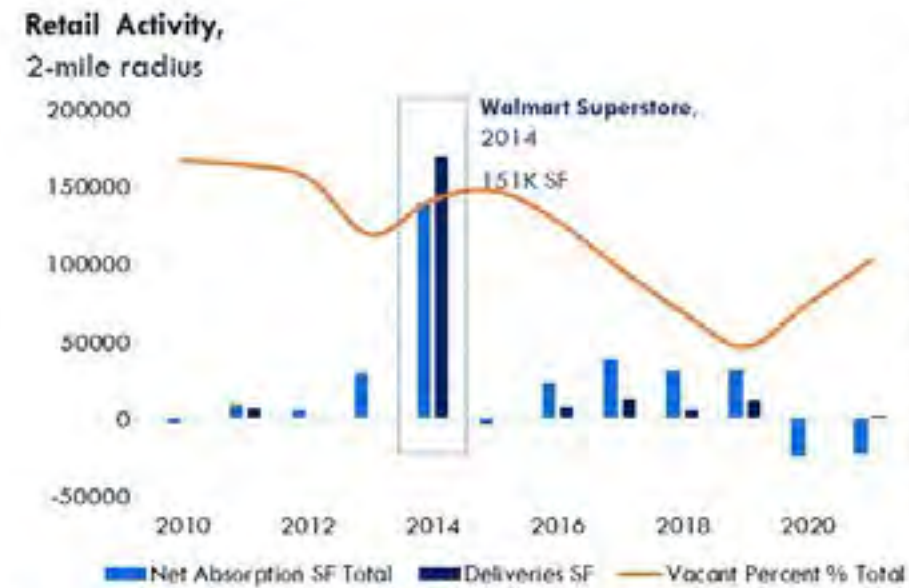
4 Virginia Station
Type: Strip Center
Size (SF): 45,000
Leased: 65%
Year Built/Renov.: 1967

Source: CoStar, 2020.



THERE HAS BEEN LIMITED NEW RETAIL DEVELOPMENT IN THE WILLINGHAM AREA, WITH MOST OF THE NEW RETAIL DEVELOPMENT CONCENTRATED ON THE METROPOLITAN PARKWAY AREA TO THE NORTHEAST. RETAIL BUILDING STOCK IS OLD, WITH MOST BUILT BEFORE 1980.

There has been almost no speculative retail built in recent years, with some of the most recent developments being Walmart and Ace Hardware. While there has been little development, vacancy remains low, indicating that there is steady retail demand in the area.



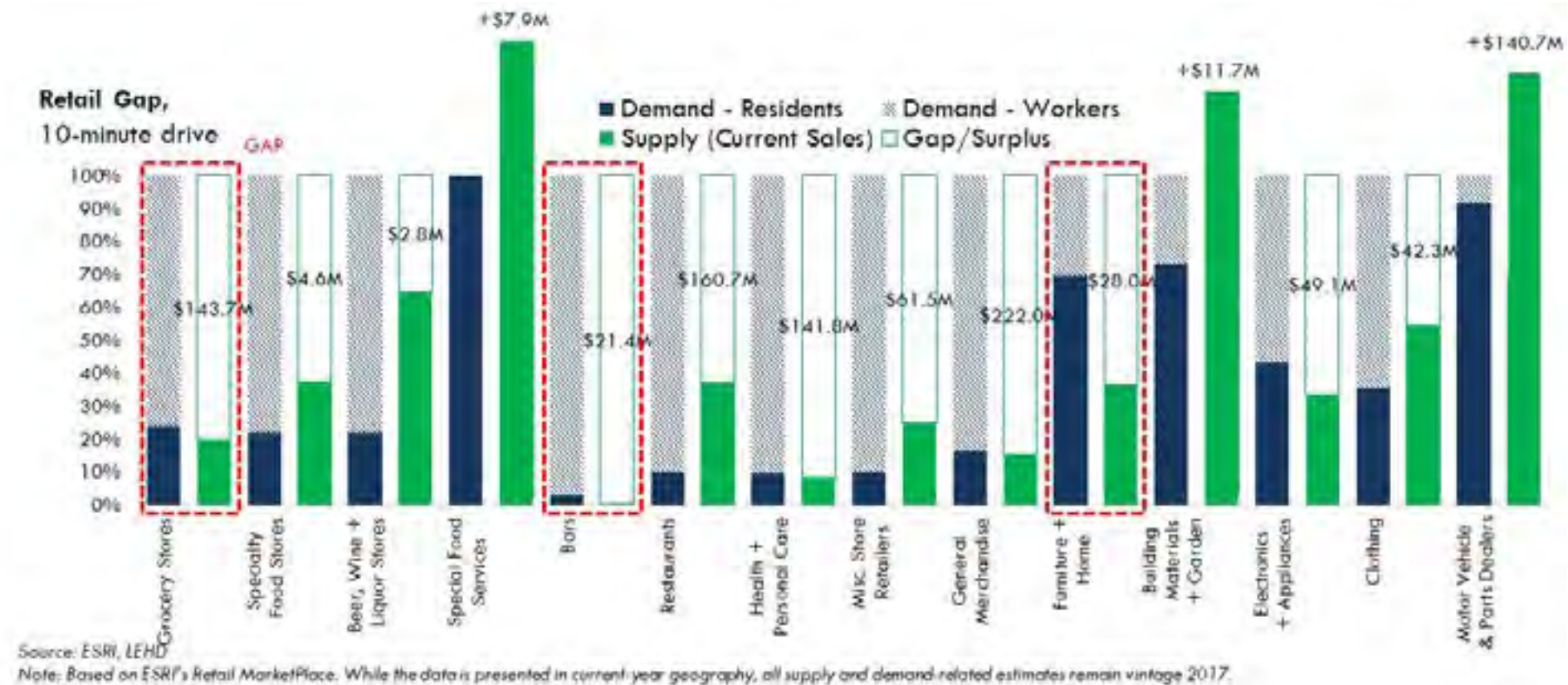
Source: CoStar, 2020.



THE PRIMARY TRADE AREA HAS ONLY 7,800 RESIDENTS, BUT 38,000 WORKERS, ADDING SIGNIFICANTLY TO THE RETAIL DEMAND IN THE AREA. ADDITIONALLY, THE PROXIMITY TO THE AIRPORT COULD BE A POTENTIAL RETAIL DRIVER IN THE AREA.



RETAIL DEMAND GENERATED BY LOCAL RESIDENTS IS RELATIVELY LOW COMPARED TO DEMAND BY LOCAL WORKERS AND AIRPORT VISITORS. GROCERY STORES, BARS, AND FURNITURE STORES REPRESENT THE GREATEST SUPPLY/DEMAND GAP IN THE MARKET TODAY.



WILLINGHAM DRIVE LACKS HIGH TRAFFIC VOLUMES, WHICH DECREASES THE VIABILITY OF RETAIL USES RELYING ON HIGH VISIBILITY. THESE BUSINESSES WILL CONTINUE TO BE ATTRACTED TO CORRIDORS WITH HIGH TRAFFIC, LIKE MAIN STREET IN EAST POINT AND COVINGTON HIGHWAY IN AVONDALE ESTATES.



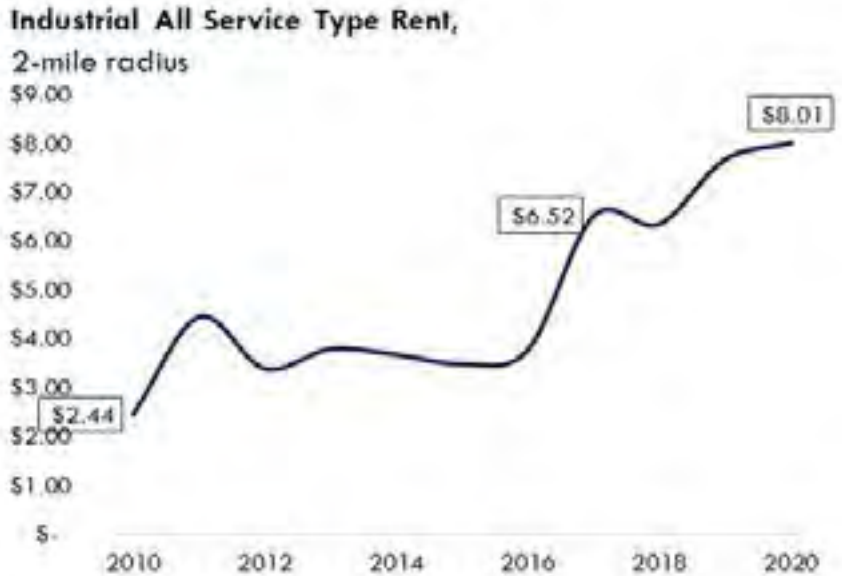
Source: GoDotTrafficData, 2020.

NET ABSORPTION HAS BEEN HIGH SINCE 2010, WHILE ONLY ONE PROJECT WAS DELIVERED PUSHING VACANCIES TO 4% IN 2020. RENT HAS STEADILY INCREASED IN THIS TIME, INDICATING STRONG DEMAND FOR INDUSTRIAL SPACE.

The Willingham Corridor is home to a number of older warehouses and manufacturies, many of which are no longer compatible with 21st century manufacturing and warehousing.



Source: CoStar, 2020.



THE WILLINGHAM CORRIDOR’S INDUSTRIAL FEATURES ARE A BARRIER TO REDEVELOPMENT. USES SUCH AS RECYCLING, CHEMICAL AND HEAVY INDUSTRIAL MANUFACTURING, AND AUTO REPAIR ARE NUISANCES DUE TO NEGATIVE EXTERNALITIES INCLUDING POLLUTION. THE WILLINGHAM CORRIDOR IS ALSO HOME TO MORE COMPATIBLE USES SUCH AS AIRLINE CATERING AND STORAGE.



1

SA Recycling

Use: Recycling
Lot (Acre): 17.2

2

Otter Self Storage

Use: Self Storage
Lot (Acre): 2.3

3

LSG Sky Chef

Uses: Food Distribution/airport related
Lot (Acre): 2.54

4

Car lot

Uses: Car storage?
Lot (Acre): 13.1

Source: Google Earth.



THE INDUSTRIAL SPACES ALONG THE WILLINGHAM CORRIDOR VARY IN BOTH SIZE AND ADAPTABILITY. TWO OF THESE PROPERTIES, CLOSE TO DOWNTOWN EAST POINT, ARE CURRENTLY FOR SALE, AND COULD OFFER REDEVELOPMENT OPPORTUNITIES.



1

31030 S Martin St- Bldg 1

Asking Rent(NNN): \$5.70
Lot (Acre): 12.15
Size (SF): 39,000
Year Built/Renov.: 1987

2

1571 Taylor Ave

Sale Price: \$810k
Lot (Acre): 0.45
Size (SF): 12,368
Year Built/Renov.: 1968

3

1631 Willingham Dr

Sale Price: \$4M
Lot (Acre): 2.1
Size (SF): 52,066
Year Built/Renov.: 1965

4

1129-1199 Willingham Dr

Asking Rent(NNN): \$6.00
Lot (Acre): 4.3
Size (SF): 85,775
Year Built/Renov.: 1962

Source: Co-Star, 2020.



ATLANTA'S WEST END LEE + WHITE INDUSTRIAL ADAPTATIVE REUSE PROJECT SERVES AS AN EXAMPLE OF WHAT IS POSSIBLE WHEN TRANSPORTATION AND RECREATION INFRASTRUCTURE INVESTMENTS ACTIVATE UNDERUTILIZED INDUSTRIAL REAL ESTATE.

Lee + White
Ackerman & Co. and MDH Partners have released new master plans for their \$85 million redevelopment and expansion of the 11-building, 433,000 square-foot Lee + White property in Atlanta’s West End neighborhood.

Located just 0.4-miles from the West End MARTA station, the new Lee + White master plans include 250 multifamily units, 145,000 square feet of create loft office space, 47,000 square feet of retail space, and an outdoor amphitheater. The initial phase of the redevelopment included the addition of tenants such as Monday Night Brewing, Wild Heaven Beer, Best End Brewing, ASW Distillery, and Hop City Craft Beer & Wine, each of which has developed a unique following and enjoyed substantial success.

Construction is slated to begin in 2021 with delivery of 42,000 square feet of creative loft office in Phase 1 by the end of 2020, followed by the opening of 17,000 square of retail and 103,000 square feet of creative loft office expected later in the year.



PRIOR TO COVID, HOSPITALITY REVENUE PER ROOM AND OCCUPANCY WERE INCREASING. AS THE HOTELS IN THE WILLINGHAM AREA ARE RELIANT ON AIR TRAVEL, OCCUPANCY AND REVPAR WILL REBOUND AS TRAVEL RETURNS TO PRE-COVID LEVELS.

The Willingham Corridor is home to a significant hub of airport hotels to the north of the airport; the northern edge of the airport is more desirable as it is closer to Atlanta. This has been a large economic driver on the east side of the Corridor.



THE WILLINGHAM CORRIDOR IS HOME TO HOTELS OF ALL CLASSES DUE TO IT'S PROXIMITY TO THE HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT. ONE OF TWO MAJOR AIRPORT HOTEL CLUSTERS IS LOCATED IN THE SOUTHERN AREA OF THE WILLINGHAM STUDY AREA. MORE COMPATIBLE



1

Econolodge



Scale: Economy
Rooms: 99
Year Built/Renov.: 1966

2

Double Tree by Hilton



Scale: Upscale
Rooms: 220
Year Built/Renov.: 1985/2018

3

Homewood Suites



Scale: Upscale
Rooms: 122
Year Built/Renov.: 2014



Source: CoStar, 2020.

06 || PUBLIC ENGAGEMENT

STAKEHOLDER AND COMMUNITY ENGAGEMENT

Stakeholder and community engagement during the first phase of the study included virtual meetings with the project management team (PMT), a corridor tour with the PMT, an initial stakeholder committee virtual meeting and stakeholder interviews. The Project Management Team includes staff representatives from the Cities of East Point, College Park and Hapeville, Aerotropolis Atlanta Alliance, Finding the Flint, and the Atlanta Regional Commission. The Stakeholder Committee includes representatives from neighborhoods, local businesses, economic development organizations, and

PROJECT MANAGEMENT TEAM MEETING 05-26-2021

During the meeting, planning team provided a brief overview of the schedule and timing of outreach and deliverables. The group then discussed what a successful corridor study process would include, what the group’s vision for the future of the corridor included, specific issues and opportunities along the corridor today, data needs and relevant studies to consider, and identify potential stakeholders for the planning team to consider for the stakeholder committee or stakeholder interviews.



CORRIDOR TOUR 06-17-2021

A tour of the corridor was conducted by the PMT and the planning team to gain a firsthand perspective of the current character of the area, identify potential challenges or opportunities, visit recent or potential development sites and possible locations for future greenspace. Due to the site visit, the team was better positioned to assess potential needs and opportunities in the study area.

PROJECT MANAGEMENT TEAM MEETING 06-30-2021

During the second meeting of the PMT, the group discussed the Corridor Tour, reviewed initial analysis related to existing conditions, as well as demographic and market data. The meeting also involved a follow-up discussion on Stakeholder Committee members, upcoming meeting dates, and draft meeting agendas. The meeting concluded with discussion about the online community survey’s format, questions, and timing.

CORRIDOR TOUR 08-25-2021

During the third meeting of the PMT the group discussed takeaways and impressions from the first Stakeholder Committee meeting, reviewed interim online survey and interactive map results, upcoming stakeholder and community outreach events. The meeting also included an overview of the draft Existing Conditions and Corridor Economic Assessment Report. The meeting concluded with the group examining the summary map of opportunities and constraints and the draft corridor character areas map.

STAKEHOLDER COMMITTEE MEETING 08-05-2021

During the first meeting of the Stakeholder Committee, the planning team provided an overview of the project including the purpose of the study area, purpose of the stakeholder committee, a review of existing conditions of the area, demographic and market data, as well as any relevant trends or themes identified during the initial analysis. The meeting also included an opportunity for the Committee to provide their thoughts on the corridor today, opportunities and challenges along the corridor today and potential vision for the corridor in the future.

The Stakeholder Committee provided the following responses when asked to provide a word or short phrase to describe the corridor today and a word or short phrase to describe the ideal corridor in the future:



PUBLIC SURVEY AND INTERACTIVE MAP

An online community survey was created using Survey Monkey and Wikimap to gather community input on current issues and opportunities, ideas for public or private investment, as well as thoughts on the corridor today or ideal corridor. Additionally, the survey asked respondents to provide a additional history or a unique story about the corridor. Of the 157 participants 82% desired change and 18% wished for the area to maintain as is. Survey respondents were provided a brief overview of the study and asked the following questions:

- How do you interact with Willingham Drive corridor?
 - I live on or near Willingham Drive
 - I work on or near Willingham Drive
 - I do not live or work near Willingham Drive, but I drive the corridor often
 - I regularly attend activities or run errands along the corridor
 - I do not live, work, or use Willingham Drive often
- Please provide a word or brief phrase to describe Willingham Drive today
- Please provide a word or brief phrase to describe what you would like to see for Willingham Drive in the future
- What are some opportunities or challenges that may help or hinder that vision of Willingham from happening?

In addition to the survey questions, an interactive map was created that allowed participants to pin specific locations along the corridor and denote areas that they liked, areas that they thought need improvement and areas that might present an opportunity. Participants could leave comments on their pins or comment on pins left by others, indicating whether they agree or disagree.

**Note: At the time of this drafts creation, Public Survey was still open for input, and results received from a recent community intercept were being analyzed.*

Responses to the questions regarding a word or short phrase to describe the corridor today or to describe the ideal corridor in the future included the following:





WILLINGHAM

CORRIDOR STUDY Stakeholder and Community Engagement Report

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INTRODUCTION

Introduction

The Community Engagement Strategy (CES) Final Report will outline how stakeholders and community members were involved in the Willingham Drive Corridor Improvement Study process. The CES was intended to be a “living document” that guided engagement activities through the life of the study and was refined as engagement opportunities and challenges presented themselves. It outlined strategies and a variety of methods of community engagement techniques to reach a large and diverse public that ensured input was gathered and information was disseminated.

The CES consisted of the following strategic pillars: Educate, Engage, and Inform.

Educating stakeholders and community members about the project was an important part of the process. Education and outreach activities gave the Project Team direct interaction with the community and provided an opportunity to garner support for the project.

Engaging stakeholders was an essential component of the outreach process, as it helped translate stakeholders’ needs into project goals. Discovering the point of consensus to shared motivation helped stakeholder groups arrive at decisions that resulted in meaningful outcomes. The Project Team’s strong relationships in the respective cities were an asset and were useful throughout the engagement process.

Maintaining on-going communication with stakeholders minimized the potential for misunderstandings and dissemination of inaccurate information about the project. The Project Team ensured stakeholders and citizens were informed throughout the process, provided outcomes, and allowed them to see where their participation impacted the plan.

COVID-19 Principles

COVID-19 changed our industry, particularly as it related to traditional public workshops and stakeholder meetings, where input and decision-making has typically taken place face-to-face. Fortunately, technology has made significant advances to allow for meaningful interaction in a virtual environment. The Project Team took full advantage of these technologies (e.g., Zoom) to educate and gather feedback. This platform provided a variety of innovative tools to virtually interact, engage, and solicit public opinion.

01 || **ENGAGEMENT STRATEGIES AND TECHNIQUES**

ENGAGEMENT STRATEGIES AND TECHNIQUES

The techniques outlined in this plan were crafted to offer opportunities for agencies, stakeholders, and the community to be involved and engaged despite the necessity for social distancing. Coordination efforts included stakeholder interviews, information sharing tools, online engagement, and virtual meetings. The implementation process was extremely important, as it brought the Community Engagement Strategy to life and transformed the tactics into action. The “optional” engagement tools listed below, are equipped with a variety of tactics that aligned with the strategic pillars set forth in the Community Engagement Strategy, and activation of designated initiatives was based on project goals and objectives. The following engagement tools and techniques were used throughout the project. More details on each method of engagement are provided below.

Flyers/QR Codes

Event Flyers/QR Codes



Figure 1A



Figure 1B

ENGAGEMENT STRATEGIES AND TECHNIQUES

Literature Drops

Project related literature was distributed to local businesses within the study area (as shown in Figure 2A-2D).

Literature Drop locations:

- Star Coin Laundry
- Lee's Coin Laundry
- Brownie's Cleaners
- Courtesy Cleaners
- Eastpoint Fish and Wings
- Taco Pete
- Ardens Garden
- Romeo's Pizza and Bistro
- Subway
- The Breakfast Boys
- Spondivits
- Lickety Split Southern Kitchen & Bar
- La Shish Kabob
- American Deli
- Marathon
- Valero
- Tienda y Carniceria El ejido
- El Jefe Cigar Co.
- Airport Vapes
- Kings Cigar Lounge
- The Wellness Spot
- Gias Organic Herbs and Vitamins
- Olympus Gym
- Banister's Upholstery
- TDJ Auto Sales
- Hoots Auto Service
- Atlanta General Machine Works
- Hapeville Collision Center
- Allied Motor Parts
- Staybridge Suites Atlanta Airport
- Hilton Atlanta Airport
- Residence Inn by Marriott Atlanta Airport
- Sonesta Select Atlanta Airport
- Double Tree by Hilton Hotel Atlanta Airport

- Hampton Inn & Suites Atlanta Airport
- Woodward Academy
- Hapeville Charter School Business Office
- Main Street Package
- Treat Love
- LSG Sky Chefs
- Realms Enterprises INC
- Startship Corporate Offices
- Del Barrio Autoglass
- Dandie Scottie Kennel
- Tri City Animal Hospital



Figure 2A



Figure 2B



Figure 2C



Figure 2D

ENGAGEMENT STRATEGIES AND TECHNIQUES

Website

A project webpage (as shown in Figure 6) was established on the City of East Point’s website. This webpage housed project information and announcements of upcoming outreach and milestones. Additionally, project announcements and general information were disseminated to the Cities of College Park and Hapeville. An interactive map (as shown in Figure 7) was included on the site to gather input and opinions on the current status and future opportunities for the study.



Figure 6



Figure 7

ENGAGEMENT STRATEGIES AND TECHNIQUES

Social Media Marketing

Social Media expanded the reach by providing an ability to capture diverse audiences and influencers that helped to generate buzz about the project. The Project Team developed a social media content calendar and utilized designated social media platforms to share information. Video and images accompanied the captivating content to ensure it captured the audience’s attention. All social media activities were coordinated with each city and consistent with each city’s existing social media platforms and content strategy.



Figure 8A



Figure 8B



Figure 8C

Meetings

Considering the project timeline, consistent meetings for coordination and project updates maximized the team’s opportunity for success. Project Team coordination meetings and project status reports provided an opportunity for the Project Team to discuss ongoing activities, as well as track progress and outcomes. Meetings also included coordinated stakeholder meetings as well as two public meetings. Elected officials and key stakeholders were briefed and interviewed during the process to gain a better understanding of the current issues and potential opportunities within the Willingham Corridor area. This input supported the development of draft recommendations and catalytic site concepts that were then shared with the PMT, Stakeholder Committee and the public.

COMMUNITY OUTREACH - EVENTS

Community Events

The Project Team participated in the City of East Point’s Wind Down Wednesday Community event to gather input from the public.



Figure 3A



Figure 3B

City of East Point Wind Down Wednesday, August 25, 2021

Community Intercept

- More renovations need to be made to the existing buildings
- Add kid friendly activities (fun zones, Dave & Busters)
- Expand Main St. (add more family-oriented infrastructures)
- Reflect ATL BeltLine - Trails, Bikes and Scooter, More Accessibility
- Revisit Aerotropolis Greenway Plan (East Point path 25 miles to connect with corridor)
- Increase security measures
- Private developers should buy the land, so all responsibility isn’t on the city

COMMUNITY OUTREACH - ONLINE SURVEY

Online Survey

Powered by Survey Monkey, an online survey was developed early in the process to gather public input on corridor opportunities and challenges. To recap, 157 respondents provided input, thoughts, experiences, and ideas to help shape the vision of the Willingham Corridor. It was found that 53% of respondents lived on/near corridor, 7% worked on/near corridor, 19% drove the corridor often, 17% attend activities/run errands along corridor, and only 4% did not live, work, or use the corridor.

Eight questions asked were focused on respondents’ perceptions and experiences within the study area. The questions asked included:

Question One:

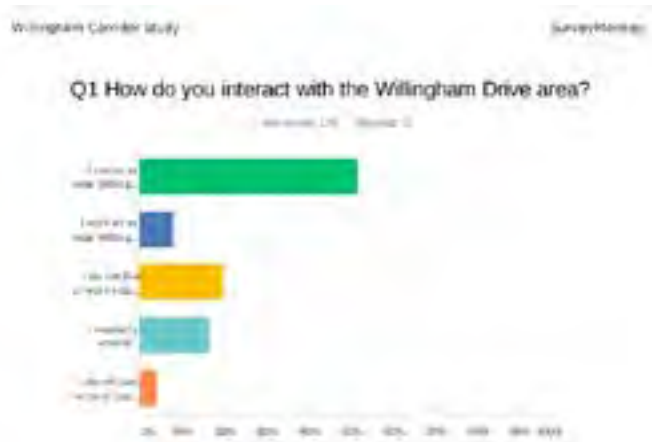


Figure 4A

Question Two: Please provide a word or brief phrase to describe the Willingham Drive area today.



COMMUNITY OUTREACH - ONLINE SURVEY

Question Three:

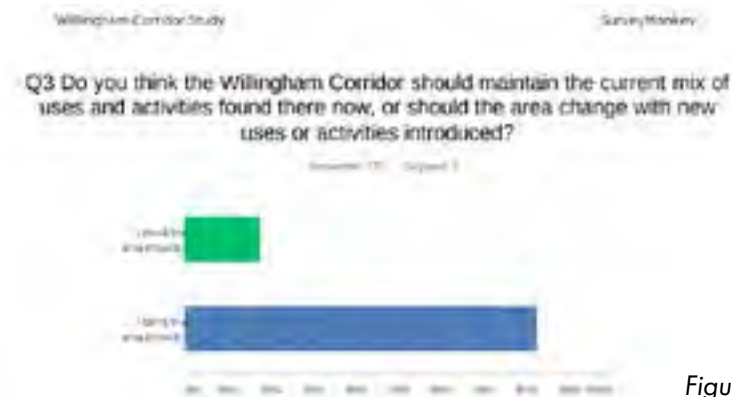


Figure 4B

Question Four: Please provide a word or phrase to describe what you would like to see for the Willingham Drive area in the future.



Question Five: What are some specific opportunities along the corridor that may help achieve that future vision for the Willingham Drive area? These might include specific sites, development, transportation, land use or perception related opportunities.

- Specialty stores that would be attractive to people going to the airport
- Bike lanes, maybe a jogging trail something like the belt line in the City of Atlanta
- Hotels, restaurants, movie theater, and supermarket
- A walking / cycling path with beautification to combat the very industrial and utilitarian current use would be ideal to connect City of Hapeville with City of College Park

Question Six: What are some specific challenges along the corridor that may hinder the implementation of that future vision for the Willingham Drive area? These might include specific sites, development, transportation, land use or perception related challenges.

- Removal of the recycling plant and car crushing facility
- Abandoned business
- Poor sidewalks if any, bad road conditions, no traffic calming devices, bad curb appeal, lack of restaurants and retail. Dilapidated buildings and no community attractions
- Getting the cities to clean up their area and spend money to improve their property

COMMUNITY OUTREACH - ONLINE SURVEY

Question Seven: Do you have any unique stories, knowledge or history of the Willingham Corridor area that you would like to share?

Unique Stories, Knowledge or History of the Willingham Corridor - Responses

"I am a native Atlanta resident (specifically from the City of Atlanta and South Fulton County). I remember seeing my grandmother heartbroken after she discovered that the Tri-Cities Plaza was torn down when she got off the Marta Bus in anticipation to visit one of the stores. The plaza was no more along Willingham Drive. She had no forewarning and was unaware of the planned demolition of the plaza. A piece of her died that day. I remember the old strip mall and yes, it was old and time to go, but I can't help to sympathize with my sweet old granny who loved some of the stores in the plaza."

"I use it to jump on the Highway when leaving work."

"I grew up going to Tri-Cities Plaza in the 1960s. We went to the dime store, bakery, and Western Auto. It was always a fun experience and I walked away with a plastic dinosaur or other toys from the dime store."

"People walk through my yard every day to get to a bus stop or to work because there are no sidewalks. We wake up in the middle of the night to loud wannabe race cars with modified exhaust."

"This has been our route to East Point for the last 32 years, making this area more appealing with more green space, bike/walking trails would connect our cities in a way that would invite more walking and biking. It's unsafe now to try and walk that corridor, no sidewalks and the roads are trashed."

"My grandmother grew up in Egan Park, around 1/10 mile from the headwaters."

"There used to be a diner off of Bachelor Street my grandfather used to take me."

"I got \$20 once for selling scrap metal across the street from it at that hideous industrial metal recycling plant."

"Area used to be a center for shopping until Woodward took over the property."

COMMUNITY OUTREACH - ONLINE SURVEY

Unique Stories, Knowledge or History of the Willingham Corridor - Responses

"The flint river is an amazing effort to keep the land beautiful. Willingham corridor is not known for beauty or safety. Now is the time to change that."

"My family frequently bikes from East Point to Hapeville via Willingham. We might start attending a pre-k in Hapeville and then would ride this way twice daily."

"Seeing school age children conducting study of the Flint."

"Has to change. Was a lot better years ago."

"We live only one block from Willingham. Have been there 35 years. The history is that the city forgot the area many years ago and does not maintain the area."

"The portion of the corridor along Magnolia and Elm (Cherry) Street formed a segregated Black neighborhood known to locals as "Stinktown" and later "Junglefoot," according to researcher L. Shannon-Flagg. This impoverished community, like East Washington across the tracks, was adversely affected by legal segregation in East Point beginning in 1912. Even today, the homes on these streets are in disrepair and speak to a history of discrimination and suffering. However, the neighborhood of "Junglefoot" also gave rise to hope in the form of two prominent churches. I wrote a blog post on this topic at <https://findingtheflint.org/updates/2021/2/25/black-history-and-the-headwaters>. More information can be found in the works of L. Shannon-Flagg (https://scholarworks.gsu.edu/cgi/viewcontent.cgi?article=1027&context=history_theses) and get a copy of Skip Mason's book on East Point (<https://www.arcadiapublishing.com/Products/9780738513836>). The opportunity here is to somehow remember this history, perhaps with signage. I'm not sure how to support and honor current residents of these dwellings, but that needs to be part of the picture as well."

"As a native to College Park, the Woodward Academy transportation hub adds value to the Willingham Corridor and the structures beyond the hub should also reciprocate."

"I've lived here all my life. I'm 58 and the street has always been depressing and an eyesore passing through from East Point to Hapeville."

COMMUNITY OUTREACH - ONLINE SURVEY

Question Eight: Do you have any other comments you would like to leave regarding the Willingham Corridor area?

- This would be a great opportunity to connect Tri-Cities and create a gathering space for the entire community
- This area could always use more nice restaurants, green space (nice park) or areas for bike, skate, walking, sidewalks
- Exciting stuff! Thank you for engaging with the community!
- It's vital to the connection to College Park. It is not visually an attractive road as is. Development would render this

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Project Management Team Meetings (PMT) - The Project Management Team consisted of representatives from the Cities of College Park, East Point, and Hapeville, the Aerotropolis Alliance, Finding the Flint and the consultant team. Meetings occurred monthly, unless cancelled or rescheduled and consisted of project updates, discussions on issues and recommendations and check-ins prior to upcoming stakeholder or public meetings.

PMT Meeting 1, May 26, 2021- The planning team provided a brief overview of the schedule and timing of outreach and deliverables. The group then had a discussion on planning for success, future vision of the corridor and issues and opportunities along the corridor today.

Measures of Success:

- Residents in the Tri-Cities area felt integrated into the plan and are excited to see it come to fruition
- Shine a greater light on the Flint River and move that work forward
- Focus on a deeper connection to business community and landowners along the corridor
- The City of East Point recently adopted a new Mixed-Use Industrial Zoning District and the City would like to see that used in the study area
- The vacant Delta Air Lines office building and Flint River south of I-85 present an opportunity in that area of the corridor

Corridor Tour, June 17, 2021- The Willingham Corridor Tour included a walking tour with several Project Team members who visited areas of interest and landmarks along the corridor.

Key Takeaways, Top 5 Comments:

Looking for every opportunity to uncover the Flint River and incorporate it into an amenity for as many uses as possible. We observed students taking water samples from the river, but it appeared that their access point was as safe as it could have been. It looked like the tail end of the school van was sticking out into the street. Perhaps having a few parking spacing in a nearby vicinity with a wide multi-modal pedestrian access way/trail for outdoor classroom opportunities may be something to look into.

The location of utilities may be an impediment for some of the initiatives planned, especially any desire for walkability or alternative transport necessary for the next point.

Our team was seeking shade everywhere we went. The trees along this corridor are so important

Families of Woodward Academy alumni are buying second-homes or relocating to the neighborhood so they're closer to the school.

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Recognition and inclusion of historically black neighborhoods into LCI plan

There are several historic black neighborhoods previously inhabiting this area that are nearly extinct. In the future development, consideration needs to be taken to address the histories of these neighbors into future plans and ensure these communities are not regentrified as new development comes in.

Provide greater opportunities for social interaction along Willingham, such as sidewalks along the entire corridor.



Willingham Corridor Tour



COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

PMT Meeting 2, June 30, 2021- The meeting included a brief presentation and discussion of the following topics: Corridor Tour Recap, Market Analysis, Early mapping and analysis, Stakeholder Committee (members, meeting dates, and draft agenda) and the online community survey (format, outline/questions, and timing).

PMT Meeting 3, August 25, 2021- The meeting included a discussion of the following topics: recap of the stakeholder committee meeting; online survey and interactive map; upcoming outreach; draft existing conditions and corridor economic assessment; and opportunities, constraints, and corridor character.

Key Takeaways:

- A new path is coming near Irene Kidd Parkway and connecting to existing trail near Norman Berry Drive
- The parcels east of Interstate 85, between Central Avenue and Willingham Drive will become a mix of residential and commercial uses
- The study boundary may need to be adjusted to be more logical and include relevant sites/areas

PMT Meeting 4, September 29, 2021- The Project Team provided an update on the online survey, interactive map, and timing of outreach and deliverables. The group then had a discussion on results from previous stakeholder meetings about opportunities and challenges facing the corridor today. The Project Team then gave a presentation on existing conditions and character areas.

Key Takeaways/Opportunities and Constraints:

Development

- Vacant Buildings
- Vacant Sites
- Surface Parking Lots

Greenspace

- Headwaters Park
- Potential future greenspace
- Additional development sites

Neighborhood Node (Focus Area 4)

- Located at the Intersection of:
 - Willingham Drive and Bobby Brown Parkway
 - Headwaters Trail and Norman Berry Trail
- Transition from west to east –height and use

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

- Residential and limited retail (west)
- Single-family detached, Townhomes, Multifamily
- Hotel and commercial (east)
- Trail and greenspace as key feature
- Stormwater and amenity –Celebrate the Flint!
- New roadway connection
- Density allows for greenspace

International Node (Focus Area 6)

- Centered on International Blvd, Lang Ave, Elkins St, and Virginia Ave
- Create walkable mixed-use district
- Transition from west to east –height and use
- Hotel, office and commercial (west)
- Residential (east)
 - Multifamily and townhomes
- District parking deck -office and residential
- New road connection(s) from Willingham
 - Relieve cut through traffic
- Improved/expanded Flint River greenspace
- Celebrate the Flint! –Parks, planting and pavement
- Parking deck and density allows for greenspace

Implementation

- Greenspace and Trails
 - Headwaters Nature Preserve
 - Headwaters Nature Center/Park expansion
 - Headwaters Trail
 - Headwaters Trail Corridor
- Transportation
 - Interchange Access Study
 - Updated/Safe Rail Crossings
 - Willingham Drive/Central Avenue routing
 - Sylvan Road Connector Feasibility

- Land Use and Development
 - Zoning Changes/Revisions
- Economic Development
 - Establish Headwaters Creative Hub (organization)
 - Expand or Create a Tax Allocation District (TAD)
 - Conduct Brownfield Assessment of Catalytic Sites
- Placemaking and Programming
 - Public Art/MARTA Bridge and Wall Mural
 - Streets Alive Willingham Drive

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Stakeholder Meetings – Three Stakeholder Committee meetings were held throughout the process. The Stakeholder Committee included representatives from the corridor and surrounding neighborhoods and acted as a sounding board reviewing and responding to issues, ideas, or concepts prior to them being taken to the public.

Stakeholders included in public outreach:

- Arden’s Garden
- ATL Airport CIDs
- ATL Airport District
- Clearly College Park (BIDA)
- Delta Airlines
- Eagan Park Neighborhood
- East Point Business and Development Authority
- East Point Water and Sewer
- East Washington Neighborhood
- Electric Cities of Georgia
- GDOT
- Hapeville Arts Alliance
- Hapeville Development Authority
- Historic College Park Neighborhood
- MARTA
- MARTA
- MEAG Power
- River Park Neighborhood
- SA Recycling
- Virginia Park Neighborhood
- Woodward Academy

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Stakeholder Meeting 1 - August 5, 2021 - The first Willingham Corridor Study Stakeholder Committee Meeting included an overview of the study; the corridor today; previous plans and studies; key maps, statistics, and themes; opportunities and challenges; the corridor in the future; and a survey and interactive map. Presenters included members of the Project Team from Kimley-Horn, Perez Planning, and HR&A. The presentation also included interactive activities.

General Comments:

- A large concern is the parking lot on Bachelor Street now being considered for a GA Power substation to power the airport. This would completely change the face and character of that intersection
- The Owens Illinois property is currently an opportunity but there is confusion about the site’s future, even by the property owners
- Heavy emphasis on beautification and art installations throughout the corridor
- One word describing the Willingham Corridor today
 - Junky
 - Industrial
 - Hodge Podge
 - Industrial Area/scattered
 - Mixture
 - Connecting
 - Unsafe
 - Ready for Change
 - Central
 - Congested
- One word describing the Willingham Corridor in the future
 - Vibrant
 - Connection
 - Post-Industrial
 - Innovative
 - Walkable
 - Natural Community
 - Balanced Land Use
 - Inclusive
 - Tremendous redevelopment opportunity
 - Entertaining
 - Transition
 - Community

Additional Feedback:

- Promoting walkability and corridor enhancement through increasing sidewalk connectivity
- Wayfinding, art, or some other distinguishing district features could be a huge opportunity
- Echoing the sentiment of highlighting and calling out distinguishing features of the corridor for people who might be passing through via the interstate
- Interstate facing billboards could help with some interstate visibility and marketing
- The vacant Delta Tower could potentially be a pocket park

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Stakeholder Meeting 2- September 30, 2021 - The second Willingham Corridor Study Stakeholder Meeting included an overview of the study area and purpose, existing conditions, demographics, market analysis, opportunities and strengths, and a more detailed discussion about each individual subarea.

General Comments:

- City of Eastpoint was awarded EPA funding for site mediation in Sylvan Area
- love seeing trees and bioswales to break up the concrete
- Existing GA Power Substation will be decommissioned once new Substation is created

Additional Feedback:

- Subarea 1 - With sports activity in area there will be good retail opportunities for restaurants
- Subarea 2 - Need to ensure whatever businesses or development you bring into this area to plan for potential traffic congestion
- Subarea 4- Concern about PowerStation taking away development potential from other businesses
- Looking to start something within the next 5 years
- Subarea 6- People are fine with denser development. There is a desire for a transition in housing types (i.e., denser townhomes)
- Greenspace & Trails- GA Power is willing to help with whatever direction the community chooses to go

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Stakeholder Meeting 3- November 4, 2021 - The third Willingham Corridor Study Stakeholder Meeting included an overview of the catalytic “Focus Areas” and “Challenge Areas.” These areas included the Headwaters Gateway South & North which centered around Nature Preserve and Headwaters Hub, Neighborhood Node located at the Intersection of Willingham Drive and Bobby Brown Parkway, and International Node, centered on International Blvd, Lang Ave, Elkins St, and Virginia Ave.

Each area’s potential programming was discussed in further detail, primarily outlining an implementation scheme based on greenspace and trails, economic development, transportation, placemaking and programming, and land use and development. Draft greenspace recommendations and transportation projects were discussed towards the end of the meeting.

General Comments:

Stakeholders were generally supportive of the Neighborhood Node concept and liked the idea of highlighting the Flint River with additional greenspace and trails.

Stakeholders were excited about the additional greenspace and development concept within the International Node. One stakeholder asked who has authority over the Flint River in this area. It was the understanding of the group that the Army Corps of Engineers and Georgia EPD have approval and permitting authority in this area.

Stakeholders commented that transportation improvements in the area would be critical to unlocking the potential of the area. Members were intrigued by the railroad crossing roundabout example that was shared and thought it was the type of suggestion that could get people interested and excited about finding a solution.

Committee members gave their thoughts on implementation priorities. Most agreed that completing the Headwaters Nature Preserve should be the top priority. Other implementation items they felt should be focused on first included the MARTA bridge and retaining wall mural, the first phase of the Headwaters Trail connecting to the preserve, establishing the Headwaters Creative Hub and organizing an event or festival similar to Streets Alive Atlanta.

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Community Meetings – In addition to the online survey, two public community meetings were held to gather input on the study area, potential concepts, and implementation items. Below outlines a brief summary and key takeaways from each meeting. These meetings were virtual, due to local conditions related to COVID-19, as well as specific needs of the study and communities involved.

Virtual Community Meeting 1- October 13, 2021- The first Willingham Corridor Study Stakeholder Community Meeting began with an introduction to the project by the Project Team. This included a brief overview of the study area and background, existing conditions, market analysis, and focus areas. Participants were then directed to one of three breakout rooms, where they were given a chance to discuss and provide input on the four focus areas (Figures 9A-9D). This discussion included topics like land use, transportation, and greenspace and trails. An interactive activity was also included where participants could choose character images they liked or disliked for each focus area. Meeting facilitators would then place a green or red dot based on those comments.



Figure 9A



Figure 9B



Figure 9C



Figure 9D

General Discussion Topics:

- Transmission Lines and Utilities in the Area
- Crime in the Area
- Case Studies
- Household Income (North and South of Willingham)
- Concentrated Areas within the Study Area
- Transportation
- Greenspace and Trails

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Character Area 1- Character Area 1 is located south of Willingham Drive and just east of Main Street. The area currently includes a soccer field, hair salon, single-family neighborhoods to the south, and the Flint River where it forks into a single stream. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 1:

- Going in a good direction with the new and needed greenspace
- Improve some of the business fronts along east Main Street
- Interested in new multi-use trail and how it will connect (or will not connect) to Willingham Corridor
- Concern with need for connectivity to downtown East Point
- Need broader view of how all assets will connect in the Tri-Cities
- Additional greenspace near residential homes
- Small-scale retail is inviting with open/outdoor space and has a contemporary style. Matches the character of the corridor
- Townhomes and small-scale retail near the new park would work
- Lack of desire for strip shopping retail

Character Area 2- Character Area 2 is located north of Willingham Drive and adjacent to the railroad to the east and west. The area currently includes Southeast Transport and Fleet Services Mechanic, IMC Concrete, Atlanta General Machine Works, TDJ Auto Sales, Franks Auto Repair, U-Haul, and Otter Self Storage. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 2:

- Prime area for connecting to downtown East Point and East Point MARTA Station
- Challenged due to smaller parcels, railroad splits, and industrial clean-up
- Use of railroad splits as rails to trails for a multi-use path
- Opportunity for reusing/modifying industrial spaces as entrepreneur offices/workspaces and maker spaces
- Opportunity for reuse as gathering place for entrepreneurs and community
- Flex uses would be easier to implement due to less industrial clean-up needs than for residential and restaurant space
- Brewery/restaurant that is outdoor and industrial looking would be inviting and match the character
- Small-scale restaurant, office, and flex-office that are open and inviting
- Desire for look and feel of Ponce City Market and is a mixed-use pathway that is not car centered
- Desire for pedestrian-oriented/walkable spaces
- Special consideration for abutting residential areas near Elm Street and Magnolia Street
- No more industrial and warehouse development

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

Character Area 4- Character Area 4 is located south of Central Avenue and is bisected by Willingham Drive in the northern portion of the Character Area. The area currently includes many hotels (Double Tree, Staybridge Suites, Hyatt Place Atlanta, Marriott), Light of the World Church, and Avis. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 4:

- No substation in the area
- Interest in adding tiny homes
- Desire for sidewalk that runs parallel to the Flint River corridor and would help make the area more explorable
- No more hotels in the area
- Addition of office buildings with good visibility and access
- Need a diverse mix of uses throughout the corridor to increase the number of people coming and going throughout the whole day
- Desire for walkable area
- Desire for retail center

Character Area 6- Character Area 6 is located east of I-85 and south of Central Avenue and is bisected by Willingham drive to the north. The area currently includes hotels (Sonesta, Residence Inn, Hilton), Delta Community Credit Union, American Deli, and single-family residential in the northwest portion of the Character Area. Participants shared the following thoughts and recommendations related to land use, development, character, urban design, and connectivity for Character Area 6:

- Reconfigure or add to bridge as a pedestrian bridge
- Need to include combination of townhomes and mixed-use development
- Need to improve walkability of the area
- Opportunity for housing stock that is available to workers working in closing proximity to the area, including Delta Headquarters workers
- Remove old Delta Headquarters building
- Office and multifamily have a nice feel
- Desire for a combination of uses, including retail center and office/commercial
- Proximity to interstate would allow for a development like Atlantic Station

Transportation- The transportation discussion focused on Willingham Drive, Interstate access, and new connections. Participants shared the following thoughts and recommendations related to transportation:

- Need additional right-of-way to create a multi-use trail
- Desire for alignments that diverge greater from the road for bicyclists
- Interest in sidewalks and bike lanes on both sides and a Flint River swale

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

- Like educational mural
- Highlighting the geological dividing line along the railroad tracks

Additional Feedback:

- Suggestions on starting on one side of the street with the sidewalks
- Consider the new developments along eastern Virginia Avenue, near the Dunkin Donuts

Virtual Community Meeting 2- November 17, 2021 - The second Willingham Corridor Study Stakeholder Community Meeting began with a summary of the project and recap of the planning process to date. This included a brief overview of the study area, 3 focus areas (Headwaters District, Neighborhood Node, International Node), and Challenge Area. Each focus area presentation was concluded with an interactive survey from which to receive feedback from public attendees. After the focus area discussions, Greenspace/trail, transportation recommendations, and implementation and action items were discussed.

General Discussion Topics:

- Headwaters District
- Neighborhood Node
- International Node
- Transportation
- Implementation and Action Items

Community Feedback:

Headwaters District

- General
 - It would be amazing to bike or walk safely from Arden's Garden to Arches
 - Like the multi-use and art vibe. East Point needs more public art! Walkability is a great direction. Don't be afraid to go even bigger. What are some other ways to connect to the area without traveling down Main Street?
 - Food trucks/cafes/restaurants- hoping for an increase in somewhat healthy food and more on trend food concepts
 - The Headwaters provided this site with a major "catalytic energy". Love to see it.
 - I love the goal of ped/bike/wheelchair access.
 - It would be amazing to bike or walk (safely) from Arden's Garden to Arches.
 - I'm mostly excited about the development of creative, artisan, food endeavors & building of the community

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

- Like the multi-use and art vibe. East Point needs more public art! Walkability is a great direction. Don't be afraid to go
- Support
 - Headwaters provides this site with a major catalytic energy - love to see it
 - I love the goal of ped/bike/wheelchair access

Neighborhood Node

- General
 - Would like to see more single family or even starter homes
 - Would like to see some of the residential/ lifestyle development ideas utilized in both Peachtree City at Trilith and at Serenbe
 - Higher density is probably good; enables viable transit, puts more eyes on the trail and makes it safer
 - The property owner of some of the area at Norman Berry/ Willingham is in a legal fight for their land with Georgia Power and their proposed new substation
 - I think the connection to the East Point MARTA station and the other trails you mentioned is what can make the concept go from good to great. That's because, as you mentioned, you can then get to/from Willingham to all over the region.
 - Would like to see more single family or event starter homes
 - I think higher density is probably good; it enables viable transit, puts more eyes on the trail and makes it safer
- Concern
 - Has there been any environmental studies done on the Flint River to ensure no negative impacts on the waterway from development and is it safe for people to be around i.e., not polluted/potential health hazard?
 - Answer: Stream sampling with the Flint Riverkeeper and students from CSU occurred recently. The Headwaters are a typical Urban Stream. A possible sewage leak is being investigated with College Park and East Point utilities. The good news is there are fish, crawfish, turtles (signs of life).

International Node

- General
 - Please Consider implementing living walls within the development (in and around shops, galleries, cafes, outdoor seating areas)
 - Roundabouts are effective...once folks learn how to use it properly
 - It's important to conduct programming to encourage buy-in. community must understand how this all benefits us
 - Back to the food trucks/ cafes/ restaurants I'm hoping for an increase in somewhat healthy food & more on trend food concepts
- Love exposing the river/ beautifying the riverbank, planting of trees, etc Please consider implementing living walls within the development (in & around shops, galleries, cafes, outdoor seating areas)
- It's important to conduct programming to encourage buy-in. community has to understand how this all benefits us.

COMMUNITY OUTREACH - STAKEHOLDER AND PUBLIC MEETINGS

- Support
 - Loved pavement treatments and modern condos. The brownstones are nice as well
- Concern
 - Affordable single-family is always a concern. I'm more Concerned about the diversity of the area demographically across the board.
 - While all 3 nodes are positive, they don't seem to provide a cohesive corridor.

Headwater Trail Concept

- General
 - Please Consider implementing living walls within the development (in and around shops, galleries, cafes, outdoor seating areas)
- Support
 - Like the Greenspace idea and Riverwalk concept.
 - Roof plantings. Love it!
 - Like the idea of the diverse treatment of the activity trails.
 - Love exposing the river/beautifying the riverbank, planting of trees, etc.

Transportation

- General
 - Roundabouts are effective once folks learn how to use them properly
 - Is there something other than Norman Berry that can be used for enhanced connectivity?
 - Bike lanes and connector routes for bicycles would be a huge help. Biking on Main Street is highly precarious
- Support
 - Agree on Roundabouts and love the idea of MARTA Public art bus stops
- Concern
 - The learning curve, particularly for visitors, will be difficult for roundabouts
 - Walk Willingham quite cautiously due to state of roadway

Implementation and Action Items

- General
 - It's important to conduct programming to encourage buy-in. Community must understand how this will benefit us
 - Is Woodward being brought into the planning process?
 - Answer: Yes, Woodward Academy has participated as part of the Stakeholder Committee.
- Concern
 - Will anyone be displaced?
 - What can we do to address affordability?
 - The concepts look nice and will make the area very attractive, but that may drive up prices. This could potentially drive out current residents. A major concern since the corridor passes through one of the formerly segregated neighborhoods of East Point (along Elm St. and Magnolia St.).

02 || CONCLUSION

CONCLUSION

In summary, the Project Team’s strategic approach to the development and implementation of the Willingham Drive Corridor Study Project helped facilitate in-depth communication with stakeholders, the public, and community leaders in the study area. Public participation helped the team analyze and identity themes throughout the process.

Comments or Themes Heard Throughout the Process:

- A majority of meeting or survey participant think the area should change with new uses or activities introduced
- Descriptions of the area today:
 - Industrial
 - Underdeveloped
 - Run down
 - Unattractive and uninviting
 - Unkempt, poorly maintained buildings and roads
 - Potential!
- Comments on the future of the Willingham Corridor area:
 - Mixed use developments (commercial and residential)
 - Greener
 - Walkability and connection
 - Bikeable
 - Cleaned up
 - Revitalized
 - More greenspace and bike lanes
 - Community members are open to a change (mixed used developments)
 - Traffic calming is important to consider
 - The community would like to see more sidewalks on Willingham Drive
 - There is a desire for more trails and better trail connectivity in the area
 - Preserving affordability is a concern, but there is a desire for higher quality and diverse housing types.
 - The community would like to see more healthy food options and places for children to play.

The level of engagement and public involvement assisted in welcoming community members into this process. Sharing the project with the City of East Point, College Park, and Hapeville through informational virtual events and visual project boards was a meaningful way to engage and gain insight.



WILLINGHAM

CORRIDOR STUDY RECOMMENDATIONS REPORT



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OVERVIEW

Overall Vision

The re-imagined Willingham Corridor is envisioned to become a unique and exciting center of employment, civic space, entrepreneurship, and creativity. The rediscovered Flint River, the planned Headwaters Nature Preserve and a proposed Headwaters Trail will serve as a new community focal points that new development will be organized around. The Flint River and Headwaters Trail will act as a spine connecting catalytic investments and development opportunities. New greenspace will be introduced to provide additional parks, enhanced stormwater amenities, and new opportunities to experience the Flint River. Development and redevelopment will add new uses and new opportunities for growing small businesses and the creative industries. By utilizing and enhancing the existing character of the corridor, the area will become a new central gathering space for residents, employees, artists, and entrepreneurs that further connects the Cities of College Park, East Point, and Hapeville.

01 || FOCUS AREAS

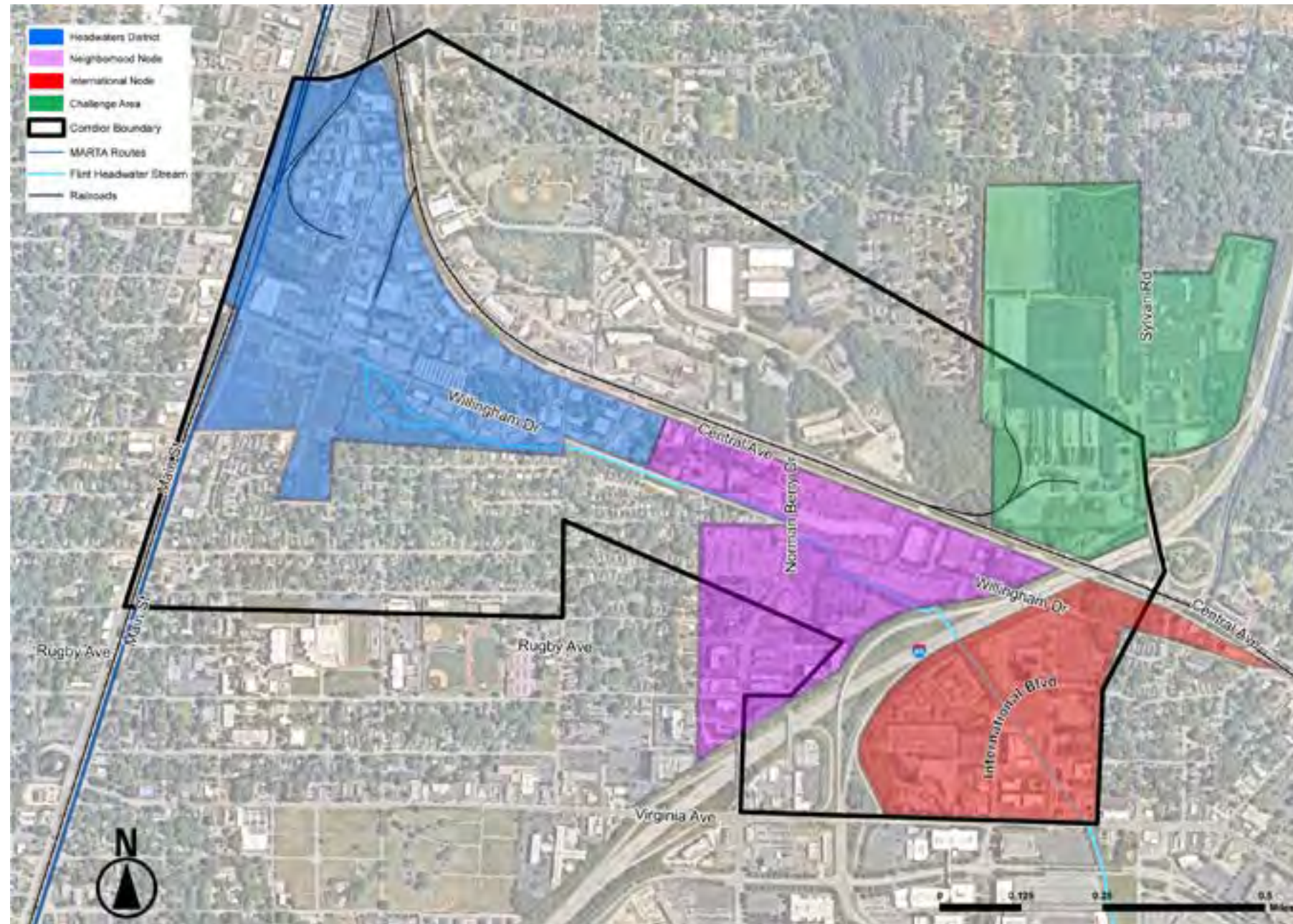


Figure 1. Focus Areas Map

FOCUS AREAS/CATALYTIC SITES

Three focus areas have been identified within the study area as having the best opportunity for shorter-term implementation based on current development activity, planned public investments and potential to spur additional investment as well as a challenge area where additional study, time, and focus may be necessary. These three focus areas, shown in Figure 1 include the Headwaters District, the Neighborhood Node and the International Node. Within each focus area, specific catalytic sites or projects have been identified that can help jump start the area's transformation. The black line shown in Figure 1 was the original study area, while the shaded areas represent an a revised study area that was expanded during the study to include nearby opportunities and challenges.". The proposed Headwaters Trail, shown in the graphic below, connects these three focus areas and catalytic projects. Each area and its recommendations are detailed in the following sections.



Proposed Headwaters Trail

02 || HEADWATERS DISTRICT

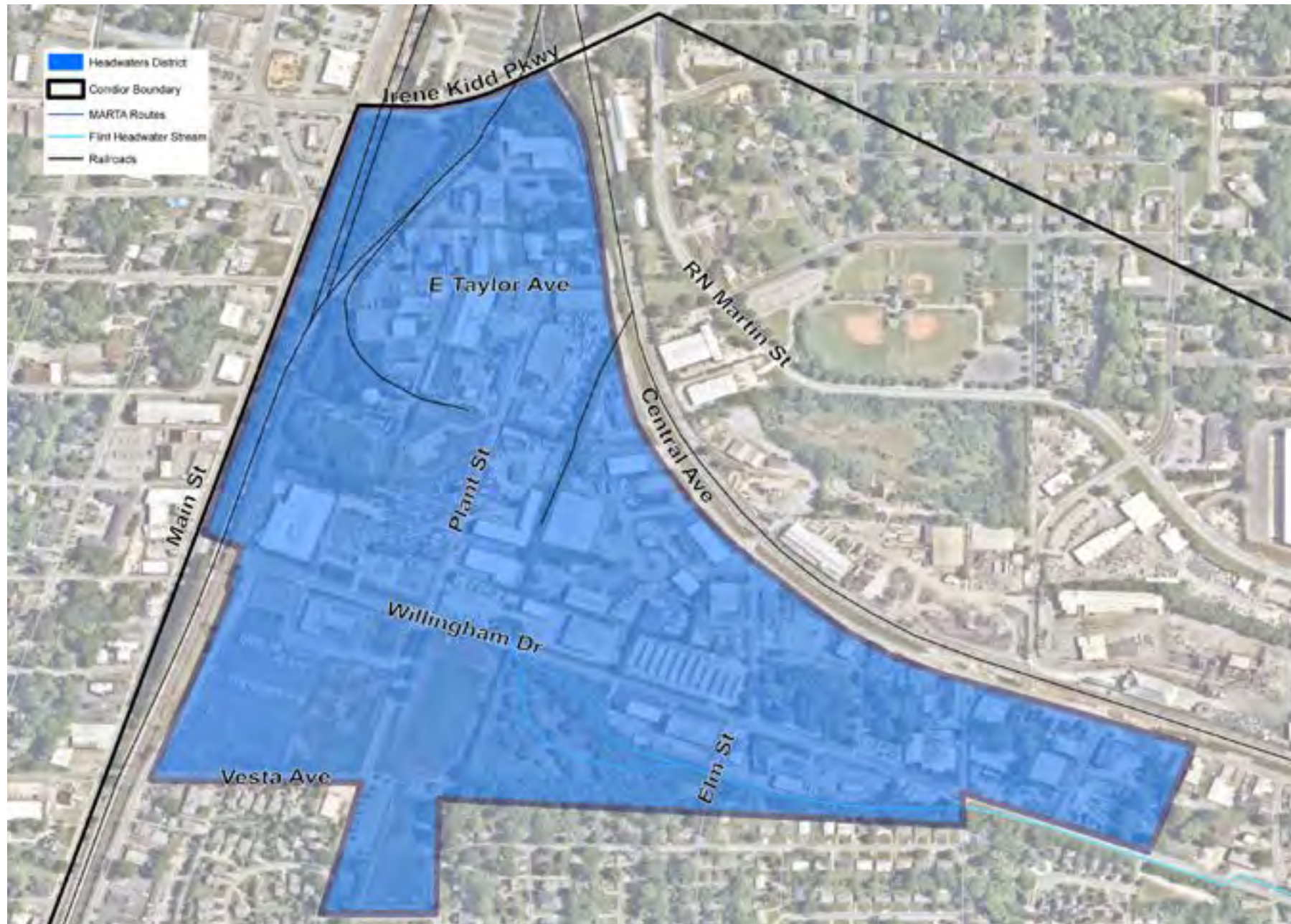


Figure 2. Headwaters District Map

AREA SUMMARY

The “Headwaters District” is in the northwestern portion of the study area, adjacent to the MARTA rail with Willingham Drive running directly through it. This district is located at the future nexus of several proposed multiuse paths, serves as a gateway to and from Main Street, and provides the first opportunity to see and interact with the Flint River. Additionally, existing MARTA bus service and proximity to MARTA rail stations gives this area greater connection to the Tri-Cities area, the larger airport area and the region. This area is currently comprised of small parcels with light and heavy industrial uses located between growing residential and commercial areas. There are a few aspects of the district that make it viable for catalytic activity such as the Headwaters Nature Preserve and existing, underutilized industrial buildings full of character. A major challenge is the broader community and development market’s lack of awareness of the Willingham Drive area, as well as relatively light traffic on Willingham Drive itself.

CASE STUDIES

Avondale Estates and Lee+White are both former industrial areas that have undergone massive transformations while maintaining some light industrial uses. These destinations have capitalized on their industrial character to attract consumer-oriented businesses that require inexpensive warehouse space but that create more of a retail destination than an industrial district.

Avondale Estates

- The Decatur-Avondale industrial area has transformed into an amenity-rich hub of breweries, antiques and home furnishings, and restaurants.
- A Tax Allocated District was developed in 2007 to help with area improvements.
- The area has seen multiple new residential projects including townhomes.

Lee + White

- The proximity to the BeltLine generated new interest in this formerly neglected warehouse district.
- The property was fully assembled and able to launch a node of activity by clustering multiple retail uses.
- The 23-acre Phase 2 redevelopment is being master planned to include office, retail, a food hall, and multifamily.

HEADWATERS DISTRICT



Figure 3. Headwaters District Recommendations (for illustrative purposes only)



Example Improvements and Developments

PROPOSALS AND RECOMMENDATIONS

Headwaters Nature Preserve and Nature Center

The Headwaters Nature Preserve (See area 1A in Figure 3) is in the planning and design stage and is anticipated to open within the next several years. This project will be the first catalytic investment in the area and will aid in shifting opinions and possibilities for the area. Expanding the Headwaters Nature Preserve across the Flint River to include the area to the northeast (See area 1B in Figure 3), would allow for more uses and facilities that cannot be accommodated in the initial phase of the park. This site would provide a “front door” or “storefront” to the Flint River, expanded greenspace, additional pervious parking, and park access. A Flint River Nature Center would provide community space where visitors can learn about the Flint River, urban ecology, and urban waterways.

Headwaters Hub

The Headwaters Hub (See area 2 in Figure 3) concept repurposes a former industrial building while maintaining its character to create flexible space for creative industries, entrepreneurs, and the community. This new center for activity is located near the Headwaters Nature Preserve, near the intersection of Main Street and Willingham, and anchor the intersection of several proposed trails or paths that would connect to nearby MARTA stations. Uses could include: brewery, artisan workspace, makerspace, commercial kitchens, flexible office, community event space.

Southside Food Truck Park and Commissary

Creating a central location for food trucks to stage, could provide a good interim or permanent use for the area adjacent to the Headwaters Hub. The park and commissary (See area 3 in Figure 3) could be integrated with the Headwaters Hub and share space including commercial kitchens or other staging areas. This would support local food trucks, restaurateurs or other restaurant associated start-ups. Additionally, while the park would be setup to host food trucks, it could also be used for other outdoor festivals or events.

Public Art: MARTA Bridge and Retaining Wall

The existing MARTA bridge over Willingham Drive and adjacent large retaining wall (See area 4 in Figure 3) could provide an opportunity to introduce a gateway feature and public art, through MARTA’s Artbound public art program, and further support a re-imagined Willingham Corridor.

Potential Future Greenspace

As the broader area continues shifting away from heavy industrial uses, currently forested and vacant areas could be preserved as greenspace (See area 5 in Figure 3). The area around the City of East Point water tower is thought to be near the location of the Flint River spring and Plant Street was historically called New Spring Street, possibly because of the nearby spring. This future greenspace would be passive with some amenities for walking or gathering as well as a possible trail along the rail corridor connecting north to the East Point MARTA Station.

HEADWATERS DISTRICT PROPOSAL



Figure 4. Headwaters District Reimagined (for illustrative purposes only)

HEADWATERS DISTRICT PROPOSAL

Existing Conditions

The Headwaters District is currently comprised of the following:

- Former Clarus building
- Vacant industrial building with interesting character and larger internal spaces
- Adjacent to MARTA bridge
- Located at a gateway to the study area
- Located close to Headwaters Nature Preserve
- Adjacent to three proposed trails that connect to the larger area
- MARTA bus stop located at the corner of the property

Proposal

The reimagined Headwaters District will include reuse of some existing industrial buildings. Future uses, activities and projects will be comprised of the following:

- A center for creatives and entrepreneurs
- Flexible “creative” office space
- Light manufacturing or service use such as e-bike assembly or bicycle shop
- Makerspace, artisan workshops, and specialty food manufacturer (e.g., Arden’s Garden)
- Brewery and mini food hall supporting restaurant start-ups from the area
- Community meeting space
- Art galleries focused on new and local artists from the area and art programs from nearby schools and universities
- Headwaters Trail constructed as a key link between Main Street, new developments and greenspaces
- Adjoined and integrated with the proposed Food Truck Park and Commissary
- MARTA bridge and wall mural in partnership with MARTA’s Artbound program



Example Improvements and Developments

02 || NEIGHBORHOOD NODE

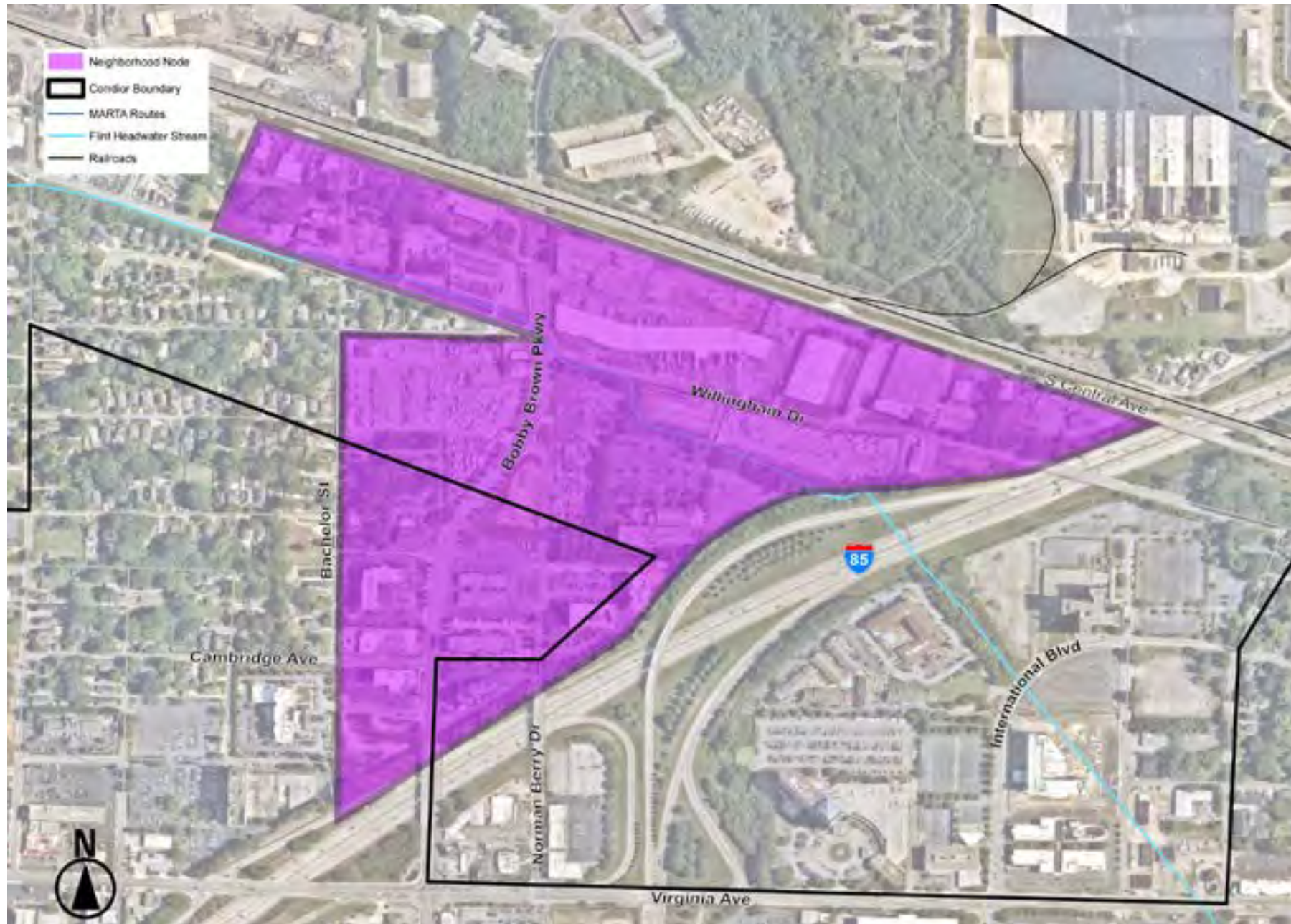


Figure 5. Neighborhood Node Map

AREA SUMMARY

The “Neighborhood Node” district is located near the intersection of Willingham Drive and Bobby Brown Parkway, northwest of Interstate 85 and south of Central Avenue. It is also located at the intersection of the proposed Headwaters Trail and the proposed trail along Norman Berry Drive and Bobby Brown Parkway, as well as the intersection of two MARTA bus routes. These multi-modal intersections coupled with proximity to the interstate and the airport provide the area with a high visibility. Additionally, this area includes another location for the community to interact with and development to interface with the Flint River and associated greenspaces. This district benefits from a strong airport hotel market, opportunities presented by underutilized surface parking, and the potential to fulfill market demand for new hotel clusters and associated commercial development. Potential challenges in the area are the heavy industrial uses in the north, limitation of existing hospitality assets, and the lack of direct high-frequency transit access.

CASE STUDIES

The Gateway Center development is located to the west of Hartsfield-Jackson Atlanta International Airport in the City of College Park and centered around the Georgia International Convention Center. The Gateway Center is a larger-scale development than what would occur in subarea 4, but is a local example of coordinated public-private development that built an attractive airport hospitality district.

Gateway Center

- \$230M mixed-use project that includes class A office, three hotels, and the ATL Skytrain built on a single property
- The development of the Gateway Center Arena was partially funded through a public-private bond tied to the city’s car rental taxes, valued at \$36M
- The master plan for the area included the development of greenspaces for both stormwater management and the creation of new community assets.

NEIGHBORHOOD NODE



Figure 6. Neighborhood Node Recommendations (for illustrative purposes only)



Example Development Types



PROPOSALS AND RECOMMENDATIONS

Residential Block

Utilizing an existing surface parking lot, this catalytic site (shown as area 1 in Figure 6) aims to introduce new and varied types of housing and provide a buffer and transition between the existing single-family neighborhood and the commercial development along Bobby Brown Parkway. This concept transitions from low density, single-family development on the west to multifamily, and limited commercial uses on the east. Commercial and retail uses would be limited, small-scale, neighborhood serving uses such as a coffee shop. Appropriate buffers and landscaped areas would provide visual screening and transition between the neighborhood and newer development. To address stormwater needs and provide additional greenspace, a stormwater amenity would be added along the Bobby Brown Parkway frontage of the development. This usable and accessible stormwater amenity provides another opportunity to highlight and enhance the Flint River. Additionally, new pavement treatments highlight where the Flint River is buried under the street, sidewalks, or other paved areas. The proposed Headwaters Trail has a “touchdown” point at the northern end of the site, linking this area to the rest of the corridor.

Riverside (Creekside) Development

Utilizing one of the longest portions of the Flint River north of the Airport that is daylight, this catalytic site (shown as area 2 in Figure 6) envisions development that addresses nearby public streets, but also has secondary front doors that address the Flint River and Headwaters Trail. The waterway would be enhanced with additional greenspace and stormwater amenities added nearby. The proposed Headwaters Trail will follow the stream creating a “green boulevard” for new development to open onto with patios and seating facing the River and trail, creating a waterside experience not common to the Southside or much of Metro Atlanta. Well landscaped parking areas utilizing pervious pavement are recommended to extend the greenspace to the hardscaped areas near the stream and further support stormwater and river enhancement goals.

Utility Substation

An area utility is considering constructing a new power substation in the area. The utility should work with the cities of College Park, East Point, and Hapeville, Finding the Flint, the Aerotropolis Alliance, and other area stakeholders to find the optimal location for this facility. One that meets the power supply needs of the area and as well as supports the redevelopment and community development interests in the area. Wherever this facility is eventually sited, it should be located away from public road frontages, screened from view, and buffered with greenspace. A recent example of this can be found on 14th Street in the City of Atlanta. This example can be improved upon but presents a good foundational model from which to start.

03 || INTERNATIONAL NODE



Figure 7. International Node Map

AREA SUMMARY

The “International Node” district is located east of Interstate 85, south of Willingham Drive and centered on the intersections of International Boulevard, Lang Avenue and Virginia Avenue. The area is situated between existing residential and commercial uses making it ideal for transitional development and the creation of a walkable mixed-use district. Several factors make this area catalytic and most likely to see redevelopment in the near term. These factors include: proximity to Delta Air Lines’ Headquarters, the airport and downtown Hapeville, large land parcels owned by those with an interest in redevelopment, well-established residential neighborhoods, newly built or recently approved development, and a burgeoning rental office market within the Aerotropolis “Corporate Crescent.” A challenge to development within the district is the difficulty of directly connecting with future developments across the interstate along Willingham Drive.

CASE STUDIES

Similar to the Neighborhood Node, the Gateway Center offers an example of how the International Node could develop. Unlike the Neighborhood Node, the hotel and commercial district within and immediately adjacent to the International Node is well established and is already experiencing development activity. The Gateway Center represents a more unified district than what currently exists within the International Node. Additionally, the Gateway Center has a direct transit connection to the airport and MARTA, that the International Node is currently lacking.

INTERNATIONAL NODE



Example Development Types

Figure 8. International Node Recommendations (for illustrative purposes only)

PROPOSALS AND RECOMMENDATIONS

Building on recent plans and studies, the International Node district, shown in [Figure 8](#), is envisioned to be mixed-use with commercial and hotel development primarily located to the west and south and residential development to the east. Multifamily and townhomes provide a use and height buffer between the commercial and single-family neighborhood. Additional hotel and commercial uses would be located to the west and south. A new district parking garage would support redevelopment efforts and allow some of the existing surface parking to be re-imagined as new publicly accessible greenspace.

A small portion of the Flint River is daylit in this area while the majority of the river is underground. Expanded greenspace will build upon the daylit portion of the Flint River, creating new park for area residents, employees, hotel guests and others to enjoy. Where the Flint River is underground, building placement, unique pavement treatments, pocket greenspaces, public art and other visual elements will be introduced to highlight the path of the Flint River. New connections from Willingham Drive will be designed to encourage trips between Sylvan Road, Central Avenue and Willingham Drive to utilize these new “commercial streets” with the intent of alleviating cut through traffic through the Virginia Park neighborhood.

The new International Node district will provide residents, workers, travelers and other guests to the area with a new walkable district with greenspace and other amenities. Additionally, these new investments will likely support the reuse and reinhabitation of the former Delta Air Lines’ building, surrounding it with an interesting and active community. This currently empty and unused building could become the center piece of the district.



04 || CHALLENGE AREA

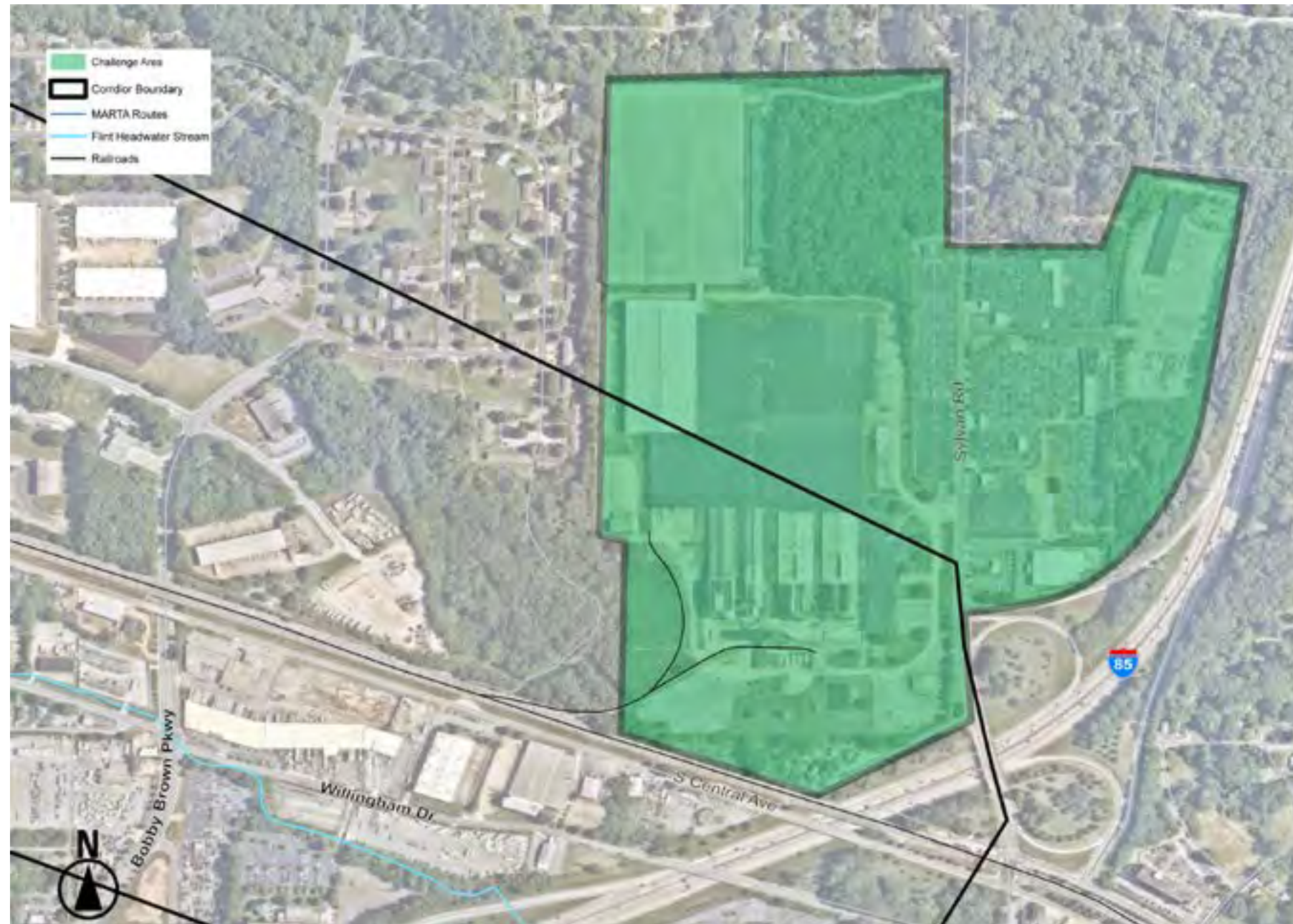


Figure 9. Challenge Area Map

AREA SUMMARY

The Sylvan Road area (See area 1 in Figure 9) presents unique opportunities and challenges for redevelopment north of the railroad. The former Owens Illinois site is a roughly 56 acre property with an existing, vacant manufacturing facility totaling approximately one-million square feet. Currently, there is no redevelopment plan for the site, but the property could maintain an active, temporary use as the local market transitions to support redevelopment in the future. There are multiple site factors beneficial for future catalytic development, including several large single-owned sites, its proximity to Interstate 85, and its capacity to serve as a gateway to the Tri-Cities area. The primary challenges facing redevelopment of this facility include: an assumed significant amount of environmental remediation due to past uses, the location of an airport parking facility onsite which limits future site redevelopment, and the lack of market demand for office, retail, or residential uses needed to fill the current vacant space. These site challenges make future redevelopment very costly and future repurposing of site will require close coordination between local agencies, public partners, and stakeholders for successful development.

CASE STUDIES

The repurposing of a large industrial space does not mean a total abandonment of industry. There are many examples of industrial spaces being revamped as light industrial or data-uses, with complementary, integrated mixed-use.

Project Granite, Atlanta

- QTS, a data center giant, has been redeveloping large formerly industrial sites into data centers including Project Granite, a unique mixed-use project that included office and other uses, anchored by a 1.5M SF data center in Westside Atlanta.

Heppenstall Steel Mill, Pittsburgh

- Carnegie Mellon University's National Robotics Engineering Center renovated a 100K SF defunct steel mill to be a robotics innovation and production facility in 2015.

Studio City, Atlanta

- Studio City is a 127-acre redevelopment project located on a demolished General Motors plant. The redevelopment will include movie studios, office space, multifamily, retail, and a hotel.
- Gray, the developer, will inherit up to \$1.5B in bonds from Doraville's economic development authority and a 35% property tax incentive for the next 30 years.
- Doraville Downtown Development Authority established a TAD in 2015 to help develop this site.

05 || ADDITIONAL AREAS

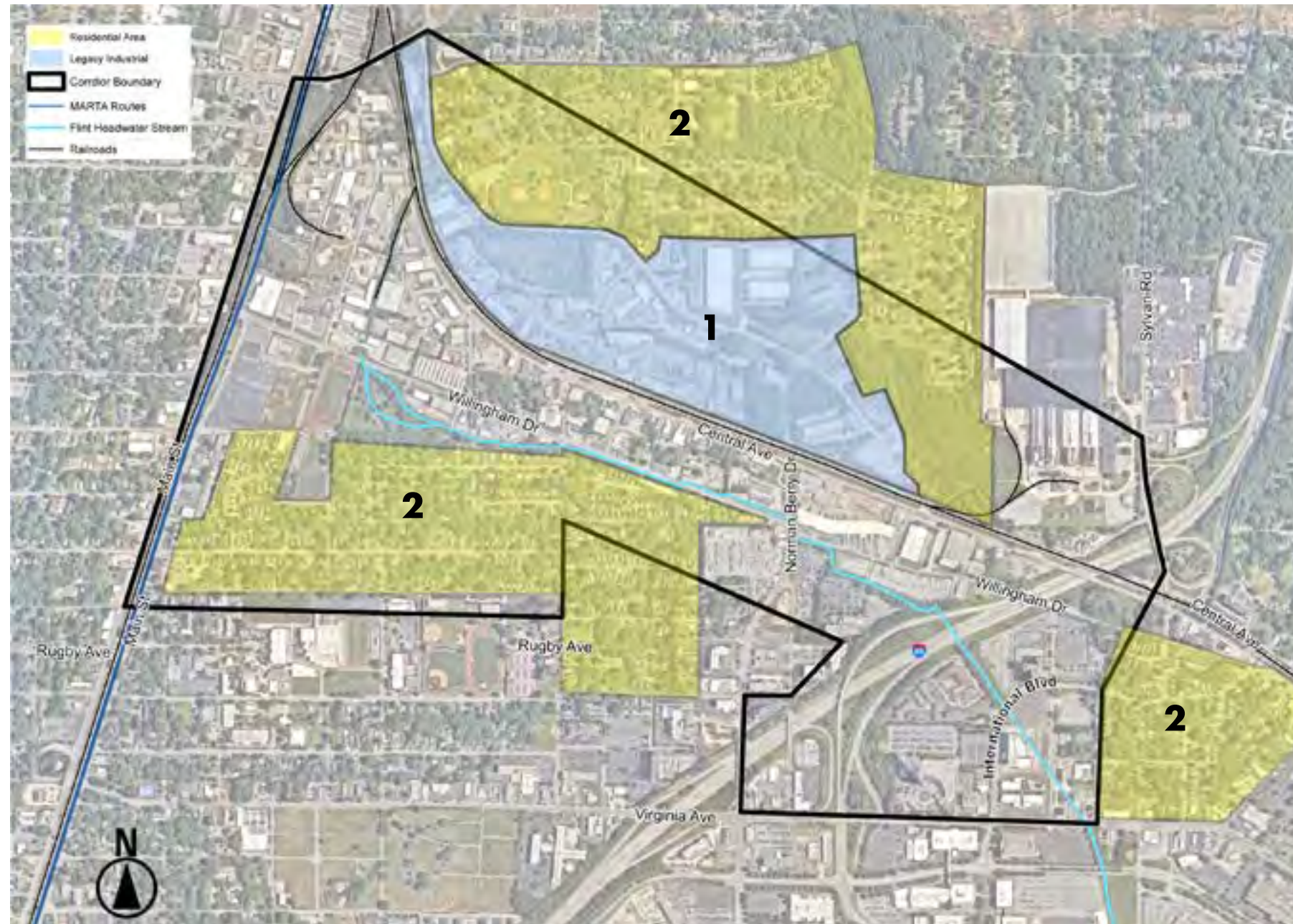


Figure 10. Additional Areas Map

AREA SUMMARY

Legacy Industrial

Located north of Central Avenue and the rail line, the Legacy Industrial district (See area 1 in Figure 10) is characterized by existing large-scale industrial facilities and commercial warehouses that primarily focused on uses such as sanitation, recycling, and scrap metal processing. While the desire of the community is for the area to transition from heavy industrial to light industrial and non-industrial uses, it is expected that the current facilities will likely stay in operation in the near term. Specific recommendations for this area are focused on routing truck trips away from existing single-family neighborhoods, providing additional landscaping or vegetated buffers to screen the industrial uses from view and from the existing neighborhoods, identifying locations for potential greenspace and restricting the expansion or addition of industrial uses. Additionally, due to documented and assumed contamination within the area, a focused effort on remediation is highly encouraged to protect both current residents as well as environmentally sensitive areas and ecological systems.

Residential Neighborhoods

The Residential Neighborhoods are characterized as primarily traditional, single-family neighborhoods located around the Willingham Drive and Central Avenue Corridors (See area 2 in Figure 10). Recommendations for these areas focus first on preserving the existing character of these communities. Additionally, there is a desire to provide more sidewalks and connections to Willingham Drive, the Headwaters Nature Preserve and the proposed Headwaters Trail. There is also an opportunity to explore the potential for adding additional housing types not currently found in the area, but in demand by the broader market. A housing study conducted by one community or in coordination with all three cities would provide the analysis and foundation for specific recommendations.

06 || TRAILS AND GREENSPACE

HEADWATERS TRAIL SHARED USE PATH

The Willingham Drive corridor provides a compelling opportunity for the introduction of a 10-foot shared use path. A path in this corridor would include the following complimentary benefits:

Provide critical infrastructure—currently lacking—for pedestrians, bicyclists, and users of other personal, active transportation and micro-mobility (scooters, rollerblades, etc.) along the corridor;

Spur economic development for commercial/retail spaces by improving the urban design for properties fronting the corridor, and in some cases providing access to a secondary entrance (the traditional back of the building). Most of the existing properties have car-centric design that creates an un-welcoming feel for pedestrians on the corridor;

Create opportunities for ecological remediation and stormwater management improvements to the Flint River headwaters stream during the construction of the path and adjoining greenspaces.

Previous Plans

Two recent plans proposed a shared use path along Willingham Drive:

East Point PATH (2016) Trail System Master Plan – proposed a trail along the south side of Willingham Drive from Main Street east to the MARTA-owned parcel now planned as Headwaters Nature Preserve. From there the proposed trail turned south and weaved through the Eagan Park neighborhood.

AeroATL Greenway Plan (2018) – proposed a “Local” trail along Willingham Drive from Main Street east to Norman Berry Drive. From there, the proposed trail joins the “Loop Connecting Downtowns” on Norman Berry Drive and continues east along Willingham Drive into Downtown Hapeville.

Proposal

The Willingham Shared Use Path would begin at the intersection of Willingham Drive and Main Street. At this intersection it would connect to the proposed Main Street Connector, a two-way cycle track on the east side of the street. The proposed 10-foot concrete path would continue east within the right-of-way under the MARTA and freight rail bridges, where it would intersect with the proposed East Main Street “Bicycle Boulevard Extension.” The path would then continue within the north side right-of-way past Plant St. Between Plant Street and Elm Street a proposed mid-block crossing with a Pedestrian Hybrid Beacon/Rapid Flashing Beacon to provide safe crossing to the planned Headwaters Nature Preserve and connection to the trails within that park.

The trail would continue east on the north side of Willingham past Pennsylvania Avenue. The Flint River headwaters stream emerges between Bachelor Street and Norman Berry Drive, resulting in limited right-of-way in this area. This may require an alternate route or coordinating with private property owners.

At Norman Berry Drive, the Willingham Path would intersect with a path along Norman Berry Drive proposed in both prior plans. The combined path would cross Willingham Drive on the west side of the intersection and then cross Norman Berry Drive/Bobby Brown Parkway to continue east into the private property (3320 Norman Berry Drive) owned by Tiftona Industries.

Within the Tiftona property, the path would follow the Flint River Headwaters stream before continuing onto a second Tiftona parcel at ~1100 Willingham Drive. The path would exit the southeast corner of that parcel and continue onto GDOT right-of-way west of I-85.

The path would follow the western edge of the GDOT right-of-way before crossing over I-85 on a path-specific bridge. On the east of I-85 the trail would turn southwest along the property line and continue south to the Flint River stream. The total length of the trail as proposed is 8,367 feet (1.58 miles).



GREENSPACES

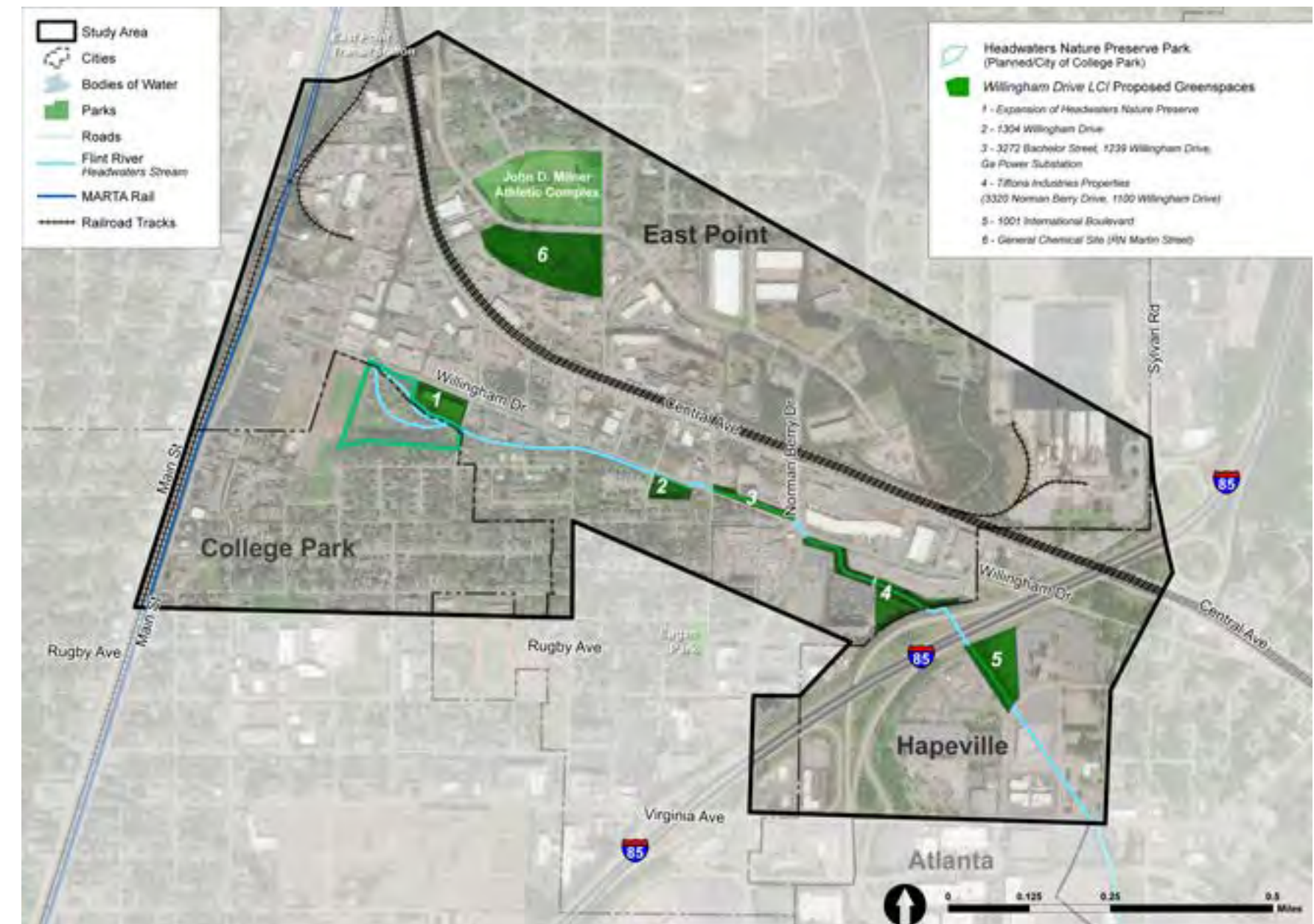


Figure 11. Greenspaces Map

PROPOSALS

Four distinct greenspaces are proposed directly along the Willingham Drive corridor, with a fifth opportunity located in Hapeville along International Boulevard, and a sixth opportunity located in East Point on the parcel directly south of Milner Athletic Complex on R.N. Martin Street.

Expansion of Headwaters Nature Preserve (See area 1 in Figure 11) – the Headwaters Nature Preserve has been planned and designed and is moving towards construction. However, there is potential to expand the proposed greenspace by incorporating the two parcels along the northern edge of the preserve. The addition of 1486 and 1508 Willingham Drive into the Nature Preserve would allow for further improvements to the stream buffer and decreased impervious surface near the stream. Potential uses for the existing buildings could be non-profit office space combined with educational and community spaces. Both parcels are currently privately owned.

1304 Willingham Drive (See area 2 in Figure 11) – this parcel offers the opportunity to create a 1.1-acre greenspace which could provide ecological improvement to the Flint River headwaters stream corridor and flooding prevention. The parcel was identified in a CDM stormwater engineering assessment as a potential location for the removal of “3,200 cubic yards of soil to provide overbank storage.” Redesigning the parcel as an ecologically sensitive constructed wetlands could serve the same stormwater purpose while providing a pocket greenspace with potential wildlife viewing platforms and a small walking trail. The parcel is currently privately owned.

3272 Bachelor Street, 1239 Willingham Drive, GA Power Substation (See area 3 in Figure 11) – currently divided into four parcels, the north side of Willingham Drive between Bachelor Street and Norman Berry Drive offers the opportunity to create a linear greenspace (approximately 0.8 acres) along the proposed shared use path and the Flint River headwaters stream. The proposed shared use path would run along the northern bank of the stream, creating a corridor roughly 30 to 80-ft wide where streambank restoration and ecological improvements could benefit the stream corridor and improve the experience for path users. The potential decommissioning of the Georgia Power substation would open up the opportunity to add an additional ~1.5-acre greenspace at the corner of Willingham and Norman Berry. All parcels in question are currently privately owned.

Tiftona Industries Properties (3320 Norman Berry Drive, 1100 Willingham Drive) (See area 4 in Figure 11) – these two parcels are bisected by the Flint River headwaters stream and the proposed shared use path. Greenspace improvements in the corridor including both the stream and path could create a 4.5+ acre linear greenspace. Redesigning the triangular southern corner of 1100 Willingham Drive as a constructed wetlands for stormwater retention could allow for building development fronting Willingham Drive in current floodplain areas. Both parcels are privately owned, and the greenspace would also include a third private parcel.

GREENSPACES (CONT.)

1001 International Boulevard (See area 5 in Figure 11) – the southwestern corner of the currently vacant office building at 1001 International Boulevard offers the potential for a greenspace that incorporates the existing Flint River headwaters stream and its forested banks, the proposed shared use path, and improvements to an existing parking lot. Finding the Flint previously identified the existing strip of forested land along the headwaters stream as a candidate for public greenspace. The addition of the shared use path along the forest’s eastern edge and expanding greenspace into the existing parking lot could create a 2.5+ acre park space. The parcel is privately owned.

General Chemical Site - RN Martin Street (See area 6 in Figure 11) – directly south of the John D. Milner Athletic Complex is a vacant site, approximately 15-acres. It was listed by GA EPD as a Contaminated Site in 1998 but remediation may have occurred, and it offers potential for greenspace. Suggestions include redesign as a “pump track” for mountain bikes and off-road bikes or as a BMX race course.

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TIFT PROPERTY PROPOSAL



Figure 12. Tift Property Concept Plan (for illustrative purposes only)

Existing Conditions

Tiftona Industries currently owns two parcels on the south side of Willingham Drive east of Norman Berry Drive/Bobby Brown Parkway. The first parcel (14 0127 LL0380) at 3320 Norman Berry Drive sits at the southeast corner of the intersection of Willingham and Norman Berry with frontage on both roads, and totals 2.09 acres. The second parcel (14 0127 LL0463) is located at approximately 1100 Willingham Drive and totals 4.18 acres. The parcels are separated along Willingham Drive by a 30-foot section of a separate parcel that is the site of the Double Tree by Hilton-Atlanta Airport hotel at 3400 Norman Berry Drive.

The majority of land area within the two parcels is currently paved with asphalt and used as parking lots. The Flint River headwaters stream emerges from a pipe at the northwest corner of 3320 Norman Berry Drive and flows southeast through both parcels with a roughly 90-foot forested buffer along the banks. A 50-foot bridge crosses the stream that connects the Double Tree hotel site to Willingham Drive and connects the two sides of the second Tiftona parcel that is bisected by the stream.

Proposal

The proposal is to redevelop both parcels, adding new buildings, new parking areas, a shared use path (Headwaters Trail), walking trails, and a stormwater retention area, all with an orientation to the proposed Headwaters Trail and following the principles of Low-Impact Development. Streambank restoration and new tree plantings are proposed along the entire length of the Flint headwaters stream, improving its ecological condition and providing a publicly accessible corridor of passive, linear greenspace.

The concept envisions a unified site across the two parcels, connected by the shared use path (See item 1 in Figure 12) that would begin at the northwest corner of 3320 Norman Berry drive and run along the south side of the stream before crossing over and running along the north side of the stream to the southeast corner of the Willingham Drive parcel. Three large buildings are proposed (see item 2 in Figure 12) —one along Norman Berry and two on Willingham Drive—each with a footprint between 20,000 and 30,000 square feet. Uses could include mixed office and retail space, as well as restaurant components. Large plazas that would face the path and stream are proposed to provide the buildings with a “second front door,” in addition to improved streetscape and sidewalk conditions fronting the roadways. Surface parking areas (See item 3 in Figure 12), designed with LID principles including pervious pavers and tree plantings, are proposed to the south of the Norman Berry building and in between the two buildings along Willingham.

The triangular area of the Willingham parcel (See item 4 in Figure 12), currently a surface parking lot, bounded by the stream on the north, I-85 on the southeast, and the existing hotel on the west, is proposed to be redesigned as a stormwater retention area. Constructed wetlands could serve to capture runoff from the surrounding developments as well as divert stormwater from the stream, serving the same purpose as proposed in the CDM stormwater document, which suggested soil removal in this area for overbank protection. This stormwater area could also decrease the existing 100-year flood zones which cover much of the existing site.

TIFT PROPERTY PROPOSAL



Figure 13. Tift Property Proposal Rendering (for illustrative purposes only)

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07 || TRANSPORTATION

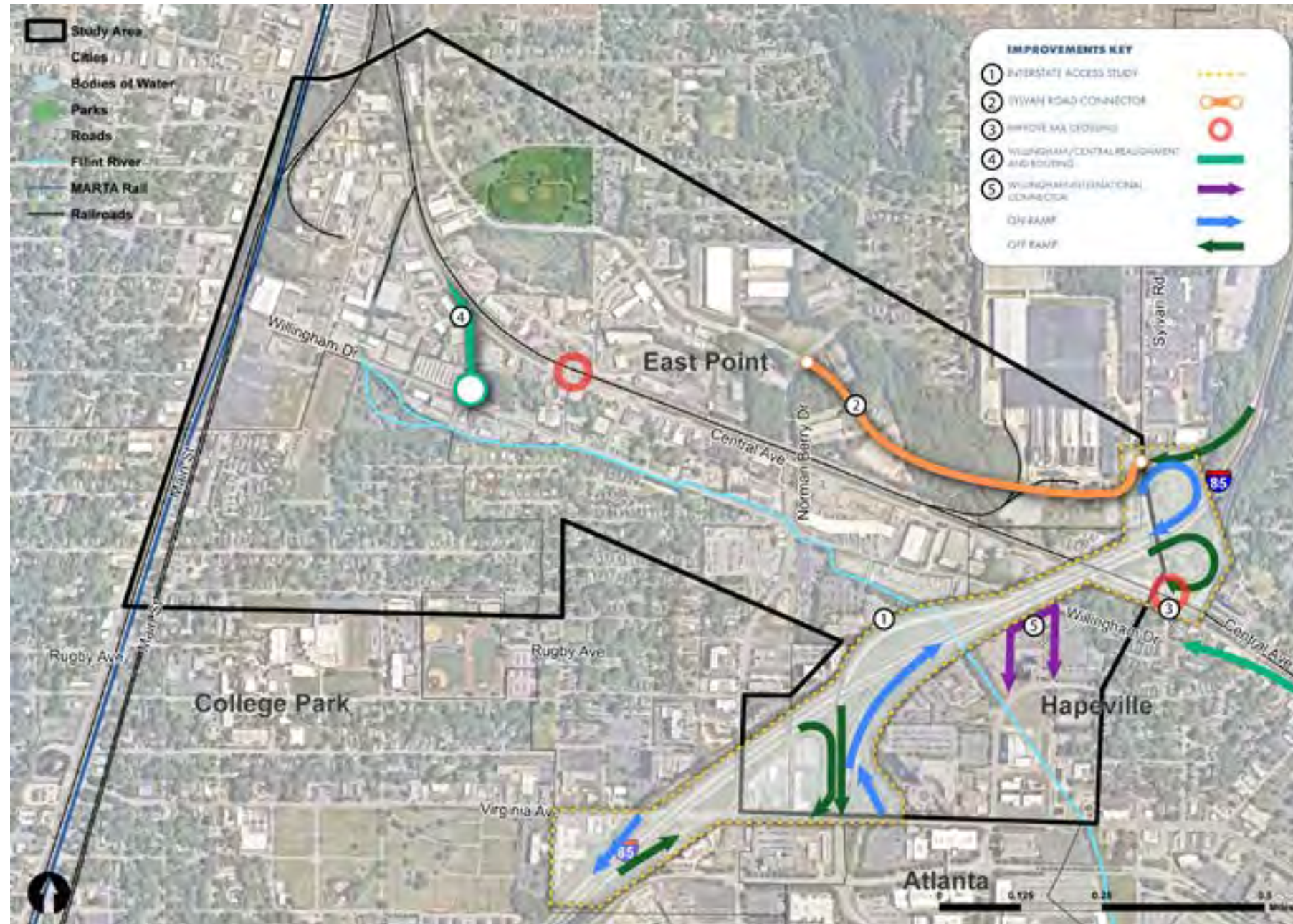


Figure 14. Transportation Map

TRANSPORTATION PROPOSALS AND RECOMMENDATIONS

Interstate Access Study (Item 1 in Figure 14)

The study area currently has access to/from Interstate 85 via the existing ramp systems at both Sylvan Road and Virginia Avenue. These access points to/from the interstate do not provide clear or direct connectivity to the Willingham Corridor study area resulting in complex travel patterns which in some instances results in interstate related traffic utilizing neighborhood streets. Furthermore, the one-way ramp systems lack intuition and can lead to confusion as drivers attempt to enter the interstate system. The current conditions negatively impact travel to and from the Cities of College Park, East Point and Hapeville as well as the northern side of the Atlanta airport and the “Corporate Crescent” as identified by the Aerotropolis Atlanta Alliance in the Aerotropolis Atlanta Blueprint.

While some solutions or improvements have been suggested in other recent studies, additional analysis is needed. An Interstate Access Study would review interstate access to/from the study area, consider vehicular travel patterns, vehicle delay and traffic operations, vehicular and pedestrian/bicycle safety, and wayfinding opportunities.

The study will aim to find creative ways to simplify or condense access and ramp systems by eliminating duplicative access; improving access to Willingham Drive and the Tri-Cities area; creating more intuitive access and improving wayfinding (signage, pavement markings, etc.); improving traffic operations and general connectivity while respecting the surrounding neighborhoods and mitigating impacts of potential improvement projects. Some preliminary improvement projects that will be further reviewed as part of this study may include but are not limited to: consolidating the ramp system along Virginia Avenue; reconfiguring the ramp system along Central Avenue and Sylvan Road; analyzing the potential for a collector-distributor system between Virginia Avenue and Sylvan Road and reviewing previous relevant plans or improvements to ensure coordination.

Big idea: The introduction of a collector-distributor system and the closure of redundant ramps may increase access while making travel to and from the interstate easier and possibly freeing land up for additional development or greenspace.

TRANSPORTATION PROPOSALS AND RECOMMENDATIONS

Sylvan Road Connector (Item 2 in Figure 14)

Existing conditions provide limited interstate access from Downtown East Point, East Washington neighborhood and RN Martin Street. Additionally, there is lack of access between the Sylvan Road area and Downtown East Point and the East Washington neighborhood.

A feasibility study would explore the possibility of connecting Sylvan Road to RN Martin Street at the existing I-85 southbound exit ramp. This includes the potential to develop with road utilizing existing ROW or in partnership with future redevelopment in the area.

The improvement will provide better access for both Downtown East Point and East Washington neighborhood as well as provide an alternate route for heavy truck traffic to and from the interstate ramp system.

Big idea: The former Owens-Illinois facility and its possible redevelopment present a unique opportunity to create the Sylvan Road Connector. Additionally, existing right-of-way may provide additional options for the potential alignment of this new connection.



Existing conditions near potential location of proposed Sylvan Road Connector



TRANSPORTATION PROPOSALS AND RECOMMENDATIONS

Central Avenue Rail Crossing Study (Item 3 in Figure 14)

There are a number of at-grade railroad crossings located at or near intersections along Central Avenue. These at-grade crossing can lead to confusing and unsafe conditions for drivers, pedestrians or and bicyclist.

A Central Avenue Rail Crossing Study “would focus on a select set of at-grade crossings along Central Avenue in, review existing conditions, and provide recommendations necessary for improved safety and traffic operations.

The study will strategically identify at-grade crossing locations to maintain adequate north/south connectivity while improving safety conditions. This may include crossing locations at East Point and Hapeville. Any improvements at or near at-grade crossing locations require coordination with the Federal Railroad Administration, the relevant railroad operator, the Georgia Department of Transportation and local municipalities. It is anticipated that some improvements at some existing crossing locations may require the closure/restricted access at other existing crossing locations. We will partner with other local/regional jurisdictions to develop consensus on rail corridor treatments to improve safety and maintain connectivity.

Big idea: Another community in Georgia recently partnered with the Georgia Department of Transportation to install a round-a-bout within an at-grade crossing. This solution has resulted in safer and more efficient operations at that location. A similar solution could be possible at one or more of the at-grade crossings along Central Avenue.



Existing Sylvan Road and Central Avenue Intersection and example roundabout solution

TRANSPORTATION PROPOSALS AND RECOMMENDATIONS

Shift vehicular access to Willingham Drive (Item 4 in Figure 14)

Vehicular traffic along Central Avenue strains the at-grade crossings at or near intersections.

A traffic, routing and realignment study would review the feasibility and impacts of routing traffic from Central Avenue to Willingham Drive.

The study would explore the possibility of deemphasizing Central Avenue as a major vehicular east/west connector and encouraging Willingham Drive as an alternative creates separation between roadway and railroad systems, which in turn improves safety and driver expectancy. Additionally, the study will consider the potential improvements where the rerouting or realignment occurs, including but not limited to installing roundabouts.

Big ideal: Routing traffic from Central Avenue could support two goals. First, it could pull traffic away from at-grade crossings. Second, pushing more traffic to Willingham Drive could support business location and economic development efforts. Additionally, the rerouting locations could be treated as gateways to the Willingham Drive area.

Willingham-International Connector (Item 5 in Figure 14)

Provide a new connection from Willingham Drive to International Boulevard that would support redevelopment and relieve cut-thru traffic through nearby neighborhoods. Big Idea: As part of redevelopment, this new connection would expand the street grid and provide additional road frontage and alternate routes for local traffic.

Improve Bus Stops

The existing bus stop locations are substandard with no transit rider amenities or last mile connectivity.

Proposed Transit Study: The proposed study will review existing conditions and recommend improvements within the study area.

Working with MARTA and other partners, the study will make recommendations to improve bus stop facilities and general access to stops. Additional seating, shelter, and lighting are all critical components to improving transit rider experience. Additionally, sidewalks to and from bus stop locations will be identifies and recommended.

Big idea: Improved bus stop locations could also be considered for public art and other branding elements for the area. The Atlanta Regional Commission recently funded studies that will explore the use of creative placemaking and the arts to improve existing bus stops and enhance the surrounding community.

08 || IMPLEMENTATION PLAN

WILLINGHAM DRIVE IMPLEMENTATION PLAN

The implementation plan outlines the programs and recommendations proposed during the plan development process for the Willingham Corridor Improvement Study. To successfully implement these programs and recommendations, multi-agency coordination, supported by clear and concise communications of responsibilities and task ownership, is required. In Table 1, the programs and recommendations are described, along with the project’s timeline for implementation, the responsible agency that will oversee the project’s implementation, partner organizations that will be involved during the implementation process, a planning-level cost estimate for the recommendation, and anticipated funding sources for each project.

The programs and recommendations are highlighted and grouped in the following strategic areas:

- *Organizational and Collaboration*
- *Greenspace and Trails*
- *Land Use and Zoning*
- *Transportation*
- *Economic Development*
- *Placemaking and Programming*

Organizational and Collaboration *Create Willingham Corridor Task Force (0 – 1 Year)*

Utilizing members of the Project Management Team and Stakeholder Committee, establish a task force or committee focused on implementing the Willingham Corridor vision. The creation of this task force is critical as several implementation items require coordination among multiple partners, including the three cities within the study area.

Greenspace and Trails *Headwaters Nature Preserve (1 – 3 Years)*

This catalytic greenspace will be located at the existing MARTA stormwater site on Willingham Drive. The project would include complete planning, design and construction of the Headwaters Nature Preserve park, while providing critical trail connections for the planned Headwaters Trail. The cities of College Park and East Point and other partners should prioritize the completion of this new greenspace, which will provide an anchor greenspace for the community and future redevelopment.

Headwaters Trail Corridor Plan (1 – 3 Years)

This feasibility study will examine a new 10-foot shared-use path along Willingham Drive, from Main Street to just east of the I-85 bridge in Hapeville. The study will determine the path’s alignment, design, crossings, right-of-way (ROW) needs, and phasing of the entire Headwaters Trail corridor. The Headwaters Trail would provide critical infrastructure for improving

WILLINGHAM DRIVE IMPLEMENTATION PLAN

mobility for bicycles and pedestrians between the Willingham Drive corridor and Main Street, the planned Headwaters Creative Hub, and the planned Headwaters Nature Preserve.

Headwaters Trail (First Phase) (2 – 4 Years)

The first phase of the Headwaters Trail will provide bicycle and pedestrian path connection from the Main Street corridor to the planned Headwaters Nature Preserve. This first phase will include the design and construction of the Headwaters Trail for this initial trail segment.

Headwaters Nature Center/Park expansion (3 – 5 Years)

This feasibility study will plan and design for the potential expansion of the planned Headwaters Nature Preserve and the creation of the Headwaters Nature Center. The Headwaters Nature Center will be a community center and meeting space, located within the Headwater Nature Preserve park, will serve as the “front door” for the headwaters of the Flint River. Potential partnering agencies include the Woodward Academy and other area schools.

Flint River Greenspace Design (3 – 5 Years)

This project will take advantage of the existing daylight segments of the Flint River. This priority project for the study area will include four distinct greenspaces along the Willingham Drive corridor, with a fifth opportunity located in Hapeville along International Boulevard, and a sixth opportunity located in East Point on the parcel directly south of the John D. Milner Athletic Complex on RN Martin Street. The project would include coordination with property owners to design greenspaces along the Flint River.

New Park at General Chemical Site Study (3 – 5 Years)

This feasibility study would analyze the potential use of the General Chemical site, located directly south of the John D. Milner Athletic Complex, for new park land. Currently, this is a vacant 15-acre site that was listed by Georgia EPD as a Contaminated Site in 1998, but remediation may have occurred, and it offers potential for additional greenspace. Recommendations for the site include a possible redesign as a “pump track” for mountain bikes and off-road bikes or as a BMX racecourse.

Flint River Greenspaces Construction (4 – 8 Years)

Construction of new greenspaces along Willingham Drive providing access to the daylight segments of the Flint River headwaters stream. Construction of the Flint River greenspaces will provide stormwater support areas, mitigating flooding along the neighboring areas.

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Land Use and Zoning

Update the Future Land Use Map for Catalytic Sites and Key Parcels (0 – 1 Year)

Update the Future Land Use Map and district designations for key parcels within the study area to be consistent with the vision of the Willingham Corridor Study.

Zoning Changes to Catalytic Sites and Key Parcels (0 – 1 Year)

Based upon the concept of the plan, each municipality will need to update their zoning districts or rezone key parcels to support the planned visioning for each catalytic site – the Headwaters District, the Neighborhood Node, and the International Node. Alignment of the zoning districts should be coordinated with the Willingham Corridor Task Force and implemented by planning staff for each city. This includes utilizing the new Mixed Use Commercial Industrial District (MX-CI).

Zoning Revisions (0 – 2 Years)

Review and update accordingly, the zoning code for each municipality to include additional requirements related to accommodating the Headwaters Trail, greenspace, stormwater; exclude future heavy industrial uses; add incentives and reduce parking requirements for parcels near MARTA or adjacent to paths that connect to MARTA.

Promote Public Land Acquisition and Consider Public-Private Partnerships (0 – 10 Years)

Promote land assemblage through active public acquisition to develop larger transformational projects. Consider public-private partnerships to encourage economic diversification. Partners should be well-capitalized and have past experience working with the public sector.

Transportation

Improve MARTA Bus Stops (0-3 Years)

Work with MARTA and other partners to improve bus stops within the study area including adding shelters, seating, lighting, and other amenities. Creative placemaking and public art should be considered for these improvements and locations as well.

Sylvan Road Connector Feasibility Study (1 – 3 Years)

This study will look to determine the possible alignment and cost of creating a new connection from Sylvan Road near I-85 to RN Martin Street. The study will determine potential right-of-way (ROW) needs, and identify strategies for implementation including through redevelopment opportunities or public acquisition.

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Willingham Drive-International Boulevard Connector Feasibility Study (1 - 3 years)

This study will determine the possible alignment and cost of creating a new connection from Willingham Drive to International Boulevard. The study will determine potential right-of-way (ROW) needs, and identify strategies for implementation including through redevelopment opportunities or public acquisition.

Willingham Drive Sidewalk Extension (2 – 4 Years)

The project includes the design and construction of a six-foot sidewalk extension along the south side of Willingham Drive from Plant Street to Elm Street.

Interchange Access Study (3 – 5 Years)

This interstate access study will analyze the current interstate access ramps that provide access to Sylvan Road and Virginia Avenue along I-85. The study will examine how to improve access to the cities of College Park, East Point, Hapeville and may include exploring the possibility of introducing a collector-distributor system.

Updated/Safe Rail Crossings (3 – 5 Years)

This recommendation will investigate how to provide safe and reliable rail crossings alongside adjacent roadway intersections. The evaluation will focus upon the current at-grade rail crossings along Central Avenue, within the study area and through downtown Hapeville, and identify potential improvement strategies, including the use of innovative railroad/roadway crossing/intersection design and roundabouts.

Willingham Drive/Central Avenue Routing (3 – 5 Years)

This study will examine the feasibility of routing traffic from Central Avenue to Willingham Drive via modified or new connections, including eastern and western connections, and the use of roundabouts or traffic circles at the existing Elm Street/Willingham Drive or Central Avenue/Willingham Drive intersections.

East Main Street Bicycle Boulevard Feasibility Study (3-5 Years)

This feasibility study of a north-south shared-use path connection from Willingham Drive to the College Park MARTA Station, traveling along the west side of East Main Street.

Economic Development

Establish Headwaters Creative Hub (Organization) (0 – 1 Year)

Establish a task force or organization to support the creation of the Headwaters Creative Hub. This group would be focused on identifying a location, potential partners, needs and requirements and developing a strategy.

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Expand or Create a Tax Allocation District (TAD) (0 – 3 Years)

Expand the existing TAD or create a new TAD that would include the Willingham Drive and Central Avenue areas to fund streetscape improvements, connections to MARTA, and infrastructure investments that will support and attract redevelopment. The funds could be used to help float larger infrastructure bonds to improve corridor conditions or support a large redevelopment project or the TAD could be structured to provide smaller grants for specific improvements.

Streamlined Development Review Process (0 – 5 Years)

Work with site owners and development partners to insure streamlined development review process. Proactively seek opportunities to use TAD funding to support project elements that support vision of the plan and TAD .

Conduct Brownfield Assessment of Catalytic Sites (0 – 5 Years)

Using existing or new EPA Brownfield grants, assess catalytic sites within the Headwaters District, the Neighborhood Node, and the International Node, for potential contamination and identify needed mitigation.

Brownfield Clean-Up and Remediation (0 – 5 Years)

Continue assessing identified Brownfields within the study area and identify needed mitigation and funds to support clean-up.

Incentivize Job Creation (2 – 5 Years)

Incentivize job creation through job or industrial tax incentives, using precedents such as the Georgia Opportunity Zone program or incentivized film production through tax credits.

Parking Deck Feasibility Study and Design (3 – 5 Years)

Study the potential of a parking deck within the catalytic sites, specifically those near the intersection of Willingham Drive and Bobby Brown Parkway in East Point and International Boulevard and Lang Avenue in Hapeville. These decks may be constructed as public decks or as a public-private partnership between a developer and local jurisdiction.

Target Industry and Development Attraction (Ongoing)

The economic development staff for each of the three cities as well as partners such as the Aerotropolis Atlanta Alliance should take a proactive approach in attracting target industries and development to the area. This includes, but is not limited to breweries, creative industries, restaurants and food preparation, flexible office, and multifamily residential.

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Technical Support Initiatives (Ongoing)

Provide technical support where possible to facilitate quality redevelopment efforts in study area. Examples of technical support include stormwater engineering analyses, project-specific economic and real estate analyses, design concepts, facilitation of meetings, and coordination of events and programs.

Placemaking and Programming

Public Art/MARTA Bridge and Wall Mural (0 – 5 Years)

Partner with MARTA to create murals or other public art on the MARTA bridge over Willingham Drive and the retaining wall north of Willingham Drive.

Streets Alive Willingham Drive (0 – 5 Years)

Partner with area stakeholders to host a Willingham Streets Alive event to highlight Willingham Drive, the Flint and the potential of the area.

Flint River Festival (0 – 5 Years)

Partner with other communities along the Flint River to host a Flint River Festival to celebrate this important ecosystem and community amenity.

Gateway Landscaping (1 – 3 Years)

Provide landscaping for the Willingham Drive gateways/entryways that establishes an introduction to the corridor. Gateway improvements should include wayfinding for the corridor that features the branding for the Headwaters district, as well as beatification elements such as landscaping lighting and public art.

Headwaters Branding and Historical Landmark Initiative (1-3 Years)

Create the branding for the Headwaters district that includes the Headwaters Nature Preserve, Headwaters Nature Center, Headwaters Trail, and the Flint River Greenspaces. This process should include wayfinding of community assets and the creation of wayfinding markers that highlight physical and historical landmarks for the Willingham Drive corridor.

Table 1: Implementation Plan

IMPLEMENTATION TASK	BRIEF DESCRIPTION	TIMEFRAME	RESPONSIBLE PARTY(IES)	PARTNER ORGANIZATIONS	COST ESTIMATE	POTENTIAL FUNDING SOURCE
ORGANIZATIONAL STRUCTURE AND COLLABORATION						
Create Willingham Corridor Task Force	Utilizing members of the PMT and Stakeholder Committee, establish a task force or committee focused on implementing the Willingham Corridor vision. This is critical as several implementation items require coordination among multiple partners, including the three cities within the study area.	0-1 year	City of East Point	City of College Park; City of Hapeville	Staff Time	Staff Time; City Funding
GREENSPACE AND TRAILS						
Headwaters Nature Preserve	Complete planning, design and construction of the Headwaters Nature Preserve park. Cities and other partners should prioritize the completion of this new greenspace.	1 – 3 Years	City of College Park; City of East Point	Finding the Flint; The Conservation Fund	\$3,300,000	General Fund / SPLOST / Bond / Grants
Headwaters Trail Corridor Plan	Feasibility/scoping study to determine alignment, design, crossings, ROW needs and phasing of the entire Headwaters Trail corridor.	1 – 3 Years	City of East Point	PATH Foundation; Aerotropolis ATL; City of Hapeville	\$100,000 - \$200,000	General Fund / SPLOST / Bond / Grants
Headwaters Trail (First Phase)	Design and construction of Headwaters Trail from Main Street to Headwaters Nature Preserve.	2 – 4 Years	City of East Point	PATH Foundation; Aerotropolis ATL; City of College Park	\$805,000 (0.4 mile trail @ \$2M / mile)	General Fund / SPLOST / Bond / Grants
Headwaters Nature Center/ Park expansion	Feasibility study to identify potential expansion and creation of a Nature Center. Identify partners and funding.	3 – 5 Years	City of College Park; City of East Point	Finding the Flint; American Rivers; Potential: The Conservation Fund; The Trust for Public Land; The Nature Conservancy	\$150,000	General Fund / SPLOST / Bond / Grants
Flint River Greenspace Design	Work with property owners to design greenspaces along the Flint River. The area east of Bobby Brown Parkway, south of Willingham Drive and west/northwest of Interstate 85 is a priority location for this study. Other locations include: the area east of Interstate 85 near International Boulevard in Hapeville, the parcel at 1304 Willingham, parcels between Bachelor St and Norman Berry (GA Power substation).	3 – 5 Years	City of East Point; private property owners	Finding the Flint; The Conservation Fund; The Trust for Public Land	Bobby Brown: \$60,000; Intl Blvd: \$20,000; 1304 Willingham: \$20,000; Bachelor St-Norman Berry parcels: \$30,000. Total \$130,000	General Fund / SPLOST / Bond / Grants
New Park at General Chemical Site Study	Feasibility study to analyze potential use of General Chemical site for new park land.	3 – 5 Years	City of East Point; private property owners	The Conservation Fund; The Trust for Public Land; The Nature Conservancy	\$50,000 - \$75,000	General Fund / SPLOST / Bond / Grants
Flint River Greenspaces Construction	Construction of new greenspaces along Willingham Drive providing access to the Flint River headwaters stream.	4 – 8 Years	City of East Point; private property owners	Finding the Flint; The Conservation Fund; The Trust for Public Land	\$3,000,000 (\$300,000 / acre including P&E)	General Fund / SPLOST / Bond / Grants

IMPLEMENTATION TASK	BRIEF DESCRIPTION	TIMEFRAME	RESPONSIBLE PARTY(IES)	PARTNER ORGANIZATIONS	COST ESTIMATE	POTENTIAL FUNDING SOURCE
LAND USE AND ZONING						
Update the Future Land Use Map for Catalytic Sites and Key Parcels	Update the Future Land Use Map and district designations for key parcels within the study area to be consistent with the vision of the Unified Development Code.	0 – 1 Year	City of College Park, City of East Point, City of Hapeville	N/A	Staff Time	Staff Time; City Funding
Zoning Changes to Catalytic Sites and Key Parcels	Update zoning map or rezone key parcels within the study area to be consistent with the vision of the plan, including the use of the new MC-CI district.	0 – 1 Year	City of College Park, City of East Point, City of Hapeville	N/A	Staff Time	Staff Time; City Funding
Zoning Revisions	Update zoning code to include provisions for the Headwaters Trail, greenspace, stormwater; exclude future heavy industrial uses; add incentives and or reduce parking requirements.	0 – 2 Years	City of College Park, City of East Point, City of Hapeville	N/A	Staff Time	Staff Time; City Funding
Promote public land acquisition and consider public-private partnerships	Promote land assemblage to develop larger transformational projects. Consider public/private partnerships and other strategies.	0 – 10 Years	City of East Point	East Point Business and Industrial Development Authority (BIDA)	Varies based on sites acquired and public-private partnerships	East Point Business and Industrial Development Authority (BIDA); private funding
TRANSPORTATION						
Improve MARTA Bus Stops	Work with MARTA and other partners to improve bus stops within the study area including adding shelters, seating, lighting and other amenities.	0 – 3 Years (Initial Study and Design)	MARTA	City of College Park; City of East Point	\$45,000 (Initial Study and Design)	City Funds, ARC, MARTA
Sylvan Road Connector Feasibility Study	Determine possible alignment and cost of creating a new connection from Sylvan Road near Interstate 85 to RN Martin Street.	1-3 Years	City of East Point	East Point Business and Industrial Development Authority (BIDA)	\$75,000	City Funds, State Funds, ARC
Willingham Drive-International Boulevard Connector Feasibility Study	Determine possible alignment and cost of creating a new connection from Willingham Drive to International Drive.	1-3 Years	City of Hapeville	Development Authority of Hapeville, GDOT	\$45,000	City Funds, State Funds, ARC
Willingham Drive Sidewalk Extension	The project designs and constructs a six-foot sidewalk extension along the south side of Willingham Drive from Plant Street to Elm Street.	2 – 4 Years	City of East Point	City of College Park	\$50,000-\$200,000 (Design and Construction)	General Fund / SPLOST / Bond / Grants
Interchange Access Study	Sylvan Road and Virginia Avenue interchanges.	3-5 years	City of College Park, City of East Point, City of Hapeville	ARC, GDOT	\$250,000-300,000	ARC Transportation Improvement Program (TIP) funding, State funding, City funding
Updated/Safe Rail Crossings	Analyze current at-grade rail crossings along Central Avenue within and adjacent to the study area, and identify potential improvements.	3-5 Years	City of East Point, City of Hapeville	City of College Park, GDOT, ARC	\$125,000	City Funds, State Funds, ARC
Willingham Drive/Central Avenue Routing	Study feasibility of routing traffic from Central Avenue to Willingham via modified or new connections.	3-5 Years	City of East Point, City of Hapeville	City of College Park, GDOT	\$100,000	City Funds, State Funds, ARC
East Main Street Bicycle Boulevard Feasibility Study	Feasibility study of planned bicycle connection from Willingham Drive to the College Park MARTA Station.	3-5 Years	City of College Park	City of East Point	\$830,000	General Fund / SPLOST / Bond / Grants

IMPLEMENTATION TASK	BRIEF DESCRIPTION	TIMEFRAME	RESPONSIBLE PARTY(IES)	PARTNER ORGANIZATIONS	COST ESTIMATE	POTENTIAL FUNDING SOURCE
ECONOMIC DEVELOPMENT						
Establish Headwaters Creative Hub (Organization)	Create task force or organization to support the creation of the Headwaters Creative Hub. This group would be focused on identifying a location, potential partners, needs and requirements and developing a strategy.	0 – 1 Year	City of East Point	City of College Park; City of Hapeville; and Environmental Protection Agency (EPA)	Staff Time	Staff Time; City Funding
Expand or Create a Tax Allocation District (TAD)	Expand the existing TAD or create a new TAD that would include the Willingham Drive and Central Avenue areas.	0 – 3 Years	City of East Point	East Point Business and Industrial Development Authority (BIDA)	Staff Time	City Funding; State Funding
Streamlined Development Review Process	Work with site owners and development partners to insure streamlined development review process. Proactively seek opportunities to use TAD funding to support project elements that support vision of LCI plan and TAD redevelopment plan	0 – 5 Years	City of East Point	City of College Park; City of Hapeville; East Point Business and Industrial Development Authority (BIDA)	Staff Time	Staff Time; City Funding
Conduct Brownfield Assessment of Catalytic Sites	Using existing or new EPA Brownfield grants, assess catalytic sites for potential contamination and identify needed mitigation.	0 – 5 Years	City of East Point	East Point Business and Industrial Development Authority (BIDA)	Staff Time, Varies by assessment and site	Federal Funding; City Funding; EPA
Brownfield Clean-Up and Remediation	Continue assessing Brownfields within the study area and identify needed mitigation and funds to support clean-up.	0 – 5 Years	City of East Point	EPA, EPD	Staff Time, Varies by assessment and site	Federal Funding; City Funding; EPA
Incentivize Job Creation	Incentivize job creation through industrial tax incentives, using precedents such as Georgia's incentivized film production through tax credits	2 – 5 Years	City of East Point	East Point Business and Industrial Development Authority (BIDA)	Varies based on incentives	Federal Funding; City Funding; State Funding
Parking Deck Feasibility Study and Design	Study the potential of a parking deck within the catalytic sites, specifically those near the intersection of Willingham Drive and Bobby Brown Parkway in East Point and International Boulevard and Lang Avenue in Hapeville. These decks may be constructed as public decks or as a public-private partnership between a developer and local jurisdiction.	3-5 Years	City of College Park, City of East Point, City of Hapeville	College Park BIDA, East Point BIDA, Hapeville Development Authority	XX	City Funds, Public-private partnership
Target Industry and Development Attraction	Develop a strategy to target industries and development to the area. This includes, but is not limited to breweries, creative industries, restaurants and food preparation, flexible office, and multifamily residential.	Ongoing	Cities of College Park, East Point and Hapeville	College Park BIDA, East Point BIDA, Hapeville Development Authority, Aerotropolis Atlanta Alliance	Staff Time	Staff Time, City Funding
Technical Support Initiatives	Provide technical support where possible to facilitate quality redevelopment efforts in LCI study area. Examples of technical support include stormwater engineering analyses, project-specific economic and real estate analyses, design concepts, facilitation of meetings, and coordination of events and programs.	Ongoing	City of East Point	City of College Park; City of Hapeville; East Point Business and Industrial Development Authority (BIDA)	Staff Time	Staff Time; City Funding

IMPLEMENTATION TASK	BRIEF DESCRIPTION	TIMEFRAME	RESPONSIBLE PARTY(IES)	PARTNER ORGANIZATIONS	COST ESTIMATE	POTENTIAL FUNDING SOURCE
PLACEMAKING AND PROGRAMMING						
Public Art/MARTA Bridge and Wall Mural	Partner with MARTA to create murals or other public art on the MARTA bridge over Willingham Drive and the retaining wall north of Willingham Drive.	0 – 5 Years	City of East Point; MARTA	MARTA	Varies based on project specifics	City Funds, Fulton County Arts Council, MARTA Artbound
Streets Alive Willingham Drive	Partner with area stakeholders to host a Willingham Streets Alive event to highlight the Flint and the potential of the area.	0 – 5 Years	City of East Point; East Point Main Street Association (EPMSA), City of College Park, City of Hapeville	Aerotropolis Atlanta Alliance	Staff Time (Initial organization)	Staff Time, City Funding
Flint River Festival	Partner with other communities along the Flint River to host a Flint River Festival to celebrate this important ecosystem and community amenity.	0 – 5 Years	City of East Point; Finding the Flint	Atlanta Regional Commission; American Rivers	Staff Time (Initial organization)	Staff Time, City Funding
Gateway Landscaping	Provide landscaping for the Willingham Drive gateways/entryways that establishes an introduction to the corridor. Gateway landscaping should include wayfinding for the corridor that features the branding for the Headwaters district.	1 – 3 Years	Cities of College Park, East Point and Hapeville	Georgia Department of Transportation	XX	City Funding, State Funding
Headwaters Branding and Historical Landmark Initiative	Create the branding for the Headwaters district that includes the Headwaters Nature Preserve, Headwaters Nature Center, Headwaters Trail, and the Flint River Greenspaces.	1-3 Years (initial branding study)	Cities of College Park, East Point and Hapeville	Aerotropolis Atlanta Alliance, ARC, Georgia Historic Preservation Division	\$75,000 (initial branding study)	City Funding, State Funding, ARC

WILLINGHAM DRIVE IMPLEMENTATION PLAN

100-Day Action Plan

Providing short-term guidance for outlining the implementation plan’s next steps towards executing the Implementation Plan, the 100-Day Action Plan identifies initial tasks and responsibilities for each action. Action Plan recommendations are intended to be low- to no-cost tasks that can be pursued immediately.

Action/Description	Cost	Responsible Party	Funding Source	Partner Organizations
Educate elected officials/ public on plan	Staff time	Cities of College Park; East Point; Hapeville	Cities of College Park; East Point; Hapeville	College Park and East Point BIDA, Hapeville Development Authority
Initiate the creation of the Willingham Corridor Task Force	Staff time	Cities of College Park; East Point; Hapeville	Cities of College Park; East Point; Hapeville	Aerotropolis Atlanta Alliance, Finding the Flint, Woodward Academy, Members of the Stakeholder Committee
Initiate discussions with MARTA on possible bridge and retaining wall art.	Staff Time	Cities of College Park and Hapeville	Cities of College Park; East Point; Hapeville	MARTA, Woodward Academy
Initiate coordination with ARC and MARTA on stop improvements	Staff time	Cities of College Park; East Point; Hapeville	Cities of College Park; East Point; Hapeville	MARTA, ARC
Identify vacant building for temporary use including community event, art installation, etc.	Staff Time	Cities of College Park; East Point; Hapeville	Cities of College Park; East Point; Hapeville	Aerotropolis Atlanta Alliance, Finding the Flint, Woodward Academy, Members of the Stakeholder Committee
Initiate discussions on organization of Streets Alive or Flint River Festival	Staff time	Cities of College Park; East Point; Hapeville	Cities of College Park; East Point; Hapeville	Aerotropolis Atlanta Alliance, Finding the Flint, Woodward Academy, Members of the Stakeholder Committee
Confirm with Georgia Department of Community Affairs location and eligibility of State Opportunity Zones	Staff time	Cities of College Park; East Point; Hapeville	Cities of College Park; East Point; Hapeville	Georgia DCA, College Park and East Point BIDA, Hapeville Development Authority
Initiate discussion with GDOT Office of Utilities about railroad crossing coordination	Staff time	City of Hapeville	City of Hapeville	GDOT
Code Enforcement	Staff time	Cities of College Park; East Point; Hapeville	Cities of College Park; East Point; Hapeville	N/A
Continue discussions with the Georgia Environmental Protection Division (EPD) on assessing existing or new Brownfield grants	Staff Time	City of East Point	City of East Point; EPD Grant	Georgia EPD

WILLINGHAM

CORRIDOR STUDY

Kimley»Horn