

Metropolitan Parkway Redevelopment Plan and Tax Allocation District

City of Atlanta TAD #9

Prepared by
Atlanta Development Authority
for
City of Atlanta
Georgia

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Metropolitan Parkway Redevelopment Plan and Tax Allocation District

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

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A. Executive Summary

The Vision for the Metropolitan Parkway and Key Objectives of the Metropolitan Parkway TAD

Neighborhoods throughout the City and especially in its Intown communities are experiencing a resurgence of development including new mixed-use, commercial and residential as well as major renovations of existing structures. The Metropolitan Parkway Corridor is poised to experience this type of urban resurgence. Creation of a Metropolitan Parkway Tax Allocation District will strengthen the City's ability to promote truly balanced economic growth by directing one of its key economic development tools – a TAD – toward revitalizing a collection of neighborhoods that have been identified by the City as being in need of such support.

This Metropolitan Parkway TAD Redevelopment Plan incorporates the overall vision and recommendations of the 2005 NPU-X Comprehensive Plan, which itself served as an update and expansion of the 1996 *Stewart Avenue Redevelopment Plan* and the 2004 Oakland City – Lakewood Livable Centers Initiative report.

Recent development pressure has strengthened the community's resolve to promote quality development, affordable housing and to secure planning and capital improvement support. Infrastructure improvements, the rehabilitation of all substandard housing and the expansion of commercial and retail services are consensus goals expressed by leadership and residents in all five neighborhoods. These goals have been supported by local civic leaders, sponsored by elected officials and by neighborhood residents who have participated in community meetings that developed the recommendations contained in this TAD Redevelopment Plan.

TAD Goals and Objectives

The basic purpose for the Metropolitan Parkway TAD is to generate public-private partnerships that will facilitate the redevelopment of one of the City's prime development sites within its southern sector. This TAD will help balance the disinvestment and general lack of new development during the past three decades within the Metropolitan Parkway area with the new development and private investment occurring in many other of Atlanta's Intown communities. The Metropolitan Parkway Redevelopment Plan and TAD will encourage new construction within the Metropolitan Parkway Corridor in coordination with current redevelopment initiatives of the City and its development arm, the Atlanta Development Authority.

The creation of the Metropolitan Parkway Redevelopment Plan and Tax Allocation Bond District (TAD) is proposed in accordance with this community vision for the following specific purposes:

1. To attract private, taxable redevelopment opportunities to the Metropolitan Parkway sector of the City of Atlanta.
2. To further the City's goals of improving underdeveloped urban areas as well as of attracting desirable development, including professional jobs. Creation of a Metropolitan Parkway TAD would strengthen the City's ability to promote truly balanced economic

growth by directing one of its key economic development tools – a TAD –toward revitalizing a neighborhood that has been identified by the City as being in need of such support.

3. To provide funding that, in turn, will attract additional regional, State and Federal funding to allow improvements to land use, transportation, and recreational areas.
4. To realize the full economic potential of an increasingly urbanized community.
5. To increase employment opportunities for residents of the TAD area.
6. To increase opportunities for market-driven residential and commercial development within the Metropolitan Parkway area.
7. To overcome constraints to development generated by aged and obsolete commercial and residential structures, inefficient transportation infrastructure and inadequate physical connections to the surrounding community.
8. To maximize the tax revenue potential of the TAD area while achieving the basic goals of the *Metropolitan Parkway Redevelopment Plan*.

Location and Boundaries of Tax Allocation District

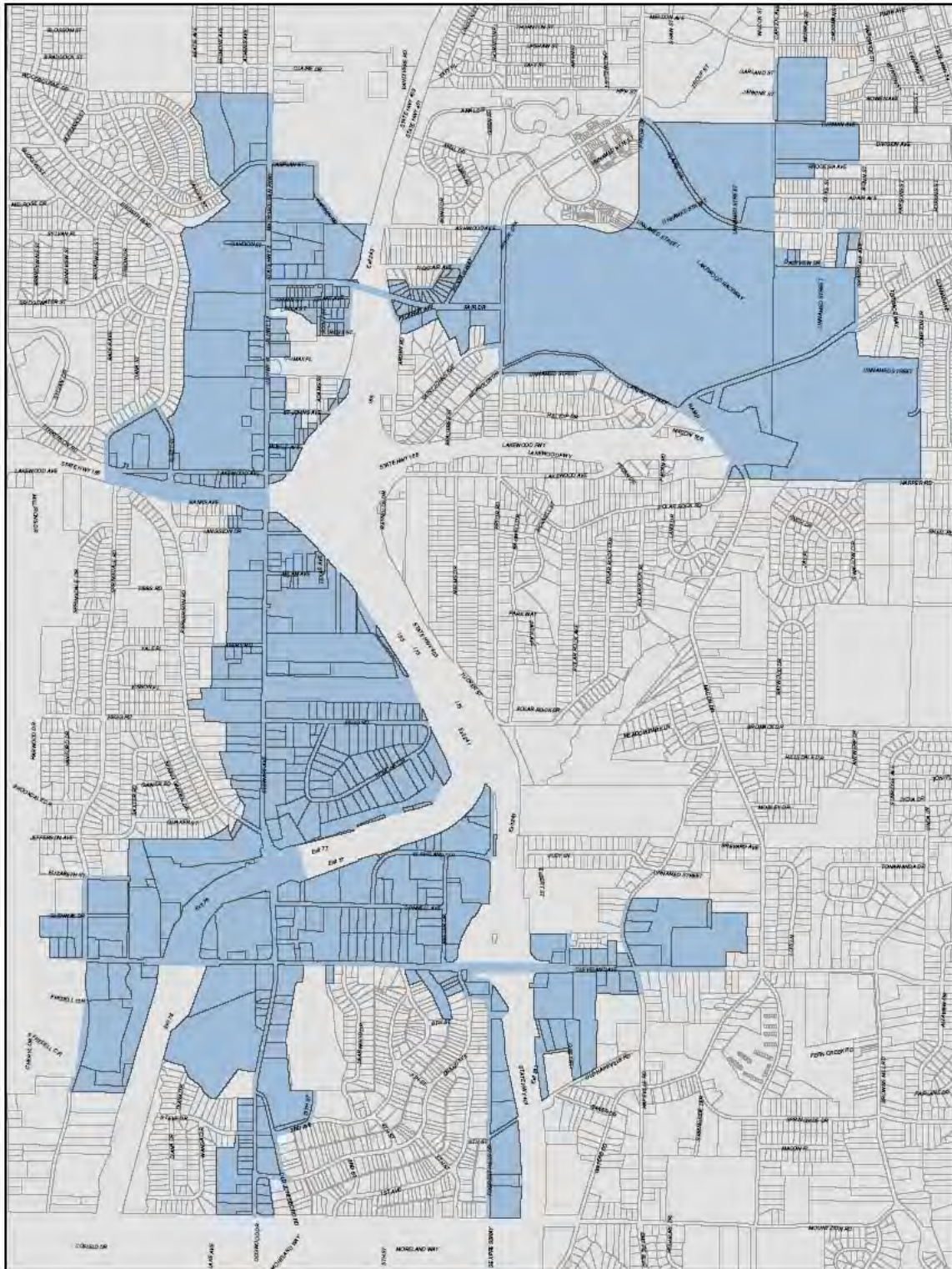
The Metropolitan Parkway Tax Allocation District is located in the southwest quadrant of Atlanta. The TAD encompasses the commercial corridor along Metropolitan Parkway from Claire Drive on the north to the Atlanta-Hapeville city limits on the south. It also includes portions of the Cleveland Avenue commercial corridor extending from Macon Drive on the east to the Atlanta-East Point city limits on the west. Lastly, it includes via Fair Street the entire Lakewood Fairgrounds property.

The Metropolitan Parkway TAD is located within City Council District 12. Those portions of the TAD to the west of I-75/85 are contained in NPU X. Those portions to the east of I-75 and I-75/85 are in either NPU Z (Cleveland Avenue from I-75 to Macon Drive) or NPU Y (Lakewood Fairgrounds).

The following table summarizes the basic physical size of the Metropolitan Parkway TAD.

METROPOLITAN PARKWAY TAD: NET TAXABLE PARCELS	
Length Along Metropolitan Parkway	13,300 linear feet 2.52 miles
Total TAD Area	1,023 acres 1.60 square miles
Right of Way Area	127 acres 0.20 square miles

Metropolitan Parkway Tax Allocation District Boundaries



Metropolitan Parkway Corridor Tax Allocation District Boundaries



Overview of Tax Allocation Districts

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

Legal Basis and Qualifying Conditions for the Metropolitan Parkway Redevelopment Plan

The proposed *Metropolitan Parkway Tax Allocation District and Redevelopment Plan* would be created in accordance with the *Redevelopment Powers Law*, Title 36, Chapter 44 of the Georgia Code for establishing a TAD. The proposed primary purposes of this Redevelopment Plan are to address the requirements of this *Redevelopment Powers Law*, as follows:

1. Specify the boundaries of the area proposed for redevelopment.
2. Provide evidence that this area has not been subject to growth and development through private initiatives and that such development is not anticipated without the creation of a tax allocation district.
3. Explain the proposed vision for this area and its potential for redevelopment.
4. Establish this area's current tax base and show the projected increases in this base after redevelopment.
5. Provide all other technical requirements as outlined in the State's *Redevelopment Powers Law*. (*Sections offering information on such requirements are identified on the Contents pages at the beginning of this report.*)

General conditions within the Metropolitan Parkway TAD meet the specific criteria of the *Redevelopment Powers Law* as follows, with some conditions meeting multiple criteria:

1. *The dilapidation, deterioration, age, or obsolescence of structures, buildings, or improvements (Criterion A);*
2. *The predominance of defective or inadequate street layout, inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment (Criterion B);*
3. *Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Criterion B);*
4. *Any combination of the foregoing that substantially impairs or arrests the sound growth of the community retards the provisions of housing accommodations or employment opportunities (Criterion B);*
5. *Any combination of the foregoing that constitutes an economic or social liability in its present conditions and use (Criterion C);*

6. *Substantial underutilization due to containing open lots or parcels of land, a substantial number of buildings or structures which are 40 years old or older, or structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity (Criterion E);*
7. *Any geographic area designated within the comprehensive plan of a political subdivision for redevelopment which has previously been developed for commercial, residential, industrial, office, or similar or ancillary uses and which lies within the service delivery area of the political subdivision, in which the current condition of the area is less desirable than the redevelopment of the area and which the local legislative body designates as appropriate for community redevelopment (Criteria E and F);*
8. *Current area condition that is less desirable than the redevelopment of the area for new commercial, residential, industrial, office, or other uses, or a combination of uses, including the provision of open space or pedestrian and transit improvements (Criterion F); and*
9. *An area connecting two or more urbanized or developed areas that has been subject to some development but which has inadequate roadways, bridges, or public transportation or transit facilities incapable of handling the volume or traffic or passenger flow in or through the area in a safe and efficient manner either at present or following proposed redevelopment (Criterion G).*
10. *Any combination of criteria listed above (Criterion H).*

Specific qualifying conditions within the Metropolitan TAD include the following:

- **Structural Age and Deterioration:** The majority of the retail buildings and apartments were constructed between 25 and 50 years ago. They have experienced only minor improvements since that time. Consequently, they are out of date and have become somewhat dilapidated as a result of the passage of time and frequent use.
- **Inefficient and Obsolete Commercial Design and Layout:** The commercial centers and freestanding structures along Metropolitan Parkway are inefficient with respect to site use and density. Most are considered unattractive with respect to current retailer standards and obsolete with respect to consumer market appeal. Parking is inefficient, and store frontage and signage are below current market standards and design.
- **Congested Access and Egress:** The current design and layout of Metropolitan Parkway at major intersections at Langford Parkway, Lakewood and Cleveland Avenue, as well as the area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in that area. The currently inadequate network of interior and residential streets within the area will become even less capable of handling both community and pass-through traffic.
- **Underachievement as Employment Center:** Current employment opportunities are limited in the Metropolitan Parkway TAD. There are few professional or business

services offered in the area, nor are there any corporate or professional firms. Retail and service industry employment is constrained by the lack of competitive retail offerings and restaurants.

- **Lack of Retail Market Appeal:** As reflected in both rent and sales, the limited number of retail businesses within the proposed Metropolitan Parkway TAD do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. When developed as contemplated in this redevelopment plan, the area in question will accommodate more primary market retailers and service providers whose business operations will significantly benefit the Metropolitan Parkway and surrounding communities and will encourage the patronage of consumer markets located throughout Northwest Atlanta.
- **Lack of Rental Revenue Generation:** Commercial rental rates in the Metropolitan Parkway Area are significantly below those achieved in developing Intown neighborhoods and corridors northeast (Downtown, Edgewood-Auburn corridor, Midtown), north (West End, Atlanta University Center area) and east (Stadium neighborhoods) of the Metropolitan Parkway area.
- **Economic Underutilization of Developable Land:** A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values.
- **Excessive Percentage of Tax-exempt Properties:** An excessively high proportion of parcels/properties within the Metropolitan TAD area are tax-exempt and therefore do not generate tax revenues in support of necessary public services and infrastructure costs, including life-safety and educational expenses.
- **City Redevelopment Priority:** The Metropolitan Parkway area has been designated as an area appropriate for redevelopment in the *City of Atlanta Comprehensive Plan*. Additionally, the City formally adopted 2005 *NPU-X Comprehensive Plan*. The Comprehensive Plan is updated on an annual basis, and the recommendations of this plan are anticipated to be considered during the update process.

The issue of the area having a large percentage of property that does not generate tax revenues to the City, the County or the School System is critical to the ability of the community to become and remain self-sufficient with respect to governmental services. The table on the following page shows the extent of the problem.

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

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

METROPOLITAN PARKWAY TAD: NET TAXABLE PARCELS & VALUES				
		<i>Total Taxable Value</i>	<i>Total Appraised Value</i>	<i>Total Assessed Value</i>
All Parcels in TAD	895 acres 1.40 square miles 456 parcels*	\$ 41,754,060	\$ 167,083,900	\$ 66,833,560
Tax-Exempt Parcels	414 acres 0.65 square miles 59 parcels*	\$ 0	\$ 59,403,000	\$ 23,761,200
Taxable Parcels	481 acres 0.75 square miles 397 parcels*	\$ 41,754,060**	\$ 107,680,900	\$ 43,072,360
Tax-Exempt as %:				
of all acres	46.3%			
of all sq miles	46.4%			
of all parcels	12.9%			
of appr value	35.6%			
of assess value	35.6%			

*Source: Fulton County Tax ID records

**Net of appeals, misc. exclusions for taxable properties = \$1,318,300

Area Redevelopment Concept

The redevelopment plan incorporates the various initiatives proposed in Stewart Avenue Redevelopment Plan, Oakland City/Lakewood LCI Study, Cleveland Avenue Corridor Study, NPU-X Greenspace Plan and the NPU-X Comprehensive Plan. The proposed Redevelopment Plan builds on these plans and expands some of the areas that offer future potential; the Metropolitan Parkway corridor stretch from Lakewood Freeway to Cleveland Avenue and also along Cleveland Avenue from Metropolitan Parkway to I-75. The Plan is consistent with the two nodes, namely, Crossroads Plaza at Metropolitan Parkway and Lakewood and Kroger Citi-Center at Cleveland and Metropolitan Parkway as recommended in Oakland/Lakewood LCI and the Cleveland Avenue Corridor Study.

The vision for the corridor is to have viable retail along the corridor with other uses and residential above and behind. The intent is to provide for a mix of uses that can create a sustainable community. Residential choices are critical, hence an array of various housing types are envisioned within the redevelopment plan; condos, apartments, town homes, live/work, soft lofts and single family. Assisted and senior living is recommended to support the full life-cycle

housing. The retail would constitute a combination of the chain stores (big boxes), local businesses, and a variety of bars and restaurants. There is viable potential for recreational activities; movie theaters, bowling alley and others. In addition community and neighborhood services such as grocery, pharmacy, bank, post office and others viable and needed to support the vision.

The redevelopment plan also leverages various other significant amenities that exist in and around the corridor; Lakewood Amphitheatre, Perkerson Park, proposed Beltline, Gilbert House, and the various schools/colleges. The plan proposes to connect these various activity areas with multi-path trail and enhanced streets/sidewalks, and green spaces. This will allow for multiple modes of transportation to get around these facilities. In addition the connectivity between these will help the economic activity in the area for local businesses. Small pocket parks and gateways are also suggested to enhance the corridor and prominence to the community at various points. Some of these pocket parks could be used for multiple activities including fairs.

General concept plan descriptions and graphic representations for each of four main development areas or nodes within the Metropolitan Parkway TAD are presented in the following pages. Those four development area/nodes are as follows:

Node A: Crossroads Center just extending north of Langford along the western side of Metropolitan

Node B: Metropolitan Village District, which includes the corridor between Langford parkway on the north and I-85 on the south

Node C: Cleveland Avenue "Gateway" Corridor, which includes the Kroger Citi Center between I-85 and Metropolitan, Cleveland Avenue between Metropolitan and I-75 and the K-Mart Center east of I-75

Node D: Lakewood Park

Each presents an opportunity to take advantage of the area's tremendous proximity to the Southeast's greatest concentration of interstate highways – including I-75 and I-85 at their southside juncture – and I-285 via Langford Parkway in addition to I-75 and I-85. Moreover, the access to Atlanta Hartsfield-Jackson International Airport as both an air travel hub and a major employment center, as well as access to the amenities of Intown Atlanta and employment hubs in Downtown and Midtown give this area a potential development value even greater than the tremendous success recently seen in the multi-phase Princeton Lakes area, which combines Tax Allocation Districts within both Atlanta and East Point.

The challenge is to address and resolve through this TAD and other initiatives those issues, factors and concerns that have negated these locational advantages. At the same time, this TAD Redevelopment Plan and the concept plan incorporated into it must recognize and incorporate the goals and objectives of the current community residents while adhering to fundamental market forces and principles of development.

Metropolitan Parkway TAD Development Nodes



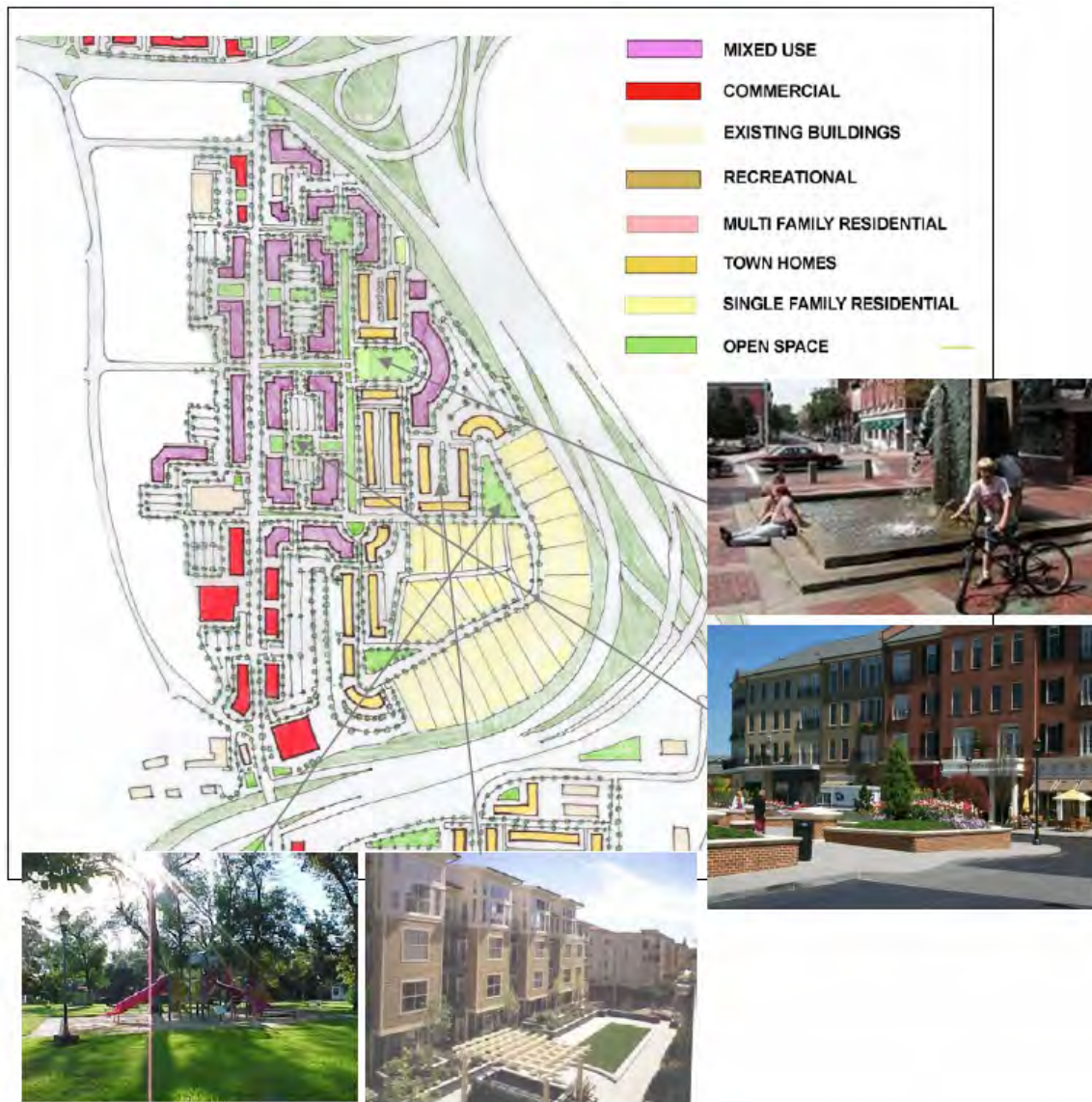
Node A: Crossroads Center

This node is located at intersection of Metropolitan Parkway and Lakewood Freeway. This consists of parcels along Metropolitan Parkway from Casplan Avenue to Lakewood Freeway over bridge (see map below). The node will contain an array of uses and activities that would redevelop the corridor and provide for various amenities that are needed by the community. This would include redevelopment of existing Crossroads Plaza retail and additional new development that would include mixed-use; retail, commercial, residential with various housing types (condos, apartments and town homes) and entertainment/recreational uses. These would be 4-5 story buildings. All of the buildings are envisioned to front the Metropolitan Corridor with spacious sidewalks and streetscape with street furniture. This would also include a multi-path trail/greenway as suggested in the Oakland City/Lakewood LCI that would connect Perkerson Park and the proposed Beltline. This node would include public spaces, well design streetscape and urban design elements with landscape and open spaces/pocket parks.



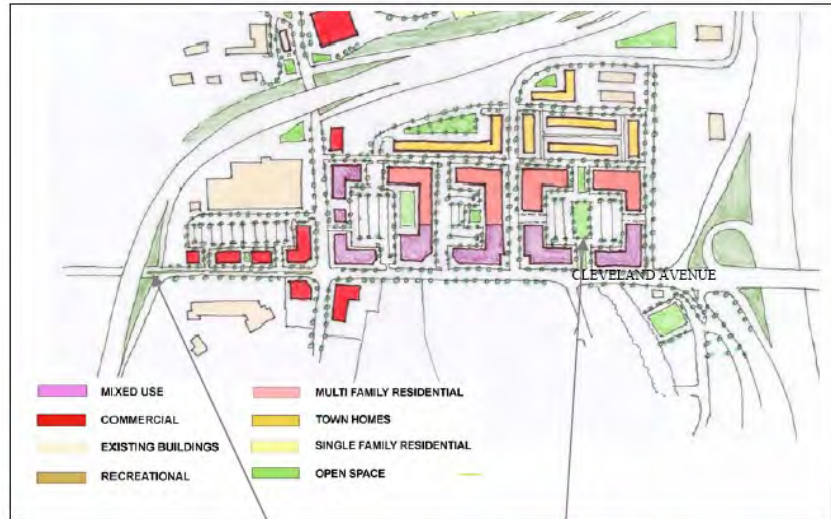
Node B: Metropolitan Village District

This node stretches from Lakewood Freeway to the edge of I-85 Freeway. This would encompass the entire area east of Metropolitan Parkway to the I-85 Freeway and parcels that front Metropolitan Parkway on the west side except a few. This node is proposed for MRC-2 in the NPU-X Comprehensive Plan. It would provide for an array of uses; retail along Metropolitan Parkway with residences/office above and mixed uses behind and residential (condos, apartments, townhomes, lofts, and single family) with various types and densities. This node would include pocket parks that would serve the community. This node would consist of 4-5 story buildings with well articulated urban design elements and architecture. Store fronts would encourage local businesses. Well connected street network, traffic calming and sidewalks would provide for a pedestrian friendly environment.



Node C: Cleveland Avenue "Gateway" District

This node is located at the intersection of Cleveland Avenue and Metropolitan Parkway. This node is smaller than Node A and B. This node includes the Kroger Citi Center and the parcels around the intersection. The node would include redevelopment of Kroger City Center complex with liner buildings along Cleveland Avenue to enhance the pedestrian experience and urban aesthetic quality. The buildings at the intersection are suggested to front the street and create a vibrant intersection/node. The improvements would include streetscape, traffic calming, sidewalks, paved crosswalks, art work and landscaping. This would be a gateway to the corridor as well as entry way to East Point to the west. The improvements to this node include the recommendations made in the recently completed Cleveland Avenue Corridor Study. This node includes the K-Mart center on Cleveland Avenue to the east of I-75. The node includes existing K Mart and additional retail that front Cleveland Avenue. Parking is recommended behind the buildings.



Node D: Lakewood Park

An additional development node encompasses the entire Lakewood Fairgrounds area, including the HiFi Buys Amphitheater. While taxable residential and commercial development can be a part of the future use of this valuable city and community asset, it is envisioned that the area become a major public park and gathering space for festivals, concerts, exhibits and events. The existing amphitheater can provide a viable foundation for establishing Lakewood Park as Atlanta’s major central city-southside park, functioning much as Piedmont Park does.

Private Development Program

An assessment of market trends, potential development sites, current private development activity within the area and the level of developer interest in TAD-facilitated projects indicate that significant private development could occur within the Metropolitan Parkway TAD over the next 10-12 years with TAD-related assistance. The types and aggregate amounts of private development projected to occur are summarized in the following table:

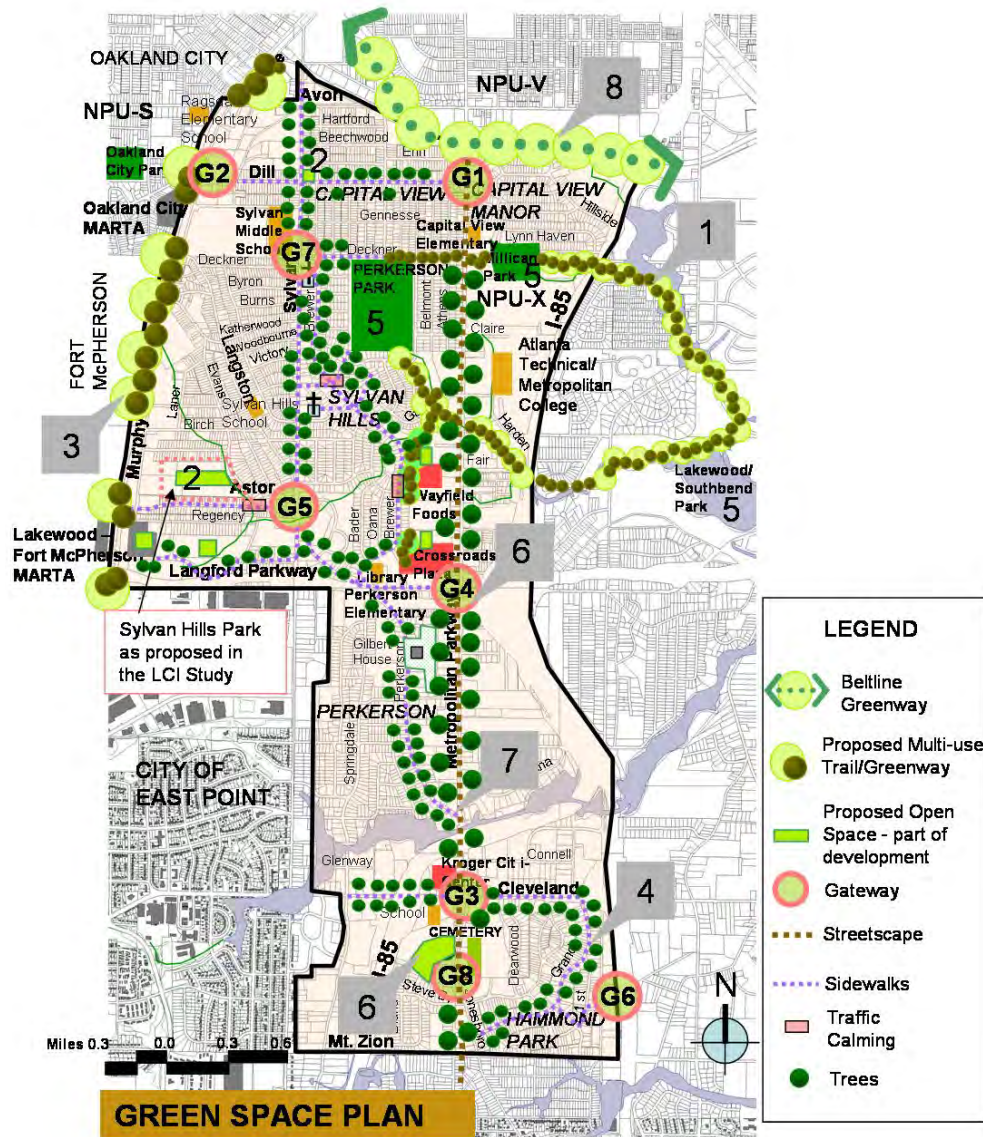
PRIVATE DEVELOPMENT					
<i>Site/Node</i>	<i>Retail SF</i>	<i>Office SF</i>	<i>Townhomes</i>	<i>Multi-family Rental</i>	<i>Multi-family Condo</i>
Crossroads Center	100,000	25,000	100	300	200
Metropolitan Village	75,000	25,000	200	700	100
Cleveland Gateway	450,000	50,000			
Lakewood Park	50,000		200	200	200
TOTALS	675,000	100,000	500	1,200	500

Public Redevelopment/Improvement Projects

The Metropolitan Parkway TAD Redevelopment Plan incorporates key elements of recent planning efforts, in particular the 2005 NPU-X Greenspace Plan and the current schedule of Transportation Improvement Projects within the area.

ESTIMATED COSTS OF PUBLIC IMPROVEMENTS	
<i>Type of Improvement</i>	<i>Total Estimated Cost</i>
Sidewalks & Streetscapes	\$ 11,238,800
Parks & Trails	\$ 12,434,020
Drainage Improvements	\$ 507,500
Roadway Improvements	\$ 1,560,000
Intersection Improvements	\$ 1,925,000
Gateway Features	\$ 1,313,900
TOTAL	\$ 28,979,220

NPU-X Greenspace Plan



Financing Potential of the Metropolitan Parkway Tax Allocation District

Increases in the Metropolitan Parkway area’s tax revenue in excess of the 2006 tax base of \$41,754,060 would be dedicated to retire the TAD bonds. Taxable real improvements created after 2006 are estimated at a market value of \$361,546,658 or assessed value of \$144,618,663. Additionally, tax increment from appreciation of existing property over the 25-year period is estimated at a market value of \$351,081,081 or assessed value of \$140,432,433. Total taxable

assessed value increase in the TAD tax base is projected to be \$285,051,096, with a market value of \$712,627,740.

2006 Assessed Taxable Value within TAD: \$ 41,754,060.

ANTICIPATED METROPOLITAN PARKWAY TAD BOND ISSUES		
<i>Year of Issue</i>	<i>Amount of Bond Issue</i>	<i>Cumulative Bond Amount</i>
2010	\$ 49,669,590	\$ 49,669,590
2014	\$ 15,901,252	\$ 65,570,842
2018	\$ 8,901,458	\$ 74,472,300
2022	\$ 7,049,952	\$ 81,522,252
2026	\$ 3,726,901	\$ 85,249,153
2030	\$ 0	\$ 85,249,153
Totals: 2007 – 2031	\$ 85,249,153	

METROPOLITAN PARKWAY TAD DEVELOPMENT & BOND ISSUES: SUMMARY	
Total Value of Taxable Real Property within City of Atlanta (2006 Base)	\$22,247,507,423
Total Value of Taxable Real Property within Metropolitan Parkway TAD (2006 Base)	\$ 41,754,060
Percentage of City's Taxable Real Property within Metropolitan Parkway TAD	0.188%
Total Estimated Future Improvements: Full Development Cost	\$ 409,761,220
Total Estimated Non-taxable Improvements: Full Development Cost	(\$ 28,979,220)
Net Taxable Future Improvements: Full Development Cost	\$ 380,782,000
Total Taxable Market Value: Future Development (Net of Exemptions)	\$ 361,546,658
Total Taxable Market Value: Appreciation of Existing Properties (2006 Base)	\$ 351,081,081
Total Taxable Market Value: Future Development + Appreciation	\$ 712,627,740
Net Assessed Taxable Value : Future Development (Net of Exemptions)	\$ 144,618,663
Net Assessed Taxable Value: Appreciation of Existing Properties	\$ 140,432,433
Net Assessed Taxable Value: Future Development + Appreciation Yrs 1-25	\$ 285,051,096
Total Millage Rate: City, County, School District	41.586
Debt Service Coverage	1.25
Rate, 25-year Bonds	6.50%
Total Supportable TAD Bonds: Years 1-25 (Projected TAD Term)	\$ 85,250,000

Summary Conclusion

The ultimate goal for the Metropolitan Parkway TAD is to encourage private investment in the City's southwest sector by offering financing incentives that will help ameliorate the current conditions contributing to disinvestment and marginal use of the property. Creating the Metropolitan Parkway TAD will provide inducement for certain major new developments that will spur more desirable and sustainable, market-based commercial and residential development in this area. With careful planning and guidance, Metropolitan Parkway can be transformed into a desirable, viable commercial and pedestrian-friendly community. The overall purpose of the Metropolitan Parkway Tax Allocation District (TAD) is to provide a financing mechanism to help facilitate recommended improvements as outlined in this Plan.

B. TAD Purpose, Objectives and Boundaries

The Vision for the Metropolitan Parkway and Key Objectives of the Metropolitan Parkway TAD

Neighborhoods throughout the City and especially in its Intown communities are experiencing a resurgence of development including new mixed-use, commercial and residential as well as major renovations of existing structures. The Metropolitan Parkway Corridor is poised to experience this type of urban resurgence. Creation of a Metropolitan Parkway Tax Allocation District will strengthen the City's ability to promote truly balanced economic growth by directing one of its key economic development tools – a TAD – toward revitalizing a collection of neighborhoods that have been identified by the City as being in need of such support.

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Recent development pressure has strengthened the community's resolve to promote quality development, affordable housing and to secure planning and capital improvement support. Infrastructure improvements, the rehabilitation of all substandard housing and the expansion of commercial and retail services are consensus goals expressed by leadership and residents in all five neighborhoods. These goals have been supported by local civic leaders, sponsored by elected officials and by neighborhood residents who have participated in community meetings that developed the recommendations contained in this TAD Redevelopment Plan.

The Metropolitan Parkway TAD area is a large and vibrant residential community that has a heavy mixture of multifamily, single family and nonresidential commercial development. As reiterated in numerous community and NPU plans and reports, community residents have a revitalization vision that will (1) aggressively address deficiencies in commercial service quality and neighborhood retail availability, (2) promote "smart growth," public transportation, affordable single family and multifamily housing, human services and a clean and safe environment, and (3) advocate expansion and improvements to open space, infrastructure and parks in each of the community's neighborhoods.

During the Oakland City/ Lakewood LCI planning process, a series of public meetings and focus groups were convened to inform the study area constituency of the LCI planning process and to identify issues and opportunities with emphases on land use, transportation and economic development. In addition, the community participants developed a vision statement and goals to establish a framework for future development in the study area.

- *We envision our community as one of the most desirable locations in the City of Atlanta to live, work, and play: a community of supportive neighborhoods that express their character through quality community gathering places and people- and pedestrian-*

friendly environments. Our vision is of a community that is sensitive to its historical resources, safe from crime, economically vital, and served by good quality schools.

- *We envision a community that provides a healthy mix of housing, retail, employment, industrial, and civic places, that provides housing that is affordable and appropriate for all segments of the community, and that actively protects its environmental resources.*
- *We envision a community that provides excellent, convenient, and safe access to its transit facilities by all means of transportation, and that capitalizes on the opportunities of those facilities by encouraging walking, biking, appropriate intensities of development and an efficient mix of uses within transit areas. Our vision is of a highly-connected community that accommodates all persons, including the disabled, in accessing all of its many benefits.*
- *We see a community where people and quality of life are the focus.*

The basic purpose for the Metropolitan Parkway TAD is to generate public-private partnerships that will facilitate the redevelopment of one of the City's prime development sites within its southern sector. This TAD will help balance the disinvestment and general lack of new development during the past three decades within the Metropolitan Parkway area with the new development and private investment occurring in many other of Atlanta's Intown communities. The Metropolitan Parkway Redevelopment Plan and TAD will encourage new construction within the Metropolitan Parkway Corridor in coordination with current redevelopment initiatives of the City and its development arm, the Atlanta Development Authority.

The creation of the Metropolitan Parkway Redevelopment Plan and Tax Allocation Bond District (TAD) is proposed in accordance with this community vision for the following specific purposes:

1. To attract private, taxable redevelopment opportunities to the Metropolitan Parkway sector of the City of Atlanta.
2. To further the City's goals of improving underdeveloped urban areas as well as of attracting desirable development, including professional jobs. Creation of a Metropolitan Parkway TAD would strengthen the City's ability to promote truly balanced economic growth by directing one of its key economic development tools – a TAD – toward revitalizing a neighborhood that has been identified by the City as being in need of such support.
3. To provide funding that, in turn, will attract additional regional, State and Federal funding to allow improvements to land use, transportation, and recreational areas.
4. To realize the full economic potential of an increasingly urbanized community.
5. To increase employment opportunities for residents of the TAD area.
6. To increase opportunities for market-driven residential and commercial development within the Metropolitan Parkway area.

7. To overcome constraints to development generated by aged and obsolete commercial and residential structures, inefficient transportation infrastructure and inadequate physical connections to the surrounding community.
8. To maximize the tax revenue potential of the TAD area while achieving the basic goals of the *Metropolitan Parkway Redevelopment Plan*.

Generally, the establishment of the Metropolitan Parkway Redevelopment Plan and Tax Allocation District will promote the City's current policy of pursuing local means for making the City a more desirable and competitive environment. Its creation will foster partnerships among the public and private sectors and will:

- Create a funding source and economic incentive for private redevelopment projects within the Metropolitan Parkway Redevelopment Area.
- Allow for the development of infill and mixed-use projects to eliminate the development gaps that divide the communities in this area.
- Promote the development of infrastructure and amenities such as parks and plazas to encourage and support all elements critical to building a sustainable community.
- Provide funding for additional roadway and transportation-oriented improvements that will address current and projected traffic congestion as well as protect existing and planned residential communities.

The ultimate goal for the Metropolitan Parkway TAD is to encourage private investment in the City's southwest sector by offering financing incentives that will help ameliorate the current conditions contributing to disinvestment and marginal use of the property. Creating the Metropolitan Parkway TAD will provide inducement for certain major new developments that will spur more desirable and sustainable, market-based commercial and residential development in this area.

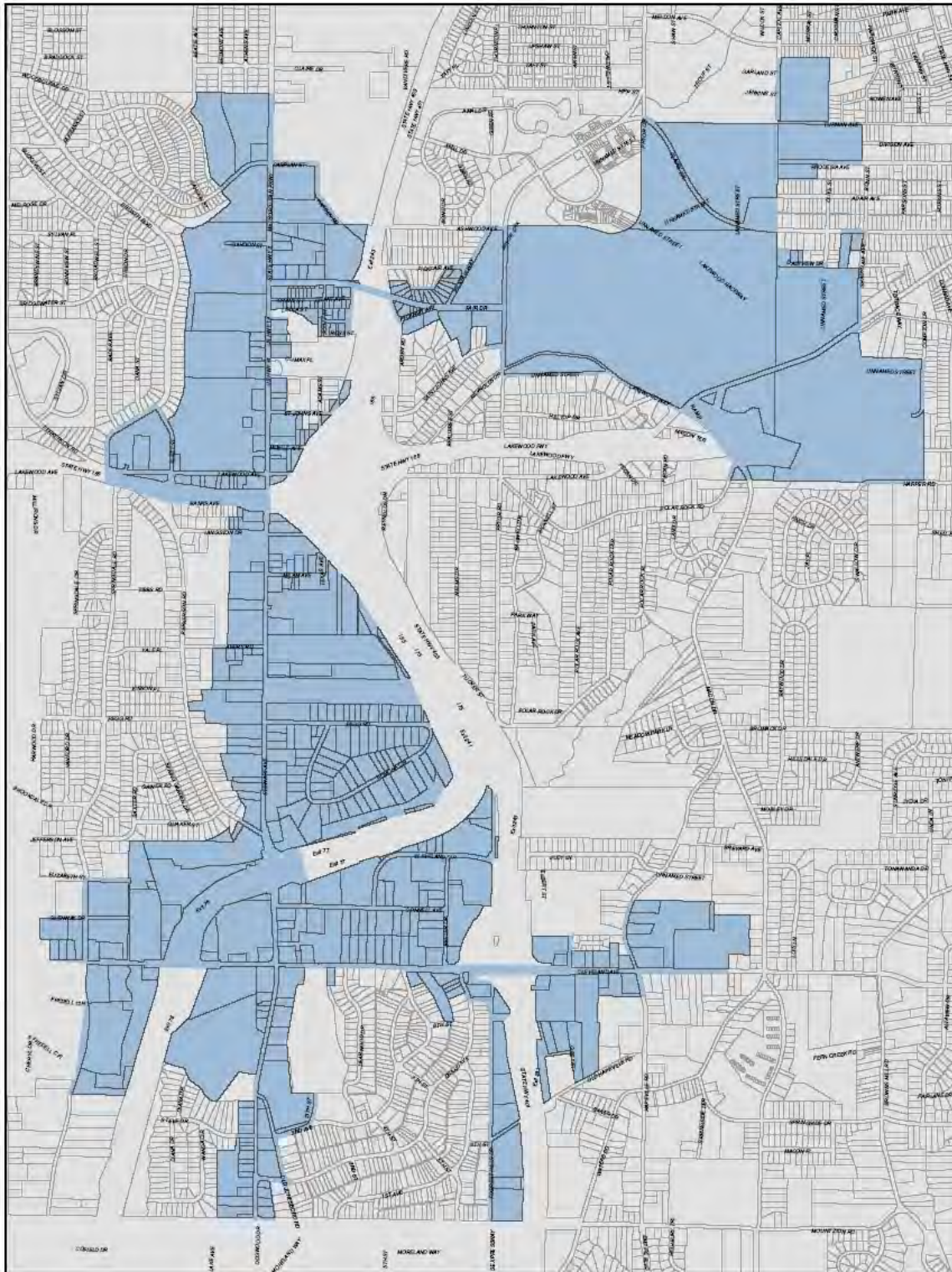
With careful planning and guidance, Metropolitan Parkway can be transformed into a desirable, viable commercial and pedestrian-friendly community. The overall purpose of the Metropolitan Parkway Tax Allocation District (TAD) is to provide a financing mechanism to help facilitate recommended improvements as outlined in this Plan.

Location and Boundaries of Tax Allocation District

The Metropolitan Parkway Tax Allocation District is located in the southwest quadrant of Atlanta. The TAD encompasses the commercial corridor along Metropolitan Parkway from Claire Drive on the north to the Atlanta-Hapeville city limits on the south. It also includes portions of the Cleveland Avenue commercial corridor extending from Macon Drive on the east to the Atlanta-East Point city limits on the west. Lastly, it includes via Fair Street the entire Lakewood Fairgrounds property.

The Metropolitan Parkway TAD is located within City Council District 12. Those portions of the TAD to the west of I-75/85 are contained in NPU X. Those portions to the east of I-75 and I-75/85 are in either NPU Z (Cleveland Avenue from I-75 to Macon Drive) or NPU Y (Lakewood Fairgrounds).

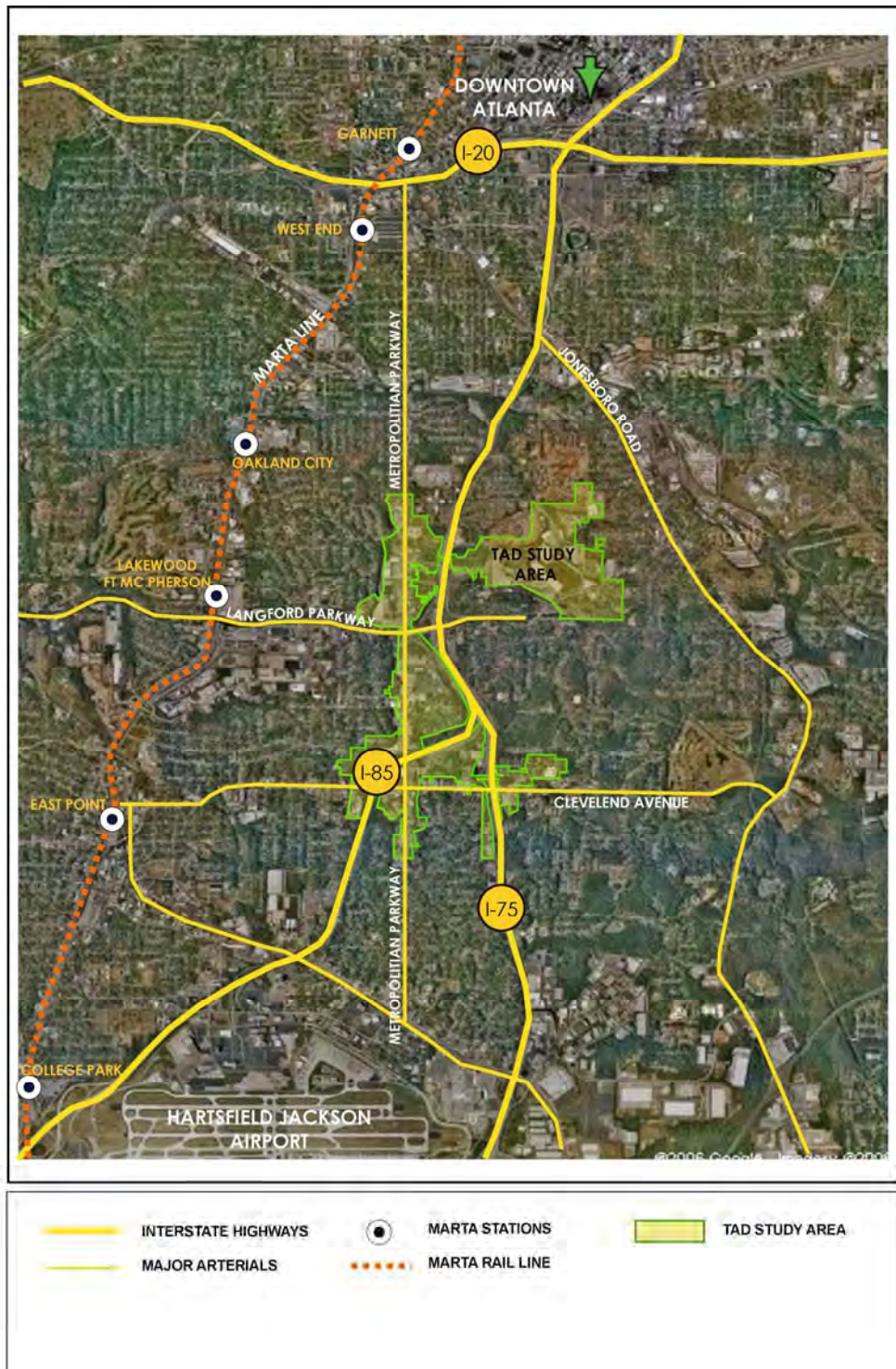
Metropolitan Parkway Corridor Tax Allocation District



Metropolitan Parkway Corridor Tax Allocation District Boundaries



Metropolitan Parkway Corridor Tax Allocation District: Major Roadways

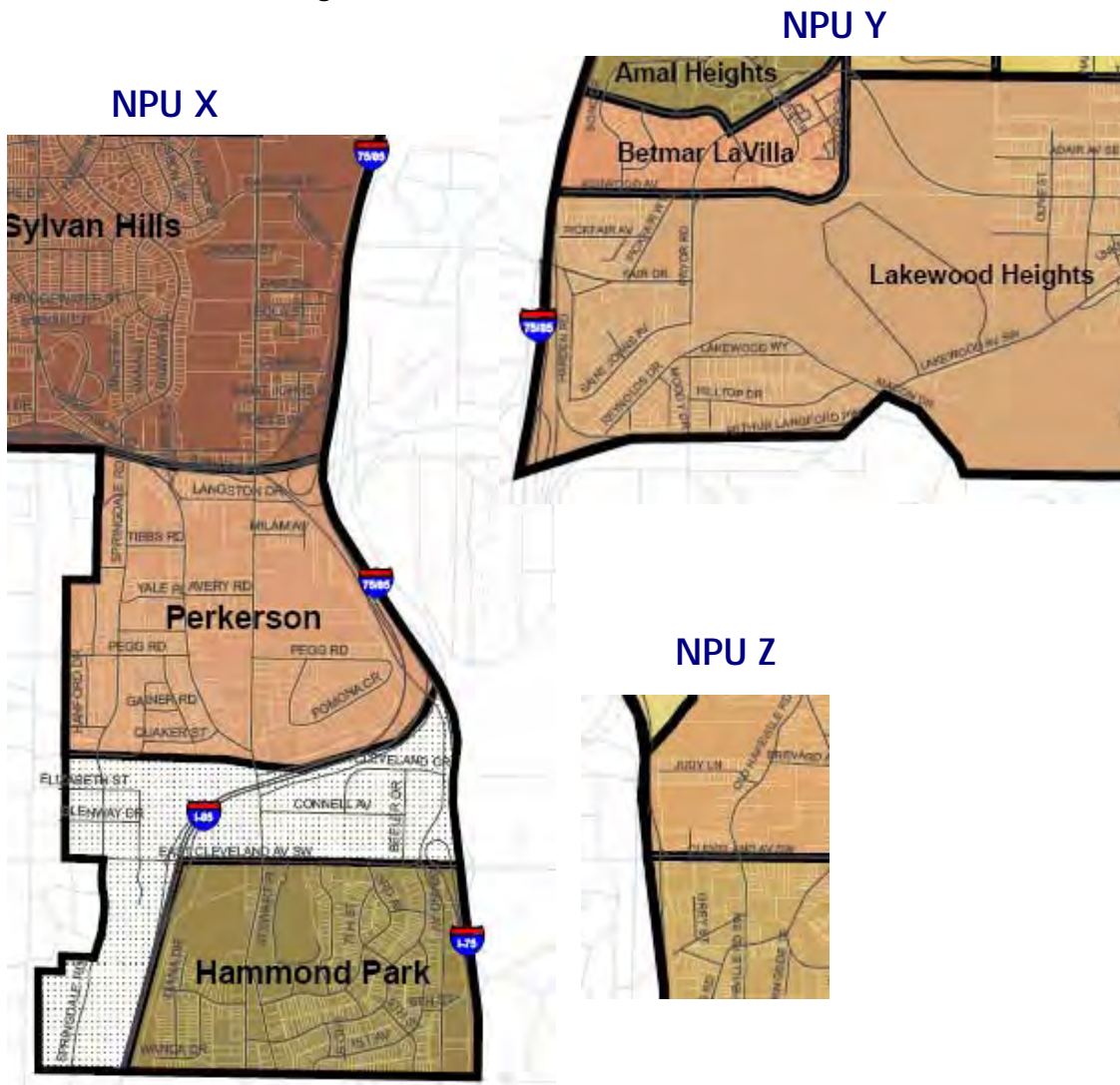


METROPOLITAN PARKWAY TAD STUDY - LOCATION MAP



City of Atlanta TAD#9:
Metropolitan Parkway Redevelopment Plan and Tax Allocation District

As stated above, those portions of the TAD to the west of I-75/85 are contained in NPU X. Those portions to the east of I-75 and I-75/85 are in either NPU Z (Cleveland Avenue from I-75 to Macon Drive) or NPU Y (Lakewood Fairgrounds).



The following table summarizes the basic physical size of the Metropolitan Parkway TAD.

METROPOLITAN PARKWAY TAD: NET TAXABLE PARCELS		
Length Along Metropolitan Parkway		13,300 linear feet 2.52 miles
Total TAD Area		1,023 acres 1.60 square miles
Right of Way Area		127 acres 0.20 square miles

Overview of Tax Allocation Districts

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

The TAD would become a key City economic development incentive. The proposed Metropolitan Parkway TAD encompasses similar geographic boundaries to those detailed in the 2003 *Metropolitan Parkway Redevelopment Plan*, thus encompassing most of the Metropolitan Parkway area. This important tool will enable the City to use tax incremental financing techniques to provide capital improvements within the Metropolitan Parkway TAD.

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

Examples of potential projects include the following:

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

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

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

Georgia came later than its competitors to offer a version of tax increment financing. In the 1980s it enacted the *Redevelopment Powers Law* allowing tax allocation districts to provide this

type of funding mechanism for downtown improvements. The City of Atlanta's Westside TAD (1992, expanded in 1998) was the first TAD created in the State of Georgia. Its Atlantic Station TAD was created in 1999 and \$76.5 million in TAD bonds were issued in 2001 with a second issue of approximately \$150 million anticipated by June of this year. \$15 million in TAD bonds were issued for Westside TAD projects in 2002. In December of 2002 the City of Atlanta approved two additional TADs: Perry/Bolton TAD and Princeton Lakes TAD. In December of 2004, Atlanta approved the Eastside TAD. In December of 2005, the City of Atlanta approved the ambitious 22-mile "transit, park and urban redevelopment" TAD known as the Atlanta BeltLine, projected to generate \$1.5-1.7 billion in TAD bonds over a 25-year period.

C. Key Findings within the Redevelopment Area

Legal Basis and Qualifying Conditions for the Metropolitan Parkway TAD Redevelopment Plan

The City of Atlanta was granted the authority to exercise all redevelopment and other powers authorized or granted municipalities pursuant to the *Redevelopment Powers Law*, as now or hereafter amended.

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

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

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

(B) Any urbanized or developed area which by reason of the presence of a predominant number of substandard, slum, deteriorated, or deteriorating structure; the predominance of defective or inadequate street layout, inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment; the faulty lot layout in relation to size, adequacy, accessibility, or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; the diversity of ownership, tax, or special assessment delinquency

exceeding the fair value of the land, diversity of ownership on defective or unusual conditions of title which prevent or encumber the free alienability of land; or the existence of conditions which endanger life or property by fire and other causes; or any combination of the foregoing, substantially impairs or arrests the sound growth of the community retards the provisions of housing accommodations or employment opportunities; or constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in its present conditions and use;

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

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

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

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

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

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

The land area and neighborhoods within the proposed Metropolitan Parkway TAD boundaries have been examined and analyzed to determine the area's eligibility for inclusion in a redevelopment area under the *Georgia Redevelopment Powers Law*. As described in the section immediately preceding with respect to specific *Redevelopment Powers Law* definitions

and criteria, a recent analysis of physical, land use and market conditions in the proposed Metropolitan Parkway TAD findings reveal that this area is economically and socially depressed, with conditions contributing to social ills that have a deleterious effect upon the economic health and safety of the immediate and surrounding communities.

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

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

1. *The dilapidation, deterioration, age, or obsolescence of structures, buildings, or improvements (Criterion A);*
 - **Structural Age and Deterioration:** The majority of the retail buildings and apartments were constructed between 25 and 50 years ago. They have experienced only minor improvements since that time. Consequently, they are out of date and have become somewhat dilapidated as a result of the passage of time and frequent use.
 - **Inefficient and Obsolete Commercial Design and Layout:** The commercial centers and freestanding structures along Metropolitan Parkway are inefficient with respect to site use and density. Most are considered unattractive with respect to current retailer standards and obsolete with respect to consumer market appeal. Parking is inefficient, and store frontage and signage are below current market standards and design.
2. *The predominance of defective or inadequate street layout, inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment (Criterion B);*
 - **Congested Access and Egress:** The current design and layout of Metropolitan Parkway at major intersections at Langford Parkway, Lakewood and Cleveland Avenue, as well as the area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in that area. The currently inadequate network of interior and residential streets within the area will become even less capable of handling both community and pass-through traffic.
3. *Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Criterion B);*
 - **Inefficient and Obsolete Commercial Design and Layout:** The commercial centers and freestanding structures along Metropolitan Parkway are inefficient with respect to site use and density. Most are considered unattractive with respect to current retailer standards and obsolete with respect to consumer market appeal. Parking is

- inefficient, and store frontage and signage are below current market standards and design.
4. *Any combination of the foregoing that substantially impairs or arrests the sound growth of the community retards the provisions of housing accommodations or employment opportunities (Criterion B);*
 - **Underachievement as Employment Center:** Current employment opportunities are limited in the Metropolitan Parkway TAD. There are few professional or business services offered in the area, nor are there any corporate or professional firms. Retail and service industry employment is constrained by the lack of competitive retail offerings and restaurants.
 5. *Any combination of the foregoing that constitutes an economic or social liability in its present conditions and use (Criterion C);*
 - **Excessive Percentage of Tax-exempt Properties:** An excessively high proportion of parcels/properties within the Metropolitan TAD area are tax-exempt and therefore do not generate tax revenues in support of necessary public services and infrastructure costs, including life-safety and educational expenses.
 6. *Substantial underutilization due to containing open lots or parcels of land, a substantial number of buildings or structures which are 40 years old or older, or structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity (Criterion E);*
 - **Lack of Retail Market Appeal:** As reflected in both rent and sales, the limited number of retail businesses within the proposed Metropolitan Parkway TAD do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. When developed as contemplated in this redevelopment plan, the area in question will accommodate more primary market retailers and service providers whose business operations will significantly benefit the Metropolitan Parkway and surrounding communities and will encourage the patronage of consumer markets located throughout Northwest Atlanta.
 - **Lack of Rental Revenue Generation:** Commercial rental rates in the Metropolitan Parkway Area are significantly below those achieved in developing Intown neighborhoods and corridors northeast (Downtown, Edgewood-Auburn corridor, Midtown), north (West End, Atlanta University Center area) and east (Stadium neighborhoods) of the Metropolitan Parkway area.
 - **Economic Underutilization of Developable Land:** A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values.
 7. *Any geographic area designated within the comprehensive plan of a political subdivision for redevelopment which has previously been developed for commercial, residential, industrial, office, or similar or ancillary uses and which lies within the service delivery area of the political subdivision, in which the current condition of the area is*
-

less desirable than the redevelopment of the area and which the local legislative body designates as appropriate for community redevelopment (Criteria E and F);

- **City Redevelopment Priority:** The Metropolitan Parkway area has been designated as an area appropriate for redevelopment in the *City of Atlanta Comprehensive Plan*. Additionally, the City formally adopted 2005 *NPU-X Comprehensive Plan*. The Comprehensive Plan is updated on an annual basis, and the recommendations of this plan are anticipated to be considered during the update process.
8. *Current area condition that is less desirable than the redevelopment of the area for new commercial, residential, industrial, office, or other uses, or a combination of uses, including the provision of open space or pedestrian and transit improvements (Criterion F); and*
- **Lack of Retail Market Appeal:** As reflected in both rent and sales, the limited number of retail businesses within the proposed Metropolitan Parkway TAD do not have the brand recognition, product offerings, marketing capacity, pricing, merchandising or basic critical mass to appeal to the increasingly affluent potential customer within either the primary or secondary retail markets. When developed as contemplated in this redevelopment plan, the area in question will accommodate more primary market retailers and service providers whose business operations will significantly benefit the Metropolitan Parkway and surrounding communities and will encourage the patronage of consumer markets located throughout Northwest Atlanta.
 - **Lack of Rental Revenue Generation:** Commercial rental rates in the Metropolitan Parkway Area are significantly below those achieved in developing Intown neighborhoods and corridors north (Marietta Street Corridor), east (Downtown, Edgewood-Auburn corridor, Midtown) and south (West End, Atlanta University Center area, Stadium neighborhoods) of the Metropolitan Parkway area.
 - **Economic Underutilization of Developable Land:** A significant proportion of developable land within the area is underutilized with respect to potential density, type of development and/or resulting market and taxable values.
9. *An area connecting two or more urbanized or developed areas that has been subject to some development but which has inadequate roadways, bridges, or public transportation or transit facilities incapable of handling the volume or traffic or passenger flow in or through the area in a safe and efficient manner either at present or following proposed redevelopment (Criterion G).*
- **Congested Access and Egress:** The current design and layout of Metropolitan Parkway at major intersections at Langford Parkway, Lakewood and Cleveland Avenue, as well as the area's internal network of feeder roadways are not conducive to the efficient flow of traffic into and out of the existing or contemplated retail, office and mixed-use projects in that area. The currently inadequate network of interior and residential streets within the area will become even less capable of handling both community and pass-through traffic.
10. *Any combination of criteria listed above (Criterion H).*

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

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

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

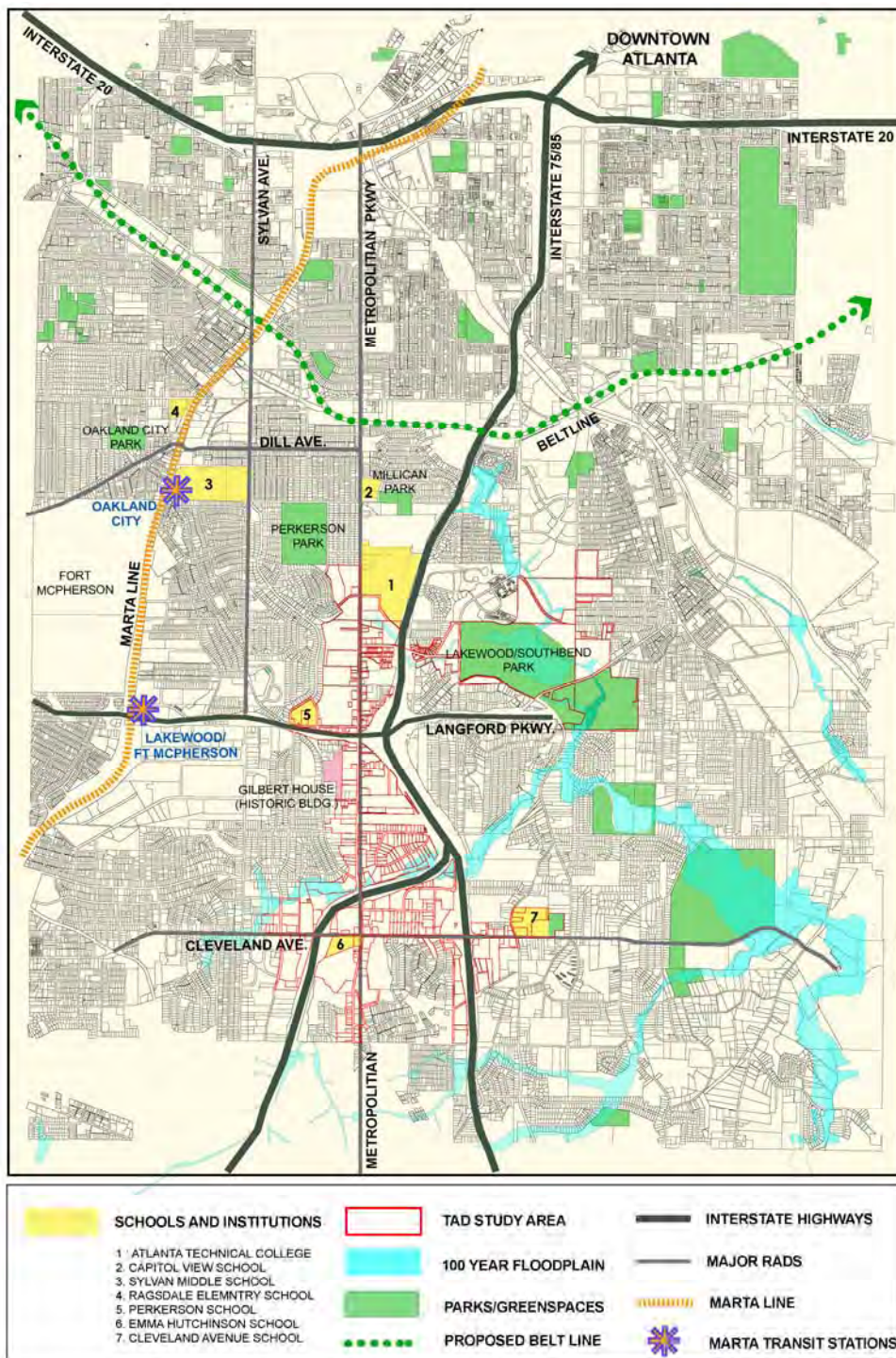
The calculations contained later in this report, under “Positive Tax Allocation Increment,” indicate the extent to which additional taxes may be generated by new development and rehabilitations on the sites proposed. The potential increase in long-term tax dollars indicates that a tax redevelopment strategy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

Community Context and History

Metropolitan Parkway has for many years served as a primary east-west conductor, attracting a variety of commercial land uses to serve and complement surrounding residential neighborhoods. Retail nodes situated at key intersections along the Metropolitan corridor, including those at Langford Parkway and at Cleveland Avenue, provide a limited variety of goods and services. During the 1970s and 1980s, a shift in uses remade the reputation of the former Stewart Avenue: associated by many with adult clubs and crime. However, the corridor is anchored to the north by the campus of Atlanta Metropolitan College and to the south by the Cleveland Avenue commercial corridor and interchanges at both I-85 and I-75. In between are a mix of retail and commercial uses and, at the southern end, a higher concentration of auto dealerships and related retailers.

Beyond the boundaries of the corridor are stable and evolving residential neighborhoods, including Sylvan Hills, Perkerson, and Capitol View. These neighborhoods feature a variety of housing styles: bungalows and small craftsman-style homes comparable to other neighborhoods built during the early decades of the 20th century; ranch style homes and more recently, townhomes and multifamily housing. The City has invested significantly in the University Avenue/Pryor Road area to the north of the Corridor. Subsequently, the area has been transformed to offer attractive new for sale housing; redeveloped public housing; and sizable investment in local public schools.

Metropolitan Parkway TAD Location and Context Map



METROPOLITAN PARKWAY TAD STUDY- CONTEXT MAP



All five area neighborhoods are primarily residential areas of varied design and density. Capitol View Manor is an exception with bungalows of similar design built in the 1930's and 1940's. Capitol View is developed primarily with single story wood frame craftsman bungalows and cottages built earlier than the housing in Capitol View Manor and in general have more modest finishes.

Perkerson and Hammond Park are developed with modest brick ranch and wooden frame homes built during the 1950's and 1960's. Hammond Park and Perkerson also contain concentrations of multifamily housing located along Cleveland Avenue, Springdale Road, Mt Zion Road and Metropolitan Parkway. Over one thousand multi-family units were built during the 1960's and early 1970's in the two communities.

Perkerson has over 500 units concentrated in two separate senior housing developments: Lakewood Christian Manor and Trinity Towers.

Sylvan Hills is divided into two distinct corridors: Metropolitan Parkway, which is primarily commercial and Sylvan Road. Sylvan Hills is the largest residential neighborhood in NPU X. The eastern side of Sylvan Road is developed with single story brick ranch homes and duplexes and the western side developed with older bungalows and new single-family infill. Sylvan Hills also has several multifamily developments. Recent development has occurred at Sylvan Circle, the Lakewood MARTA Station and a town home development under construction on Metropolitan Parkway in proximity to Sylvan Road and the Langford Parkway.

In summary, Metropolitan Parkway, one of the major commercial corridors in Southwest Atlanta in the 1950's through much of the 1970's, began to suffer a steady decline in population, property conditions and the local economy when suburban growth began to drain the area's vitality. As a result, many longtime businesses closed and were replaced by low-rent businesses; and as population decreased the area began to deteriorate. However, conditions in the study area have changed over the past few years as the current trend towards in-town living gains popularity.

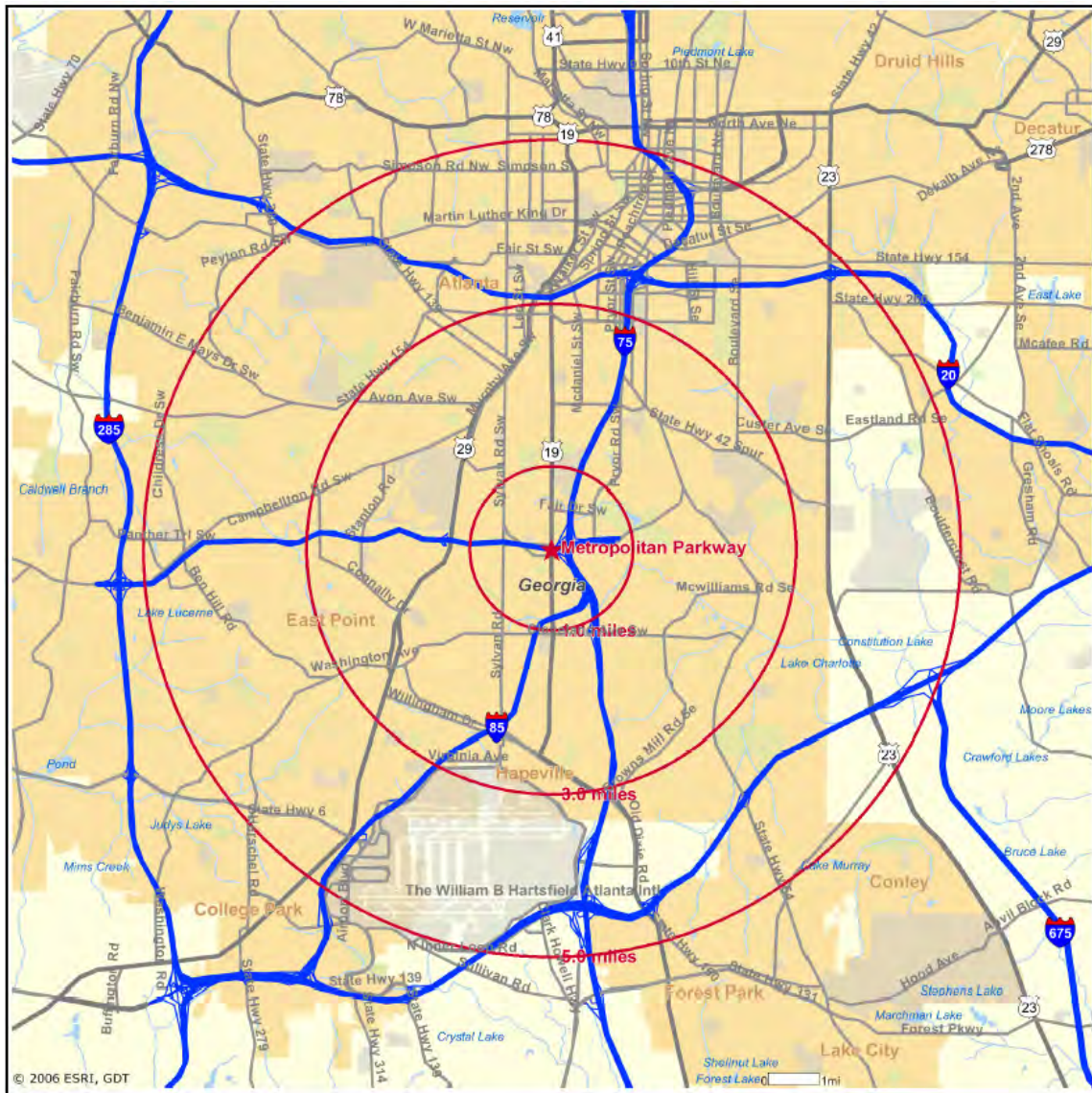
Neighborhoods throughout the City and especially Southwest Atlanta are experiencing a resurgence of development including new infill residential units and subdivisions as well as major renovations. The Metropolitan Parkway Corridor is poised to experience some of this resurgence.

Demographic Findings, Market Conditions and Market Trends

For purposes of assessing the commercial (retail, services, office) potential of the Metropolitan Parkway area, the primary focus is on the Corridor's two resident "Market Areas," which are its Primary Market Area" and "Secondary Market Area." The Primary Market Area approximates a 4-mile radius area; the Secondary Market Area extends to an 8-mile radius.

The Metropolitan Parkway corridor is described in the 2005 Comprehensive Plan for NPU-X as "a community in transition". It refers recent activity in the area, such as new residential development, a rise in homeownership within the neighborhoods, and relative affluence among the primarily African American population.

To understand the opportunities and challenges to redevelopment in the study area, the Redevelopment Plan provides a physical and locational assessment of the study area, by land use. This assessment was reviewed and verified in this TAD Redevelopment Plan document. The assessment is important to understand redevelopment opportunities and likely positioning of land uses in the study area. The following summarizes the key implications for each of the land uses examined.



Market Audiences

Critical to understanding redevelopment opportunities in the Metropolitan Parkway area is understanding the potential market audiences for new and revitalized land uses in the study area, the size of these audiences and the types of land uses they could potentially support. The

following summarizes each of these market audiences and their potential impact on the study area.

Metropolitan Parkway Residents

Residents of the adjacent and surrounding neighborhoods will have direct impact on redevelopment and revitalization opportunities in the Metropolitan Parkway. According to recent studies, the neighborhoods surrounding Metropolitan Parkway corridor are characterized by their stability and homogeneity: there has been only slight population growth between 1990 and 2000, and the area remains largely African American (more than 91%).

The four census tracts most adjacent to the Corridor (and forming NPU-X) have a current population of approximately 13,750 in 5,400 households. Within individual neighborhoods, there as been some population growth, mostly concentrated in the Perkerson and Capitol View areas where new housing has been developed. A slight majority of households are owner-occupied, but the percentage of owner-occupancy can vary by neighborhood and by the presence and concentration of rental housing, or the propensity of some single family residences to be investor-owned and renter-occupied.

Consideration of the secondary population, within a drawing area of concentric rings from the intersection of Metropolitan Parkway and Highway 166, illustrates the broader magnitude of the market area.

Population and Household Trends

Population & Household Trends	1 mile radius	3 mile radius	5 mile radius
2000 Population	8,237	99,973	232,571
Households	3,307	34,328	83,330
Average Household Size	2.43	2.8	2.62
2006 Population	8,615	106,635	249,541
Households	3,523	37,332	92,136
Average Household Size	2.39	2.74	2.55
2011 Total Population	9,581	118,923	277,658
Households	3,934	41,956	103,904
Average Household Size	2.39	2.73	2.54
2006 - 2011 Average Annual Growth Rates	193	2,458	5,623
	82	925	2,354

Within a three-mile radius, there are close to 100,000 people, in 34,000 households. More than 200,000 people live within a five mile radius, suggesting a potentially large market audience within a reasonable drive time and highly accessible location. Population growth is projected to be modest except at the five-mile radius level, which reflects growth in intown neighborhoods to the north.

Household incomes for the four census tracts are comparable to the citywide median, approximately \$33,000, but well below the regional median of about \$65,000. When measured by market area, the median income begins to approach the citywide median, and exceeds it at the five-mile radius, again the result of capturing close-in revitalized neighborhoods. There is a significant concentration of low income households, whose incomes fall at or below the poverty level. The significant concentration of households at the lower end of the range is of some concern. Close to one-third of all households have incomes of under \$15,000. This statistic helps characterize the limited spending power of these households, and likely higher demand for support services from local government.

Income Distribution

Income Levels of the Population, 2006			
	1 mile radius	3 mile radius	5 mile radius
Base Population total	3,293	34,354	83,513
< \$15,000	35.1%	31.8%	31.7%
\$15,000 - \$24,999	19.0%	19.0%	17.7%
\$25,000 - \$34,999	12.5%	15.7%	14.1%
\$35,000 - \$49,999	15.4%	14.1%	14.1%
\$50,000 - \$74,999	10.6%	11.8%	12.5%
\$75,000 - \$99,999	3.6%	4.1%	5.3%
\$100,000 - \$149,999	2.6%	2.4%	3.2%
\$150,000 - \$199,999	0.6%	0.5%	0.7%
\$200,000 +	0.5%	0.6%	0.7%
Average Household Income	\$31,611	\$33,014	\$35,501
Median Household Income	\$27,403	\$29,509	\$31,122

Employment within the corridor is concentrated within a few sectors. The services sector, a broad category that may include both professional and administrative occupations, is the largest category with nearly half of all jobs. Jobs in the services sector may require extensive education or minimal training, and likewise, offer wide range of compensation patterns. Transportation/warehousing, retail trade and construction jobs all contribute about 10% of jobs, and so create the second tier of employment concentrations.

Employment by Industry

Civilian Employed Population 16+ by Industry	1 mile radius		3 mile radius		5 mile radius	
Total	2,539		31,985		83,588	
Agriculture/Forestry/Fishing/Hunting/Mining	10	0.4%	160	0.5%	418	0.5%
Construction	231	9.1%	3,326	10.4%	7,021	8.4%
Manufacturing	145	5.7%	2,207	6.9%	5,015	6.0%
Wholesale Trade	86	3.4%	960	3.0%	2,090	2.5%
Retail Trade	249	9.8%	3,199	10.0%	7,774	9.3%
	239	9.4%	3,550	11.1%	9,445	11.3%

Transportation/Warehousing/Utilities/Information						
Finance/Insurance/Real Estate/Rental/Leasing	170	6.7%	2,047	6.4%	5,433	6.5%
Services	1,168	46.0%	14,681	45.9%	41,376	49.5%
Public Administration/Government	188	7.4%	1,855	5.8%	5,099	6.1%

Area Market Trends

Increased levels of demand for new housing in the TAD and surrounding areas have precipitated new developments that include:

- Brookside Park (Norsouth Corp.): 200 apartments and 30 single-family homes along Metropolitan Parkway north of Lakewood Avenue that are currently under construction.
- Lakewood Pointe (Progressive Redevelopment Inc): 50 townhomes on Lakewood Avenue east of the Ft McPherson MARTA Station that are currently under construction.
- Columbia at Sylvan (Columbia): 200 apartments on former Ft McPherson MARTA Station parking lot which has received approval from the City Planning Department with construction to proceed shortly.
- Crescent Hills (CAMP): 400 substandard apartments undergoing complete renovation near intersection of Cleveland Avenue and Metropolitan Parkway.
- Capitol View Infill (CAMP): 10 single-family infill housing units within the Capitol View neighborhood (Five units sponsored by Bank of America through a public/private partnership).
- Dill / Murphy Project (Capitol Corp): Proposal to develop 150 apartments for seniors adjacent to Oakland City MARTA Station.
- Avery Street Project: Proposal to develop 400 condominiums adjacent to Gilbert House in Perkerson.

Key Findings of Property Conditions within the Metropolitan Parkway TAD

Property conditions within the Metropolitan Parkway TAD generally fall into one or more of the following categories of use and/or condition:

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

Existing Land Use and Development

As part of its participation in preparing the 2005 PNU-X Comprehensive Plan, The Community Design Center surveyed that portion of the Metropolitan Parkway TAD located within NPU X. Major portions of its description of land use and development is incorporated into this TAD Redevelopment Plan. While the Comprehensive Plan and associated land use survey is not limited to the TAD boundaries, it does encompass a study area that includes a major portion of the TAD as well as the adjacent neighborhoods that directly impact the existing uses and conditions found within those TAD boundaries.

The Metropolitan Parkway TAD is located in an area of Atlanta that is receiving renewed development attention. Large new housing developments in Sylvan Hills (Lakewood Pointe Townhomes, Columbia @ Lakewood, and Brookside Park), scattered site infill, and recent rehabilitation have contributed to appreciation of real estate values in most Metropolitan-area neighborhoods. The area neighborhoods have access to retail services at the West End Mall, Greenbrier Mall, and the emerging retail centers on Camp Creek Parkway.

Two MARTA Stations, the Ft. McPherson/Lakewood Station and Oakland City Station, service the NPU along the western edge of NPU-X. The Perkerson, Avery, and Emma Millican public parks provide 65 acres of green space and recreational amenities not available in most Atlanta neighborhoods.

The five area neighborhoods are developed on 2,076 acres of land, 87.8% of which is residential. The condition of the housing in the TAD itself is varies from generally good to deteriorating. Although 53% of NPU-X's housing stock is owner-occupied, the rates of home ownership vary in each of the communities. Capitol View Manor (18% renter-occupied) contains scattered duplexes and no multi-family structures. Perkerson (55% renter-occupied) has its housing stock divided between small single-family dwellings and the senior housing high-rise. Hammond Park (60% renter-occupied) has modest cottages, and low-rise multi-family developments grouped on a 20-acre site south of Cleveland Avenue.

Sylvan Hills (45% renter-occupied) has the most diverse housing stock with several multi-family developments along Sylvan Road north of the Langford Freeway and a concentration of duplexes in the center of the neighborhood along Brewer Avenue. Capitol View (36% renter-occupied) is mostly single-family dwellings with scattered duplexes. The older single-family homes in Capital View were well built originally and are now maintained to high standards.

Land Use Survey

The Community Design Center of Atlanta (CDCA) surveyed changes in neighborhood land use in NPU-X between September 2002 and May 2004. The presence of underutilized residential land is the principal development asset in the five neighborhoods. The neighborhoods maintain a strong residential core and maintain their high standards for residential quality should be supported and expanded. Most vacant land in NPU-X was previously residential property, is fully served by City infrastructure, and now offers fresh opportunities for new residential redevelopment and revitalization.

Table 1 lists the amount of vacant land the relative distribution of commercial and residential land use by parcels and total neighborhood acreage. Land Use measures in NPU-X include:

- Residential land consists of 64.3% of total land and 87.8% of the parcels.
- Commercial land (including Atlanta Metropolitan College) comprises 24.3% of NPU-X's land but makes up only 8.6% of the parcels due to average sizes of commercial parcels being larger than residential parcels.
- Industrial land comprises 11.4% of NPU-X's land but makes up only 3.6% of the parcels due to average sizes of commercial parcels being larger than residential parcels.

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

NPU-X Land Uses Survey Condensed Categories

2004 Land Use Description	Parcels	% of Total Parcels
Residential Land	4294	87.8%
Industrial Land	178	3.6%
Commercial Land	420	8.6%
Totals	4892	100.0%

The following table lists the types of non-residential uses in the NPU and includes retail and wholesale trade, manufacturing, religious and educational services, and neighborhood commercial.

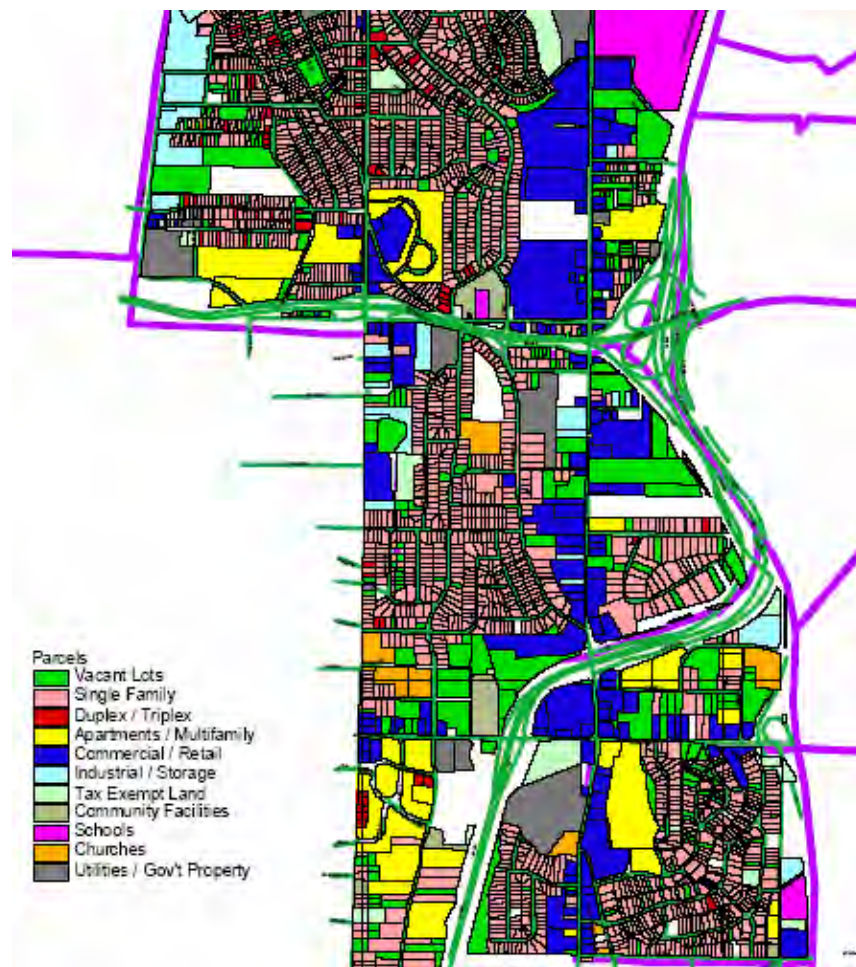
NPU-X Land Uses 2004 CDCA Survey Non-Residential Categories

Description	Number of Parcels
Manufacturing	42
Educational	2
Religious and Social Services	22
Retail / Commercial	71
Other Non-Residential	106
Totals	243

NPU-X Distribution of Vacant Land

2004 Land Use Description	Parcels	% of Total Parcels
Residential Land	137	70.3%
Industrial Land	20	10.3%
Commercial Land	38	19.4%
Totals	195	100.0%

Current Land Use



A small portion of the residential property in NPU-X (1.4%) is tax delinquent. One hundred fourteen out of 4,892 parcels are tax delinquent for two years or more. Table 4 lists current land uses and their tax status. Tax delinquent parcels are identified on Map 5.

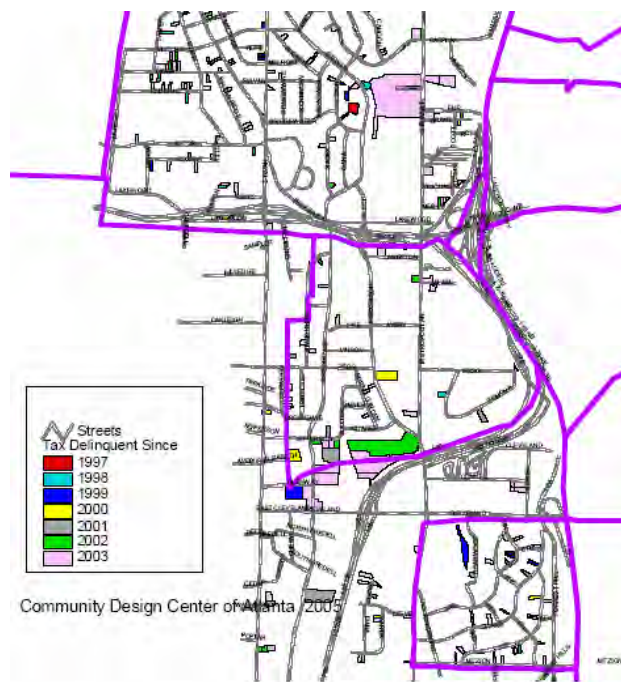
Tax Delinquency and Land Use

Land Use	Total Parcels	Delinquent Parcels (2 or more years)	Percentage Delinquent * (2 or more years)
Vacant Lots	569	63	11.1%
Industrial	42	1	2.4%
Transportation/Utilities	86	0	0.0%
Wholesale/Retail Commercial	71	5	7.1%
Religious Service	22	0	0.0%
Educational Service	2	0	0.0%
Single Family Housing	2985	43	1.4%
Multi-Family / Duplexes	294	2	0.7%

The above table defines 2004 delinquency rates as 2.4% for industrial parcels, 0.7% for multi-family residences, and 7.1% for commercial parcels. The delinquent parcels combined account for 2.4% of all tax delinquent property in NPU-X. The 2004 survey identified 11.1% of vacant parcels in NPU-X as tax delinquent. NPU-X's 43 tax delinquent single-family structures account for 1.4% of the single-family parcels in the NPU.

High levels of tax delinquency are symptomatic of a weak housing market. Deterioration of physical conditions is accelerated when households have inadequate incomes but also when residents and investors are prepared to abandon property. Table 4 illustrates the relationship between tax delinquency and substandard structural conditions.

Tax Delinquency



Tax Delinquency and Structure Conditions

Condition	Total Parcels	Total Delinquent	Percentage of Parcels that are Tax Delinquent
Vacant Land	548	93	17.0%
Dilapidated	13	2	15.4%
Deteriorated	61	8	13.1%
Substandard	85	13	15.3%
Standard	4128	43	1.1%

The Fulton/Atlanta Land Bank Authority (LBA) holds the capacity to extinguish back taxes on a targeted number of delinquent parcels in NPU-X if sponsors agree to development. Tax delinquent vacant land (93 parcels) presents the largest category of delinquent property. Standard housing (43 units) also accounts for high numbers of delinquent units. Delinquency for standard housing has declined by 75% in the past few years (2000 to 2003) from 163 units, indicating gentrification and sharp increase in housing demand.

Residential Housing Conditions

The survey of housing conditions in NPU-X measured levels of condition that include Standard, Substandard, Deteriorated, Dilapidated and Vacant. Generally dilapidated means the structure should be demolished; deteriorated is when repair costs do not exceed 50% of the replacement value, substandard has some relatively minor repair needs and standard refers to a structure in good condition with only cosmetic deficiencies. The survey results are displayed in Table 6.

Structural Conditions

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

The number of standard single-family housing units in 2003 was 3700. The survey measured 12 dilapidated units, 58 deteriorated units, and 75 substandard units. There is only one substandard multi-family property in NPU-X out of twenty-two multifamily properties. The remainder of the multi-family properties are standard. Out of 288 duplex properties in NPU-X, one was dilapidated, three were deteriorated, and one was substandard. The remaining 283 properties were standard. One atypical aspect of housing conditions in NPU-X is that while owner occupied housing makes up only one third of the NPU, the incidence of substandard conditions are twice as likely to be present in owner occupied units. One hundred five (105) owner occupied units were substandard, deteriorated or dilapidated.

Commercial and industrial parcels were assessed for conditions. In 2003, 54 commercial and 50 industrial properties were standard, 24 commercial and four industrial parcels were substandard, one industrial parcel was deteriorated, and two commercial and three industrial parcels were dilapidated.

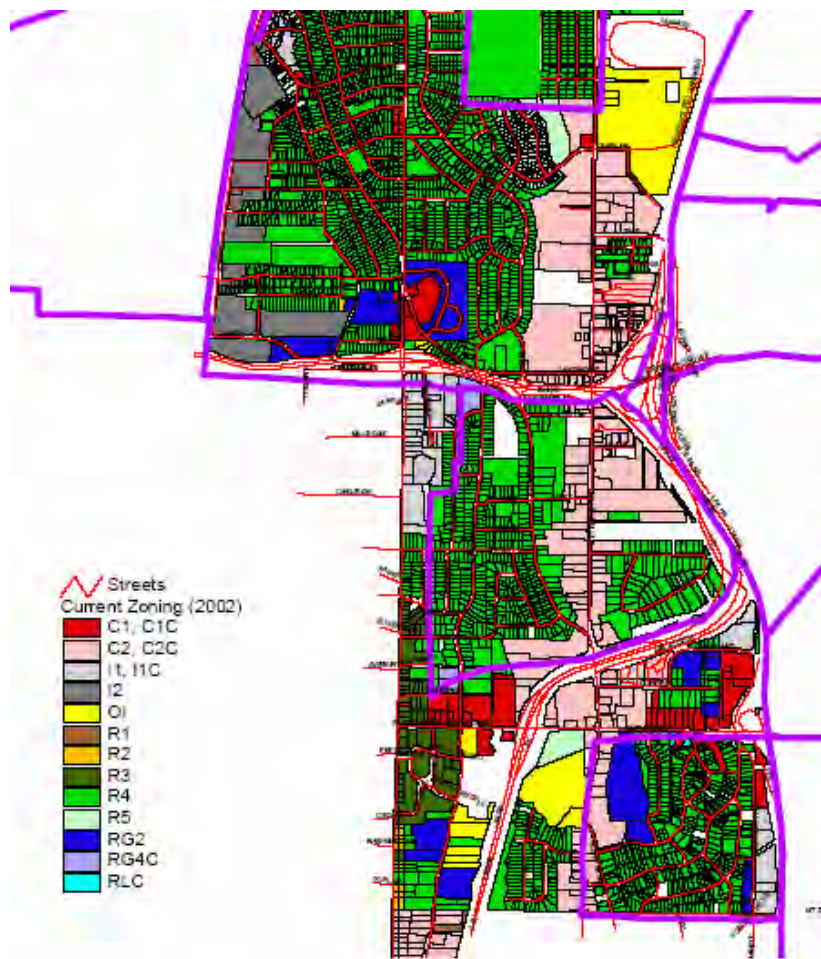
Current Zoning

A close correlation exists between the Land Use Plan and the City's zoning maps. Zoning districts must be consistent with Land Use designations. The area surrounding the corridor is mainly single-family residential, while many of the properties fronting the corridor are zoned for low and medium density commercial uses. Industrial zoning districts are located at either end of the corridor, while pockets of multi-family districts can be found mainly on the north side of the corridor.

NPU-X is a largely residential community. Industrially zoned properties are limited to the Murphy Avenue Corridor (Sylvan Hills) and the northernmost sections of Capitol View (Dill Avenue, Avon Avenue, Murphy Avenue and Sylvan Road).

Commercially zoned properties dominate the main thoroughfares of Metropolitan Parkway and Cleveland Avenue. (see Map 3). The majority of the parcels in NPU-X are single-family residential properties zoned R-4 with small sections of Sylvan Hills zoned R-5. Several sections of high density housing in the Hammond Park (Crescent Hills), Perkerson (Landmark Christian), and Sylvan Hills (Sylvan Circle) are zoned RG-2 and higher.

Current Zoning



The majority of the industrial properties within NPU-X are concentrated along its western boundaries along Murphy Avenue in the Capitol View and Sylvan Hills neighborhoods. These parcels lie less than 500 feet from major rail corridors and often contain abandoned rail spurs. Most of the industrially zoned parcels in the NPU are either underutilized buildings or vacant. These industrial properties can support new businesses that are compatible with adjacent residential properties.

Commercial zoning, primarily C-2, is used along Cleveland Avenue, Metropolitan Parkway, and Sylvan Road, which are also the most heavily traveled arterial roads in NPU-X. NPU-X retail services are concentrated at the intersections of a) Cleveland Avenue and Metropolitan Parkway, b) Sylvan Road at

Perkerson Road, and c) the Lakewood Shopping Center (Metropolitan Parkway between Langford Parkway and Casplan Street). These districts contain a number of modest convenience stores, franchise businesses, laundry services and daycare centers. Auto parts dealerships and auto repair businesses are prevalent along Metropolitan Parkway with the largest concentration in the Perkerson neighborhood. Financial and banking services are limited to check cashing services in scattered convenience stores and small branches in Sylvan Hills (Wachovia) and Hammond Park (Bank of America in Kroger Citi-Center).

Residential Market Conditions

Similar to many of Atlanta's inner city neighborhoods, NPU-X has seen a steady increase of housing sales that signal a new set of problems relating to gentrification. Portions of the NPU, most noticeably Capitol View and Hammond Park are burdened with tax delinquent properties,

vacant lots and substandard housing. The lack of maintenance that causes these conditions has accelerated and dilapidated conditions are now a prominent characteristic for sections of the NPU.

The amount of residential housing stock in NPU-X has slightly increased (1% since 1995) with new single-family housing development limited to scattered sites in Sylvan Hills and Capitol View. The predominant housing type is single family detached with an average unit size of two bedrooms. Capitol View and Sylvan Hills has the oldest houses in the area, 1936 the median year of construction as opposed to the City's median of 1958. Reasons for the lack or absence of real estate investment dollars in other locations within NPU-X include:

- The high crime rate, vandalism and drug problem.
 - Lack of financial institutions willing to invest in the area.
 - Difficulty in building new homes in the area due to theft and vandalism.
 - High cost of renovating deteriorated housing due to structural problems
- The NPU-X housing market has experienced a gradual increase in activity for the past five years. The analysis involved research into past housing sales and appraised property values.

Real estate transfer data for single-family residential sales in NPU-X shows a dramatic increase in sales between 2000 and 2004 while median sales prices remained flat. Typical housing in NPU-X is single family, 2 bedroom bungalow units with an average size of 1350 square feet. Single-family homes sold at an average price of \$104,975 between 2000 and 2004. (Table 7)

Housing Sales

Neighborhood	# of Sales (2000)	Median Sales (2000)	# of Sales (2001)	Median Sales (2001)	# of Sales (2002)	Median Sales (2002)	# of Sales (2003)	Median Sales (2003)	# of Sales (2004)	Median Sales (2004)
Sylvan Hills	72	83,055	81	93,810	124	108,010	131	119,160	85	122,830
Hammond Park	35	66,020	27	72,775	44	72,220	48	103,775	39	77,535
Perkerson	30	82,115	26	97,270	29	94,570	19	92,570	10	103,500
Capitol View	48	76,400	77	101,725	69	120,895	93	140,325	63	120,285
Capitol View Manor	14	106,115	16	113,255	17	122,900	22	128,245	12	128,145
Overall	199	79,935	227	95,760	283	105,105	313	122,115	209	112,990

Source: TRW REDI 2000-2004

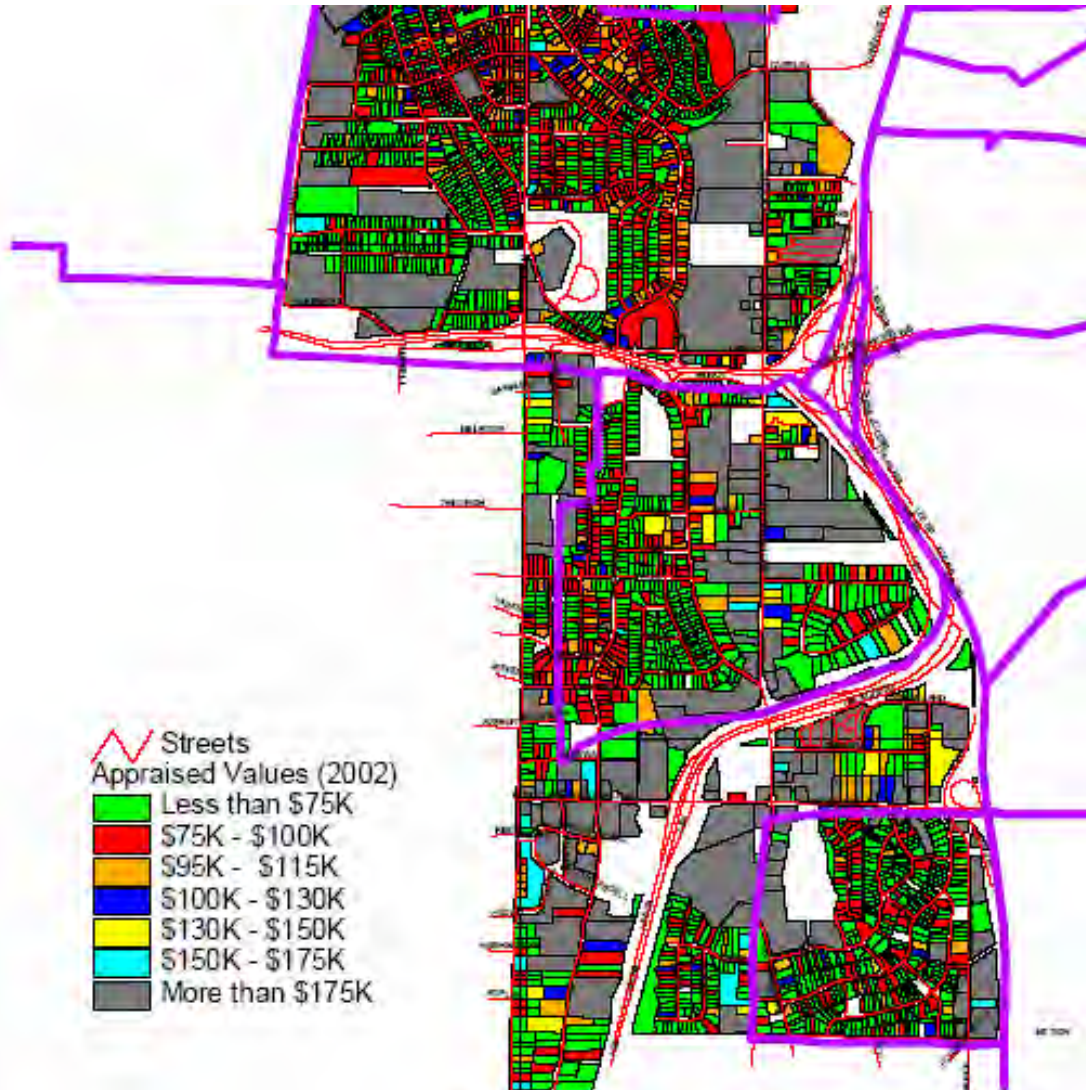
Nearly half (47.4%) of all of NPU-X's housing stock was renter-occupied in 2004. The rental occupancy for single-family properties in NPU-X was 26.3%. Capitol View has the highest single-family rental occupancy of 42.6% and the lowest median family income (\$27,600) within the NPU. Perkerson, which had the lowest single-family rental rate of 9%, possesses the second-highest overall rental rate of 55.3%.

Housing Occupancy

Neighborhood	Housing Units	Owner Occupied	Renter Occupied	Percentage Renter Occ	# of SF Hsg Units	# of Rented SF Units	% of Rented SF Units
Hammond Park	1178	337	709	60.2%	431	94	21.8%
Sylvan Hills	2148	1090	974	45.3%	1504	414	27.5%
Capitol View	960	429	344	35.8%	748	319	42.6%
Capitol View Manor	318	240	58	18.2%	295	55	18.6%
Perkerson	1234	525	683	55.3%	577	52	9.0%
Totals	5838	2621	2768	47.4%	3555	934	26.3%

Source: Fulton County Tax Assessors Office 2004

Appraised Property Values (2002)



Retail Market Conditions

Metropolitan Parkway within the Oakland City/ Lakewood LCI study area has diverse commercial uses. The intersection of Dill and Metropolitan contains a once thriving historic neighborhood retail node and others are scattered at major local intersections. The Crossroads Shopping Center is a failing strip mall that was a prime source of shopping in the area twenty years ago. South of Langford Parkway along Metropolitan are numerous auto dealerships and auto auctions. Many of the vacant lots are scattered throughout the study area mostly concentrated in the single-family residential neighborhoods. The Kroger Citi-Center located at Metropolitan and Cleveland Avenue is one of the highest selling Kroger grocery stores in the area.

Existing Transportation Infrastructure

A reconnaissance survey was conducted to confirm the condition of existing transportation resources in the study area as documented by prior planning efforts. The following assessment further identifies existing and forecast deficiencies in the transportation network.

Regional Transportation Context

The transportation character of the metro-Atlanta region is dominated by private, single occupancy vehicle travel. The same is true of the study area; however, limited pedestrian facilities and public transportation presently serve as alternative transportation modes.

From a regional transportation perspective, the study area is centrally located and has relatively good access to three major cross-regional corridors (Interstates 85 and 75 as well as Lakewood Freeway). Though proximity to the Interstate system typically corresponds with prime development potential, properties in the shadow of major interchanges tend to be cut off from through traffic due to strict access limitations. Such is the case for several pockets of the study area. Further, the tremendous investments made in the regional system of interstates and freeways have served traffic which might otherwise have supported local retail along minor arterials such as Metropolitan Parkway.

Roadway Transportation Facilities

The study area includes segments of a full range of roadway classifications including interstates (I-85 and I-75), freeways (Lakewood Freeway / Langford Parkway / SR 166), arterials (Metropolitan Parkway and Cleveland Avenue), collectors (most notably Fair Drive), and several miles of local streets.

The dominant transportation feature of the study area is Metropolitan Parkway, formerly known as Stewart Avenue. Metropolitan Parkway runs 2.5 miles through the study area from the City of Atlanta limits (at the Hapeville City limit) northerly to approximately 800 feet beyond Casplan Street. The corridor accommodates several modes of transportation: automobiles, trucks, transit (busses), and pedestrians.

Metropolitan Parkway is a State Route (SR 3) as well as a Federal Highway (US 19/41). This route serves as a north-south alternative to Interstates 75 & 85 between downtown Atlanta and the Tri-Cities area of South Fulton County and is classified by the Georgia Department of Transportation (GDOT) as a "Minor Arterial." Though not formally designated as a truck route, significant truck traffic has reportedly been observed along this route through the study area.

South of its intersection with Old Jonesboro Road, Metropolitan Parkway is a two-lane facility. North of that intersection, it widens to four-lanes with various auxiliary lanes developed at major intersections. The posted speed is 45 miles per hour. In terms of topography, the route has very little horizontal curvature but the vertical profile includes significant elevation changes. Thus, the route provides numerous vistas but also encourages high speeds, especially on straightaway, downhill stretches.

Segments of Metropolitan Avenue (between Cleveland Avenue and I-85) and Cleveland Avenue (between I-85 and I-75) serve as the primary routes accommodating trips between the interstate system and local street network. Thus, Metropolitan Parkway experiences very different levels of automobile transportation north and south of Cleveland Avenue.

The following table summarizes traffic counts along three segments of Metropolitan Parkway in the study area.

Average Annual Daily Traffic (AADT)
Metropolitan Parkway

Segment (south to north)	Year			
	1999	2001	2003	2005
City of Hapeville to Cleveland Avenue	12,138	7,600	5,505	5,510
Cleveland Avenue to Fair Drive	33,969	18,296	17,860	16,990
Fair Drive to University Avenue	24,479	25,657	15,641	16,530

Source: Georgia Department of Transportation

These figures suggest that the southernmost segment of this route (from the City of Hapeville to Cleveland Avenue) experiences relatively light volumes on average. Note also that traffic along this route has decreased significantly over time but appears to have leveled off in recent years.

Following are major intersections along Metropolitan Parkway within the study area:

- Old Jonesboro Road ;
- Cleveland Avenue ;
- I-85 access ramps ;
- Perkerson Road ;
- Langston Drive (access to Lakewood Freeway eastbound) ;
- Lakewood Avenue (access to Lakewood Freeway westbound) ; and
- Fair Drive.

Prior planning efforts identified the segment of Metropolitan Pkwy between Connell Road and Perkerson Road (including I-85 access ramp intersections) as particularly problematic for not only traffic operations but also pedestrian and vehicular safety.

Other major interchanges and intersections in the study area include:

- Cleveland Avenue @ I-85 ;
- Cleveland Avenue @ I-75 ;
- Cleveland Avenue @ Old Hapeville Road ; and
- Lakewood Freeway @ Lakewood Way / Macon Drive.

Upon review of the ARC's regional transportation model (part of the Regional Transportation Plan), the following surface street segments in the study area (not including interstates or

freeways) were identified as presently experiencing an unacceptable level of congestion at the PM peak hour (2005 RTP model, listed in order of severity):

- Cleveland Avenue between I-75 and Old Hapeville Road ;
- Lakewood Avenue between Macon Drive and Claire Drive ;
- Metropolitan Parkway between Cleveland Avenue and I-85 ; and
- Cleveland Avenue between Metropolitan Parkway and I-85.

These findings support reported field observations that volumes along most of Metropolitan Parkway do not presently exceed its capacity and that congestion levels along this route are generally tolerable to the community during peak periods of traffic.

Despite planned improvements, the following additional surface street segments in the study area are forecast to deteriorate to unacceptable level of congestion at the PM peak hour in the future (2030 RTP model):

- Metropolitan Parkway between I-85 and Casplan Street ;
- Lakewood Avenue between Lakewood Freeway access and Metropolitan Parkway ;
- Pryor Road and Lakewood Way between Claire Drive and Lakewood Freeway access ; and
- Metropolitan Parkway south of Old Jonesboro Road.

Upon review of historic accident data obtained from GDOT, the following road segments and intersections were identified as particularly accident prone (the number in parentheses signifies total number of accidents that took place at the designated location from 2002 to 2004):

- Metropolitan at I-85 southbound access ramp (171);
- Cleveland Avenue @ Old Hapeville Road (107);
- Lakewood Freeway @ Lakewood Way / Macon Drive (61);
- Metropolitan Parkway between Lakewood Avenue and Casplan Street, less than ¾-mile segment (397); and
- Metropolitan Parkway between Perkerson Road and Pegg Street less than 1/4th-mile segment (134).

Prior planning efforts identified the following intersections as requiring significant upgrades and/or signal timing coordination plans:

- Metropolitan Pkwy at I-85 southbound access ramp (presently stop-controlled, possibly warrants auto and pedestrian signalization due to visibility and safety concerns); and
- Metropolitan Pkwy at Cleveland Avenue (may warrant signal timing optimization, improved grades, and protected left turn phasing).

Alternative Transportation Facilities

Improvements to pedestrian facilities are required throughout the study area. Along arterials, pedestrians are not buffered from automotive traffic and sidewalks are typically in need of repair. Along local streets, sidewalks are typically absent.

There are currently no dedicated bicycle facilities serving the study area. Use of the existing roadways for bicycle transportation is difficult due to a lack of bicycle lanes or wide shoulders, no visible bicycle parking, no signage, and poor access control.

The Atlanta Regional Commission's 2003 Bicycle Suitability Map rates all major routes through the study area as "Difficult" for bicyclists including: Metropolitan Parkway, Cleveland Avenue, and

segments of Pryor Road. The map identified Brewer Blvd and Springdale Road as a preferable north-south bike route alternative to Metropolitan Parkway.

The Atlanta Regional Commission's 2002 Bike/Ped Plan identified Metropolitan Parkway for future bike lanes; however, such an improvement is not included in the long range regional transportation plan.

Public transit service in the area is provided by MARTA. The following routes serve the primary corridors through the study area:

- Route 95 - Hapeville / Metropolitan Pkwy (runs from Sunset Avenue in the City of Hapeville, the length of Metropolitan Pkwy through the study area, to West End rail station) ;
- Route 78 - Cleveland Ave (runs from Jonesboro Road south of I-285, the length of Cleveland Ave through the study area, to the Lakewood / Ft McPherson rail station) ;
- Route 93 - Sylvan Hills (runs from East Point rail station, serving stops along Metropolitan Parkway and Cleveland Avenue, to the Oakland City station) ; and
- Route 54 - Browns Mill (runs along the eastside of I-75 from Browns Mill area, along Macon Drive, to the Lakewood / Ft McPherson rail station).

Planned/Programmed Improvements

Numerous projects included in the Regional Transportation Plan (RTP) would significantly affect the study area. These projects are listed and described in the accompanying tables. The projects identified as "Programmed" are included in the 2006-2011 Transportation Improvement Program (TIP). The projects identified as "Long Range" are included in the 2030 Regional Transportation Plan (RTP).

Programmed Regional Projects (TIP)

Status	RTP ID	Title	Description	Completion Date	Primary Funding Source(s)
PROGRAMMED	AT-159	US 19/41 (METROPOLITAN PARKWAY) FROM US 19/41 (NORTHSIDE DRIVE) TO ATLANTA SOUTHERN CITY LIMITS	The construction of sidewalks on Metropolitan Parkway/Stewart Avenue from Northside Drive to the Atlanta City Limits. The sidewalks will improve pedestrian access to transit.	2007	Congestion Mitigation and Air Quality
PROGRAMMED	AR-911	US 19/41 (TARA BOULEVARD) ARTERIAL BUS RAPID TRANSIT (BRT) FROM CITY OF LOVEJOY TO MARTA EAST POINT STATION IN CITY OF ATLANTA	This project will provide for BRT service in the Tara Boulevard corridor. It will include transit priority at necessary signalized intersections and bus pull out lanes to enable faster running times for transit in this corridor.	2026*	Local Jurisdiction/Municipality Funds , FEDAID-2011-2030
PROGRAMMED	AT-AR-BP098	WEST END RAIL MULTI-USE TRAIL FROM SIMPSON ROAD TO PRYOR STREET	Construction of a multi-use trail in West End from Simpson Road to Pryor Road.	2008	STP - Urban (>200K) (ARC)
PROGRAMMED	AR-450A	BELT LINE MULTI-USE PATH - PHASE 1	This project will provide funds for the purchase of right of way for a multi-use trail and a fixed guideway transit line as well as the construction of the multi-use trail along the alignment in the northeast quadrant of the City of Atlanta.	2011	Local / Other , STP Urban (>200K) (ARC)
PROGRAMMED	AR-450B	BELT LINE MULTI-USE PATH - PHASE 2	This project will provide funds for the purchase of right of way for a multi-use trail and a fixed guideway transit line as well as the construction of the multi-use trail along the alignment in the southeast quadrant of the City of Atlanta.	2012	STP - Urban (>200K) (ARC), Local / Other
PROGRAMMED	AR-H-150	I-85 SOUTH HOV LANES FROM I-75/85 IN CITY OF ATLANTA TO RIVERDALE ROAD IN CLAYTON COUNTY	Addition of 1 HOV lane in both directions for 6 miles from the lower Connector split to Riverdale Road. Dedicated HOV-only ramps will be provided but have not been determined at this time. The HOV lanes will be barrier- separated with median breaks in certain locations to allow for ingress and egress from the HOV lanes as well as emergency vehicle access.	2020**	National Highway System, GRV BONDS (GARVEE Bond Program)

* PE is programmed for FY 2009

** PE is programmed for FY 2008, ROW is programmed for FY 2009

Long Range Regional Projects (RTP)

Status	RTP ID	Title	Description	Completion Date	Primary Funding Source(s)
LONG RANGE	AT-175	UNIVERSITY AVENUE FROM US 19/41 (METROPOLITAN PARKWAY) TO SR 54 (MCDONOUGH BOULEVARD)	Widen University Avenue from two to four lanes between McDonough Boulevard and Metropolitan Parkway/Stewart Avenue. This will relieve a bottleneck and improve traffic flow.	2015	FEDAID-2011-2030
LONG RANGE	AR-450C & AR-450D	BELT LINE MULTI-USE PATH - PHASES 3 & 4	TBD	2020	Local Jurisdiction/Municipality Funds
LONG RANGE	AT-AR-301	I-85 SOUTH NOISE BARRIERS FROM VIRGINIA AVENUE TO US 19/41 (METROPOLITAN PARKWAY)	TBD	2025	National Highway System, GRV BONDS (GARVEE Bond Program)
LONG RANGE	AR-451B1 & AR-451B2	INNER CORE TRANSPORTATION CORRIDOR - PHASE 2, SEGMENT 2 - TRANSIT SERVICE IN THE SOUTHEAST QUADRANT	TBD	2025	New Starts (50/50), Bus - New (80/20)

Planned/Programmed Local Improvements (CDP)

Additionally, the City's latest Comprehensive Development Plan (CDP) Update included intersection improvements and new/improved bicycle and pedestrian facilities planned in or through the study area. These projects are listed and described in the accompanying tables.

Project Category	ID No.	Project	Timeframe	Completion Date	Estimated Cost	Primary Funding Source(s)
Intersections	23	Metropolitan Pkwy (Stewart Avenue) intersection improvements	1 - 5 YEARS, 5-15 YEARS	2019	\$ 7,500,000	Annual Bond Fund / D.I. F., Federal
Bicycle Facilities	15	Cleveland Ave from City Limits to Jonesboro Road	5-15 YEARS	2019	\$ 1,752,000	Gen. Fund/ Federal
Pedestrian Facilities	28	Cleveland Ave. fr I-75 to Macon Dr.	1 - 5 YEARS	2009	\$ 450,000	General Fund, CDBG, D.I.F., Bond
Pedestrian Facilities	105	Metropolitan Parkway (formerly Stewart Ave) / SR3 from City Limits to Northside Drive	< 1 YEAR 1	2004	\$ 1,752,000	General Fund, CDBG, D.I.F., Federal

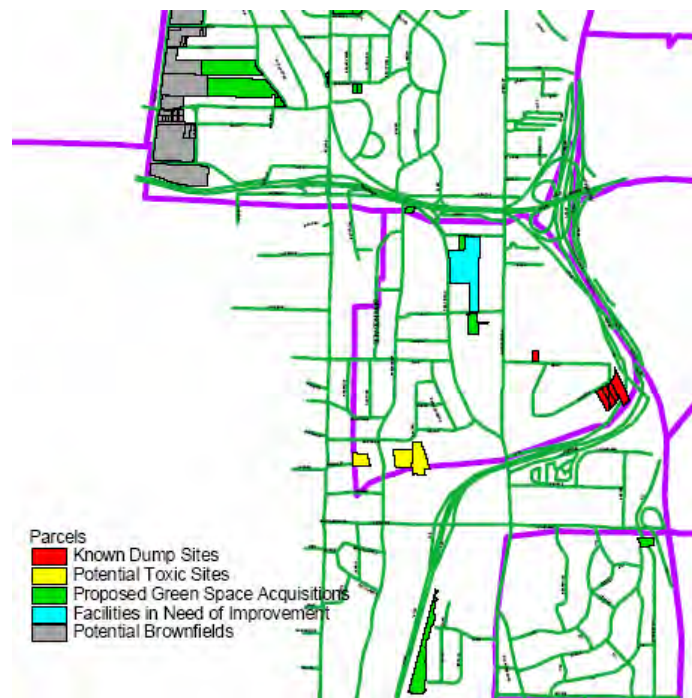
Crash Analysis

Accident data along major roads within the NPU-X Comprehensive Plan Study Area was obtained for a two-year period during 2002 and 2001 from the GDOT crash database. Significant accidents were reported at intersections of Lee & Sylvan, Sylvan & Murphy, Lee & Langford Parkway ramps, Metropolitan & Langford Parkway and Metropolitan & Cleveland.

Environmental Hazards and Illegal Dumping Recommendations

The uneven terrain in Neighborhood Planning Unit X along with numerous vacant lots and dead-end streets create opportunities for illegal dumping. Construction debris, tires, and garbage present health hazards to the community. There is a high probability that some of these dumpsites contain toxic hazardous material. This problem is most prevalent in Sylvan Hills and Capitol View, which are adjacent to the Murphy Avenue Industrial Corridor. Many brownfield sites are adjacent to abandoned or dilapidated buildings.

Environmental



Storm water Drainage Infrastructure Recommendations

Flooding occurs during periods of heavy rainfall at several locations in NPU-X. Flooding affects the flow of traffic through the community and frequently causes property damage to homes and businesses. Most of the properties in NPU-X have separated sewer and stormwater drainage systems. The headwaters of the South River Watershed are located in NPU-X. The widening of Interstate 85 between the Perkerson and Hammond Park neighborhoods had led to increased flooding most evident in the Roseland Cemetery. The flooding is principally due to the antiquated condition of the stormwater drainage system and is most evident in the South River Flood Plain. At present, the City has initiated efforts to reconstruct the 10th Ward Sewer Trunk that runs through Sylvan Hills.

D. Proposed Land Uses and Redevelopment Projects

Concept Plan

The redevelopment plan incorporates the various initiatives proposed in Stewart Avenue Redevelopment Plan, Oakland City/Lakewood LCI Study, Cleveland Avenue Corridor Study, NPU-X Greenspace Plan and the NPU-X Comprehensive Plan. The proposed Redevelopment Plan builds on these plans and expands some of the areas that offer future potential; the Metropolitan Parkway corridor stretch from Lakewood Freeway to Cleveland Avenue and also along Cleveland Avenue from Metropolitan Parkway to I-75. The Plan is consistent with the two nodes, namely, Crossroads Plaza at Metropolitan Parkway and Lakewood and Kroger Citi-Center at Cleveland and Metropolitan Parkway as recommended in Oakland/Lakewood LCI and the Cleveland Avenue Corridor Study.

The vision for the corridor is to have viable retail along the corridor with other uses and residential above and behind. The intent is to provide for a mix of uses that can create a sustainable community. Residential choices are critical, hence an array of various housing types are envisioned within the redevelopment plan; condos, apartments, town homes, live/work, soft lofts and single family. Assisted and senior living is recommended to support the full life-cycle housing. The retail would constitute a combination of the chain stores (big boxes), local businesses, and a variety of bars and restaurants. There is viable potential for recreational activities; movie theaters, bowling alley and others. In addition community and neighborhood services such as grocery, pharmacy, bank, post office and others viable and needed to support the vision.

The redevelopment plan also leverages various other significant amenities that exist in and around the corridor; Lakewood Amphitheatre, Perkerson Park, proposed Beltline, Gilbert House, and the various schools/colleges. The plan proposes to connect these various activity areas with multi-path trail and enhanced streets/sidewalks, and green spaces. This will allow for multiple modes of transportation to get around these facilities. In addition the connectivity between these will help the economic activity in the area for local businesses. Small pocket parks and gateways are also suggested to enhance the corridor and prominence to the community at various points. Some of these pocket parks could be used for multiple activities including fairs.

Analysis of Area Strengths and Opportunities

Strengths

- Located in close proximity to Atlanta Hartsfield-Jackson International Airport, Downtown, and Midtown amenities and employment centers.
- Accessibility to the study area is provided by I-85, I-75, Langford Parkway, multiple arterials, and MARTA bus routes.
- Heavily utilized bus routes serve the corridor
- Single-family neighborhoods have a strong architectural character to build upon
- Fort McPherson employees, represent a market audience for retail at MARTA Stations

- Opportunity to draw from neighborhood for local and regional retail services at MARTA stations and along Metropolitan Parkway
- Household incomes on the rise
- Some residential development is already occurring near the study area.
- Land in the study area is comparatively more affordable than land in other areas of the City.
- Area offers a variety of housing types as well as housing price ranges.
- Reasonable proximity to the Atlanta BeltLine provide greenway and trailway opportunities for area residents.

Opportunities

- Exceptional access to I-75 and I-85 with their collective large potential consumer base.
- Development in the area benefits from proximity to amenities and employment centers.
- Limited land available in other areas.
- Unique opportunity to create a critical mass for development due to the large number of vacant properties and buildings.
- Proximity to the Atlanta BeltLine provides a great opportunity for recreational activities with the implementation of the Greenway Acquisition Project.
- Relatively affordable land creates the opportunity to develop affordable housing, mixed-income, and mixed-use development.
- Opportunity for medium to high-density residential development in certain areas.
- Opportunities to re-use and adapt some of the older buildings to alternative uses.
- New financing tools to clean up abandoned industrial sites provide opportunity for redevelopment.

Implications for Land Uses

Residential

The Metropolitan corridor is ideally suited to take advantage of trends which favor living closer in to the City's urban core. The area is served by two MARTA Stations, convenient to I-85, and served by several parks and recreational areas. Opportunities for new development have been created for infill housing, vacant and underutilized parcels. Consequently, there has been significant new residential construction activity in the area. These include:

- Brookside Park (Norsouth Corp.): 200 apartments and 30 single-family homes along Metropolitan Parkway north of Lakewood Avenue;
- Columbia at Sylvan (Columbia): 200 apartments on former Ft McPherson MARTA Station parking lot;
- Crescent Hills (CAMP): 400 substandard apartments undergoing complete renovation near intersection of Cleveland Avenue and Metropolitan Parkway.

Retail

As far back as the 1996 Stewart Avenue Master Plan, city officials and residents envisioned a revitalized corridor featuring enhanced retail and commercial uses, complementary public improvements, and accessible new housing. Recommendations for new and improved retailing opportunities focused on key nodes, such as Dill Avenue, Crossroads and Cleveland Avenue,

would result in expanded retailing, more responsive to local consumer interests, and likely to generate new job growth.

Office

Local serving office development is a longer term opportunity, linked to the successful development of the residential market. As new households move into the area, they will be the primary source of demand. New tenants are likely to be those currently operating in older space, operating from converted residential space, and to a lesser extent, office tenants who relocate from other areas. New office development is most likely to occur in the nodes and as part of any mixed use development projects.

Industrial

Industrial employment may also play an important role in stabilizing the area as a source of employment and ongoing economic vitality. Proximity to and linkages with the Fulton Industrial Corridor add to the likelihood of the area's success in attracting manufacturing, warehousing and distribution jobs. The 2004 Redevelopment Plan emphasizes the critical need to find an appropriate balance between maintaining and "growing industrial employment while at the same time encouraging residential and commercial development. "

Activity Centers Concept

This TAD Redevelopment Plan builds upon the market strengths and trends of the Metropolitan Parkway area by focusing on four basic "activity nodes" that offer significant potential for redevelopment, contingent upon the availability of the various incentives and public improvements that the TAD will bring to the area. The activity centers are identified as development "nodes," descriptions of which follow.

Node A: Crossroads Center

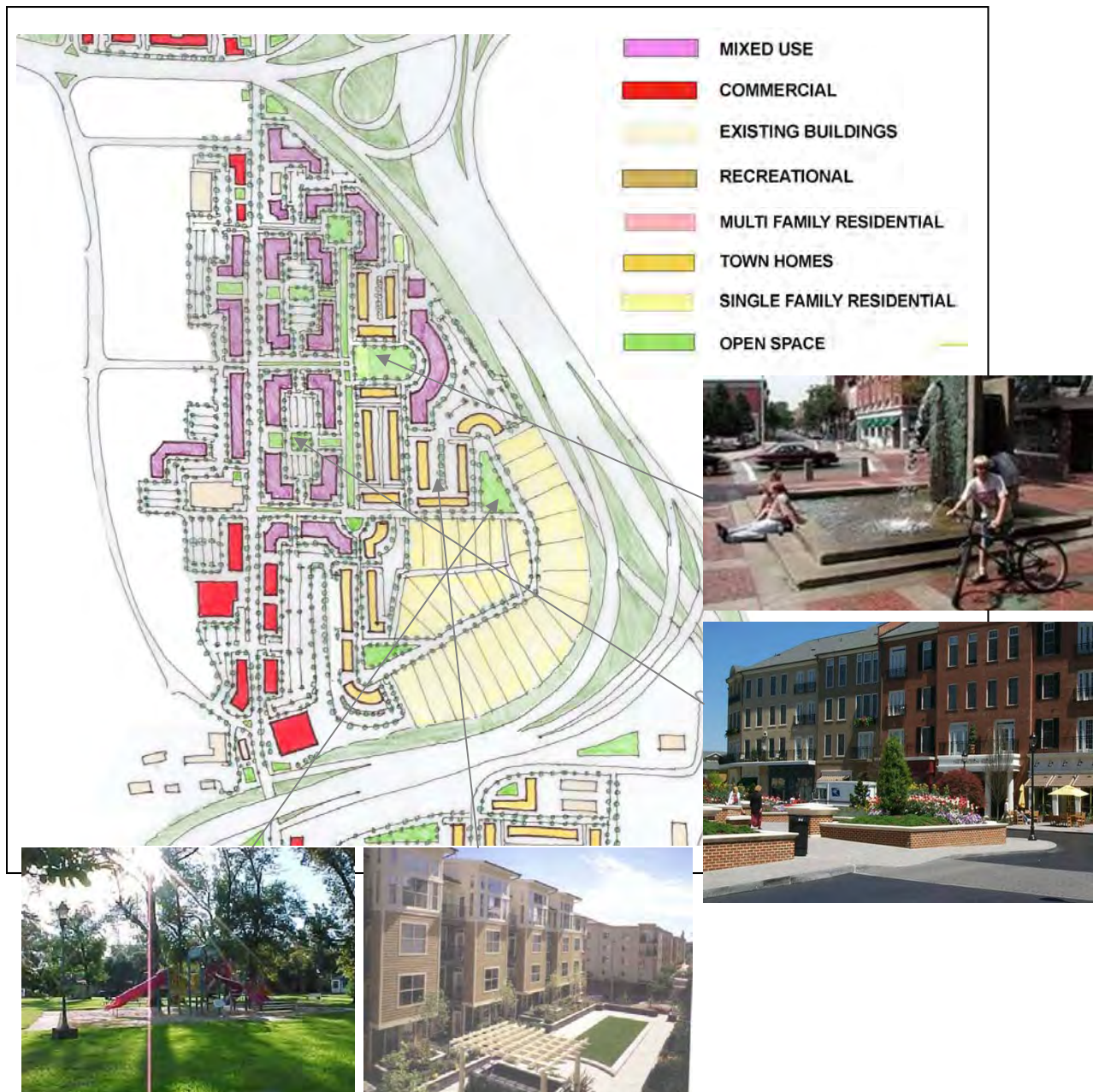
This node is located at intersection of Metropolitan Parkway and Lakewood Freeway. This consists of parcels along Metropolitan Parkway from Casplan Avenue to Lakewood Freeway over bridge (see map below). The node will contain an array of uses and activities that would redevelop the corridor and provide for various amenities that are needed by the community. This would include redevelopment of existing Crossroads Plaza retail and additional new development that would include mixed-use; retail, commercial, residential with various housing types (condos, apartments and town homes) and entertainment/recreational uses. These would be 4-5 story buildings. All of the buildings are envisioned to front the Metropolitan Corridor with spacious sidewalks and streetscape with street furniture. This would also include a multi-path trail/greenway as suggested in the Oakland City/Lakewood LCI that would connect Perkerson Park and the proposed Beltline. This node would include public spaces, well design streetscape and urban design elements with landscape and open spaces/pocket parks.

Node A: Crossroads Center



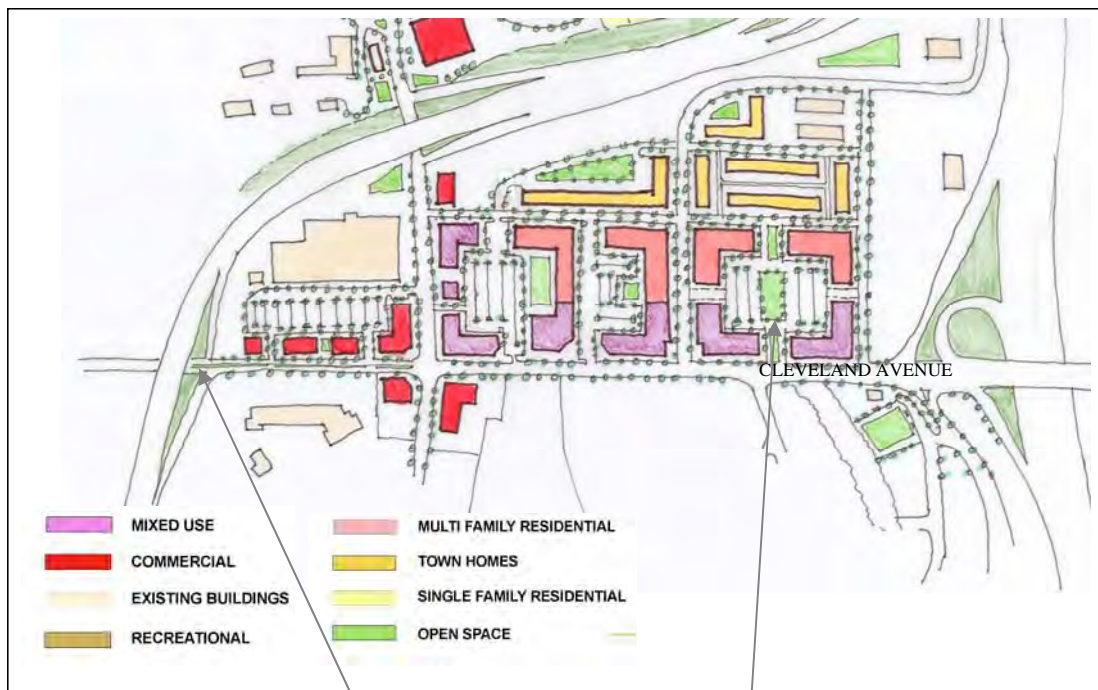
Node B: Metropolitan Village District

This node stretches from Lakewood Freeway to the edge of I-85 Freeway. This would encompass the entire area east of Metropolitan Parkway to the I-85 Freeway and parcels that front Metropolitan Parkway on the west side except a few. This node is proposed for MRC-2 in the NPU-X Comprehensive Plan. It would provide for an array of uses; retail along Metropolitan Parkway with residences/office above and mixed uses behind and residential (condos, apartments, townhomes, lofts, and single family) with various types and densities. This node would include pocket parks that would serve the community. This node would consist of 4-5 story buildings with well articulated urban design elements and architecture. Store fronts would encourage local businesses. Well connected street network, traffic calming and sidewalks would provide for a pedestrian friendly environment.



Node C: Cleveland Avenue "Gateway" District

This node is located at the intersection of Cleveland Avenue and Metropolitan Parkway. This node is smaller than Node A and B. This node includes the Kroger Citi Center and the parcels around the intersection. The node would include redevelopment of Kroger City Center complex with liner buildings along Cleveland Avenue to enhance the pedestrian experience and urban aesthetic quality. The buildings at the intersection are suggested to front the street and create a vibrant intersection/node. The improvements would include streetscape, traffic calming, sidewalks, paved crosswalks, art work and landscaping. This would be a gateway to the corridor as well as entry way to East Point to the west. The improvements to this node include the recommendations made in the recently completed Cleveland Avenue Corridor Study. This node includes the K-Mart center on Cleveland Avenue to the east of I-75. The node includes existing K Mart and additional retail that front Cleveland Avenue. Parking is recommended behind the buildings.



K-Mart Center Redevelopment Concept



Node D: Lakewood Park

An additional development node encompasses the entire Lakewood Fairgrounds area, including the HiFi Buys Amphitheater. While taxable residential and commercial development can be a part of the future use of this valuable city and community asset, it is envisioned that the area become a major public park and gathering space for festivals, concerts, exhibits and events. The existing amphitheater can provide a viable foundation for establishing Lakewood



Park as Atlanta's major central city-southside park, functioning much as Piedmont Park does. Additionally, portions of the overall park offer opportunities for both residential and retail development.

This TAD Redevelopment Plan has the flexibility to incorporate future Lakewood Park planning recommendations, including those of a comprehensive plan recently commissioned by the City.

Recommended Change to Existing Zoning Districts

It is recommended that all of the parcels currently zoned C-2 within the NPU shall be rezoned as Mixed Residential Commercial (MRC) Quality of Life Zoning Districts. All C-2 and OI zoned parcels on both sides of Metropolitan Parkway between the Lakewood Freeway and Deckner Avenue, as well as all parcels located north of Pegg Road and east of Metropolitan Parkway to be rezoned MRC – 3 to encourage the redevelopment of the substandard Lakewood Plaza. It is recommended that the area bound by Fair Drive, Metropolitan Parkway and the Lakewood Freeway off ramp be rezoned from C-2 and R-4 to the Multi-Family – 3 Quality of Life District to support the current construction of the Brookside Park development and to preserve the existing single family housing community.

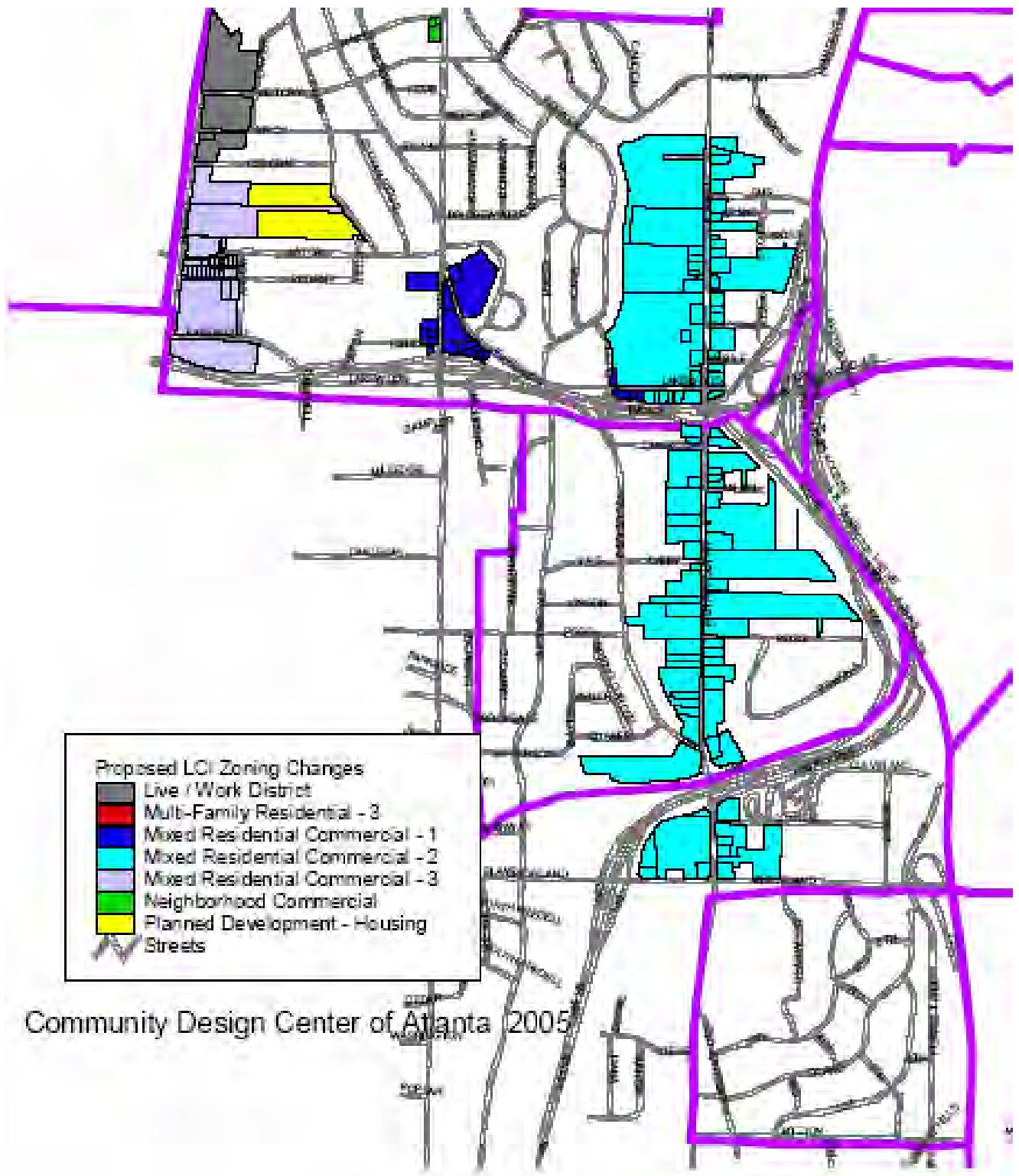
The remaining C-2 zoned properties along Metropolitan Parkway (from Lakewood Freeway to Mt Zion Road) and Cleveland Avenue (from Springdale Road to Interstate 75) are recommended to be rezoned MRC-2 to encourage new development on underutilized parking lots and abandoned retail properties. The area bounded by Cleveland Avenue, Interstates 75 and 85 are recommended to be rezoned from C-1, C-2, I-1, RG-2 and R-4 to the Multi-Family – 3 Quality of Life District to support the development of new affordable housing and preserve the existing multi-family housing community.

All of the parcels currently zoned I-1 (light industrial) or I-2 (heavy industrial) are recommended to be designated Live / Work Quality of Life Districts. The Live / Work zoning category will encourage the development of housing and commercial services within underutilized industrial districts. This zoning designation would be concentrated along the Murphy Avenue corridor, with an emphasis on the Lakewood and Oakland City MARTA Stations and their parking and station entrances on Murphy Avenue. The blockface bound by Division Street, Dill, Murphy, and Arden Avenues is recommended to be rezoned Multi-Family – 3 for the development of senior housing adjacent to the Oakland City MARTA Station.

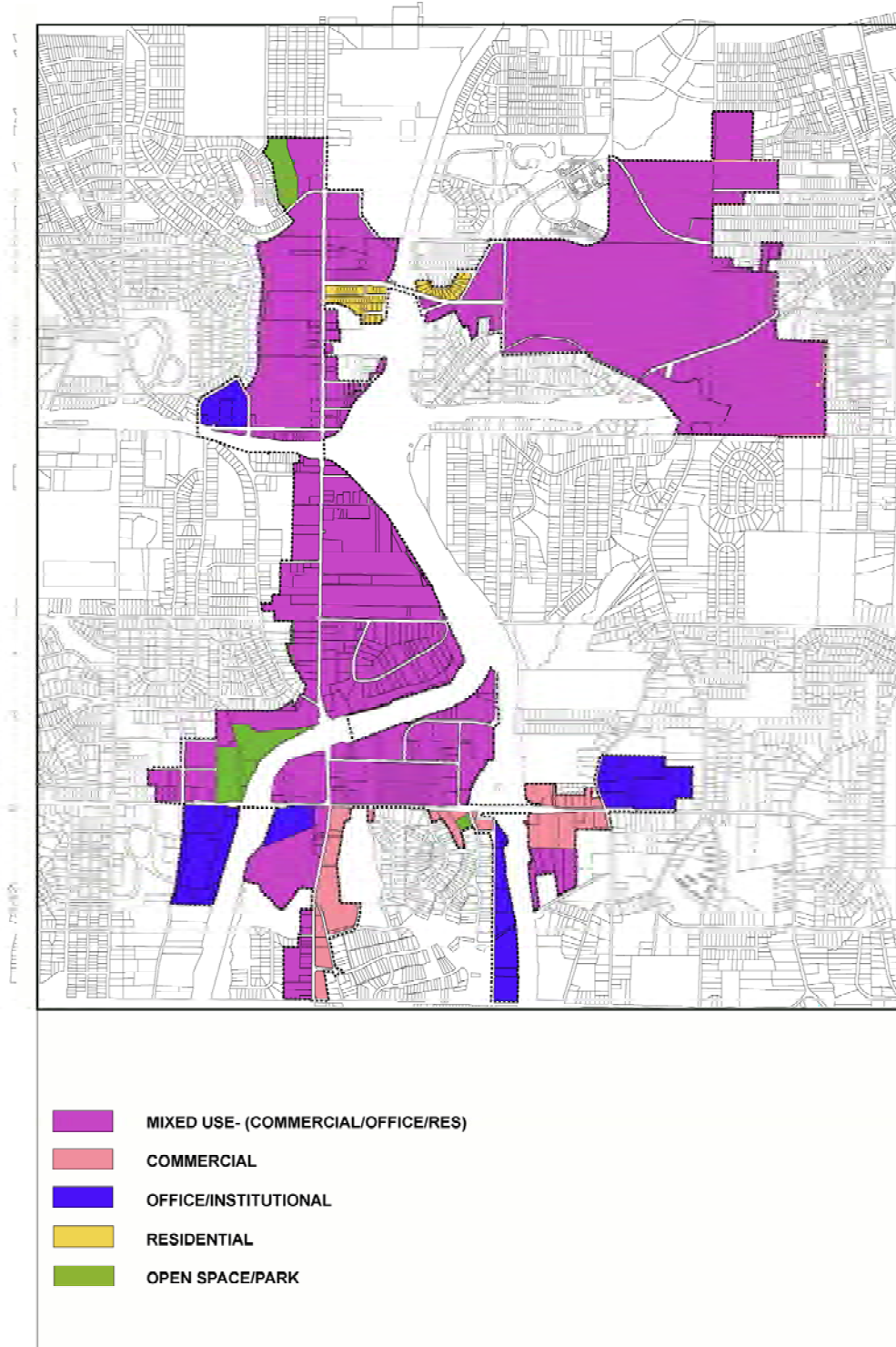
Parcels within the NPU which have been designated RG-4 (Lakewood Christian and Trinity Christian) are recommended to retain their current zoning. The residential developments on Sylvan Road near the intersection of Perkerson Road (Sylvan Circle) are recommended to be rezoned from RG-2 to the Multi-Family – 2 Quality of Life District to preserve an existing supply of affordable and well-maintained housing within the NPU. The preexisting multi-family developments in the Hammond Park community such as Crescent Hills, Mt Zion and Beeler are recommended to be rezoned from RG-2 to the Multi-Family – 3 Quality of Life Zoning District to preserve the current stock.

Capitol View, Capitol View Manor, and Sylvan Hills have are nodes of commercial development zoned C-1 at the intersections of Dill Avenue @ Sylvan Road, Dill Avenue @ Metropolitan Parkway, and Sylvan Road @ Victory Drive. These nodes contain several historic structures and vacant lots. It is recommended that these nodes be rezoned as Neighborhood Commercial Districts that can better to preserve existing retail services and encourage the introduction of new commercial services.

Proposed Zoning Changes



Proposed Land Uses



METROPOLITAN PARKWAY TAD STUDY - RECOMMENDED LAND USES



Vacant and/or Tax Delinquent Properties

Land assemblage and clear title are among the most time-consuming, expensive and prohibitive steps for development activity in the area. Fortunately, the study area has 43 vacant parcels of land constituting 32.4 acres that have been identified as tax delinquent through 2002 (see Exhibit XX in Appendix A). This situation presents an opportunity for the community, as tax delinquent properties can be more easily acquired and assembled. The Community Development Corporation (CDC) that will be formed through the Perry/Bolton Tax Allocation District (TAD) will play a vital role in the acquisition and redevelopment of tax delinquent and otherwise vacant property through the Atlanta/Fulton Land Bank Authority or other means of purchase that will allow removal of tax liens to allow for clear titles.

Brownfield Redevelopment

A brownfield property is "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." On January 11, 2002 President Bush signed into law the Small Business Liability Relief and Brownfields Revitalization Act (Public Law 107-118; H.R. 2869). It expands the Environmental Protection Agency's (EPA) Brownfields program, boosts funding for assessment and cleanup, enhances roles for State and Tribal response programs, and clarifies Superfund Liability.

The City of Atlanta has created the Brownfields Resource and Information Center (BRIC), which is a program that addresses brownfield environmental issues that impede residential, commercial and industrial redevelopment efforts in City neighborhoods. Uses that may cause brownfield conditions are dry cleaning facilities, which typically use chemicals such as chlorinated solvents that are known to be hazardous, tire sales and service, funeral homes, truck storage facilities/truck stops, metal works, gasoline service stations and land fills. BRIC addresses the sustainability and livability of these redevelopment projects while considering how the projects fit in with the Department's overall goals. Properties thought to be brownfields can be identified and tested through BRIC. BRIC can also assist in the allocation of funds for the remediation of brownfield sites.

Long-time residents are often the best source for information concerning possible brownfields. This plan recommends that efforts by neighborhood groups and the Norwest Business Association to identify and revitalize brownfields be supported.

Existing Programs

In addition to the proposed Tax Allocation District, several Economic Development Programs currently exist in and around the study area. Those with geographical ties are the Perry/Bolton Tax Allocation District, Northwest Redevelopment Area, and the Renewal Communities program. Projects near the study area have also received Urban Enterprise Zone status.

Committee was formed to advise the City and ADA on redevelopment projects to be funded by proceeds of Perry/Bolton TAD bonds and other redevelopment funds. The Northwest Redevelopment Area includes the Perry/Bolton TAD and is a City-designated Redevelopment Area. Within the study area, the TAD stretches from Holly and Francis Streets to the east to North Eugenia to the West.

Renewal Communities

Established by the 2000 Community Renewal Tax Relief Act, the Renewal Community Initiative encourages public-private collaboration to generate economic development in 40 distressed

communities around the country. This program replaces the Empowerment Zone program. Areas in Atlanta, including much of the study area, will receive regulatory relief and tax breaks to help local businesses provide more jobs and promote community revitalization. The City of Atlanta will utilize tax credits, tax deductions, capital gains exclusions and bond financing in this effort. The Federal Department of Housing and Urban Development (HUD) is responsible for the administration of this program on a national level, while the Atlanta Neighborhood Development Partnership (ANDP) is responsible for administering the program for the City of Atlanta.

Urban Enterprise Zones

The City of Atlanta's Urban Enterprise Zone (UEZ) program is a joint program with Fulton City, which was authorized for creation by the Georgia General Assembly in 1983. The program is currently being modified to improve administration. The purpose of the UEZ program is to encourage private development and redevelopment in areas of the City or on sites which otherwise would unlikely be developed due to the existence of certain characteristics of the area or site.

An applicant files an application with the Bureau of Planning to request that an "urban enterprise zone" (UEZ) be designated for a specific property that is located in a depressed area in order to obtain certain economic advantages for the development or rehabilitation of that property. The economic advantages may include the abatement of a substantial portion of the ad valorem property taxes by the City of Atlanta and Fulton City during the first ten years of the life of the development project, as well as the waiver of the payment of development impact fees by the City.

In return for allowing tax abatements (tax waivers and reductions) on the properties, the City seeks to benefit its citizens by improving the urban landscape and economic health of the neighborhood in which each property is located. This may, in turn, stimulate the development or redevelopment of other nearby properties that are located within distressed areas.

Private Development Projects

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

The following Development Program is based upon the assessments of the 2003 Metropolitan Redevelopment Plan and accompanying RCLCo market study, the recently-completed 2005 *Revitalization Incentives for Underserved Areas*, development and landowner interest identified during the preparation of this TAD Redevelopment, a number of key household, income and spending preference indicators, as well as current market conditions and trends described in detail in the market analysis in the "Demographic Findings, Market Conditions and Market Trends" section.

The recommendations regarding private development that may be shaped and/or supported by public incentives and initiatives are summarized in the following chart:

City of Atlanta TAD#9:
Metropolitan Parkway Redevelopment Plan and Tax Allocation District

PRIVATE DEVELOPMENT					
Site/Node	Retail SF	Office SF	Townhomes	Multi-family Rental	Multi-family Condo
Crossroads Center	100,000	25,000	100	300	200
Metropolitan Village	75,000	25,000	200	700	100
Cleveland Gateway	450,000	50,000			
Lakewood Park	50,000		200	200	200
TOTALS	675,000	100,000	500	1,200	500

The timing of development in each node is projected as follows:

1 CROSSROADS CENTER		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail		100,000	-	-	-	-	100,000
Local Office		25,000	-	-	-	-	25,000
Industrial		-	-	-	-	-	-
Townhomes		100	-	-	-	-	100
Multifamily Condominiums		200	-	-	-	-	200
Multifamily Apartments		300	-	-	-	-	300
Single-Family Detached Housing		-	-	-	-	-	-

2 METROPOLITAN VILLAGE DISTRICT		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail		37,500	37,500	-	-	-	75,000
Local Office		12,500	12,500	-	-	-	25,000
Industrial		-	-	-	-	-	-
Townhomes		100	100	-	-	-	200
Multifamily Condominiums		50	50	-	-	-	100
Multifamily Apartments		350	350	-	-	-	700
Single-Family Detached Housing		-	-	-	-	-	-

3 CLEVELAND GATEWAY CORRIDOR+C123		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail		450,000	-	-	-	-	450,000
Local Office		50,000	-	-	-	-	50,000
Industrial		-	-	-	-	-	-
Townhomes		-	-	-	-	-	-
Multifamily Condominiums		-	-	-	-	-	-
Multifamily Apartments		-	-	-	-	-	-
Single-Family Detached Housing		-	-	-	-	-	-

4 LAKEWOOD PARK		2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail		30,000	20,000	-	-	-	50,000
Local Office		-	-	-	-	-	-
Industrial		-	-	-	-	-	-
Townhomes		120	80	-	-	-	200
Multifamily Condominiums		120	80	-	-	-	200
Multifamily Apartments		120	80	-	-	-	200
Single-Family Detached Housing		-	-	-	-	-	-

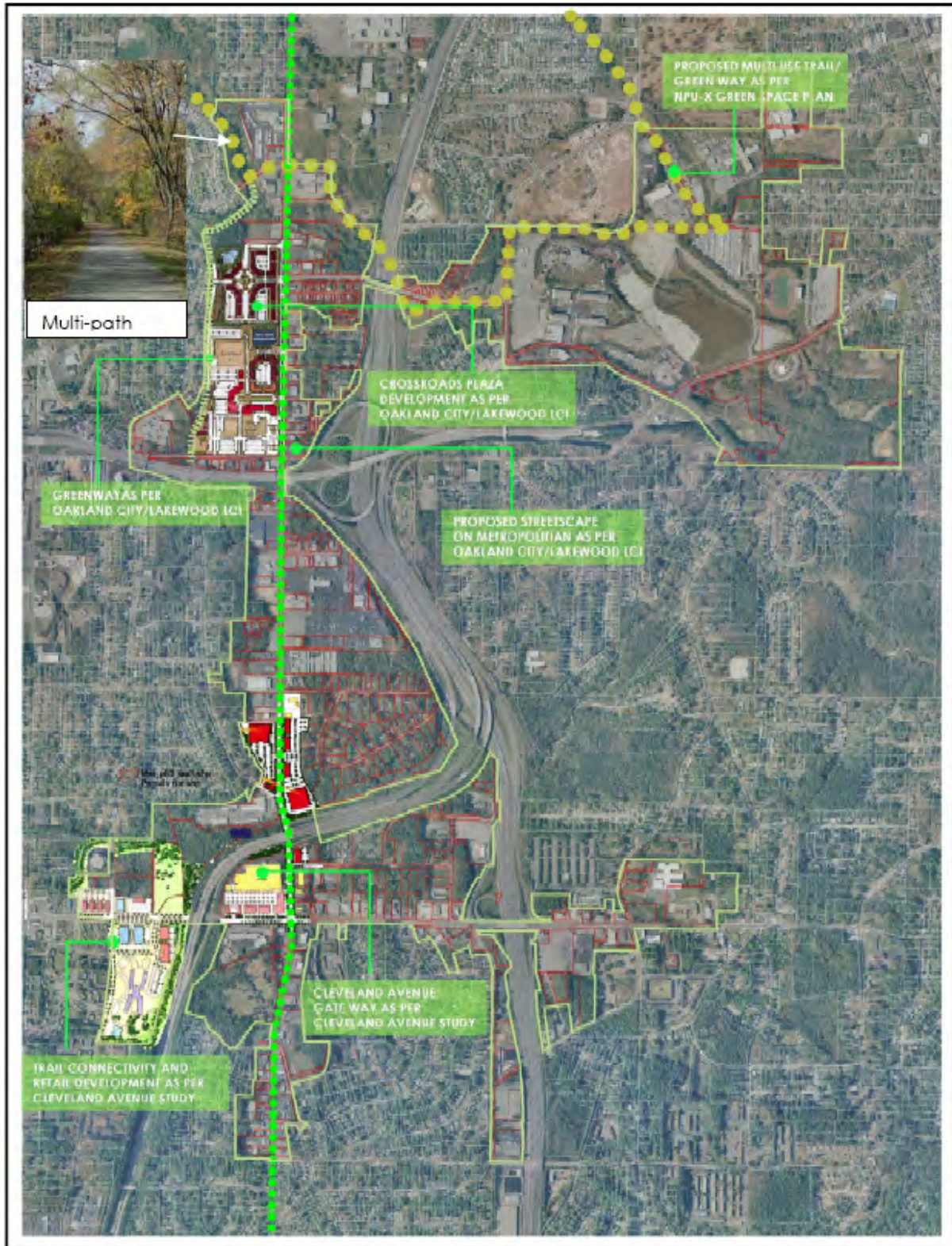
Metropolitan Parkway Development Plan: Private Development



Metropolitan Parkway Development Plan: Development Nodes



Metropolitan Parkway Development Plan: Development Initiatives



The individual projects are projected to occur over a five-to-ten-year period starting in 2009, the third year of the TAD.

The Private Development Program will have the added benefit of creating or retaining approximately 2,650 permanent full-time jobs, as well as approximately 2,380 full-year construction jobs.

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

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

Public Redevelopment/Improvement Projects

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

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

ESTIMATED COSTS OF PUBLIC IMPROVEMENTS	
<i>Type of Improvement</i>	<i>Total Estimated Cost</i>
Sidewalks & Streetscapes	\$ 11,238,800
Parks & Trails	\$ 12,434,020
Drainage Improvements	\$ 507,500
Roadway Improvements	\$ 1,560,000
Intersection Improvements	\$ 1,925,000
Gateway Features	\$ 1,313,900
TOTAL	\$ 28,979,220

Improvements to public infrastructure and community facilities are needed throughout the Metropolitan Parkway area. In some circumstances, these can be privately funded in

conjunction with new development or redevelopment. However, many improvements will need to be completed with public funds. The recommended public improvement projects are divided into three general categories:

Greenspace & Recreation

CAMP, Inc. commissioned Sizemore Group to prepare a Green Space Plan for the NPU-X community within the City of Atlanta. This study is sponsored by The Arthur M. Blank Family Foundation and CAMP, Inc. The goal of the study is to preserve and enhance the green space within the community, provide recreational amenities for the community and improve the quality of life.

Goals

- To acquire green space
- To identify projects for implementation
- To increase park, play grounds, open space, recreational amenities, trails for the neighborhood activities
- To improve connectivity and pedestrian walkability of the neighborhood
- To improve public safety
- To Integrate LCI initiatives
- To improve the image of the community

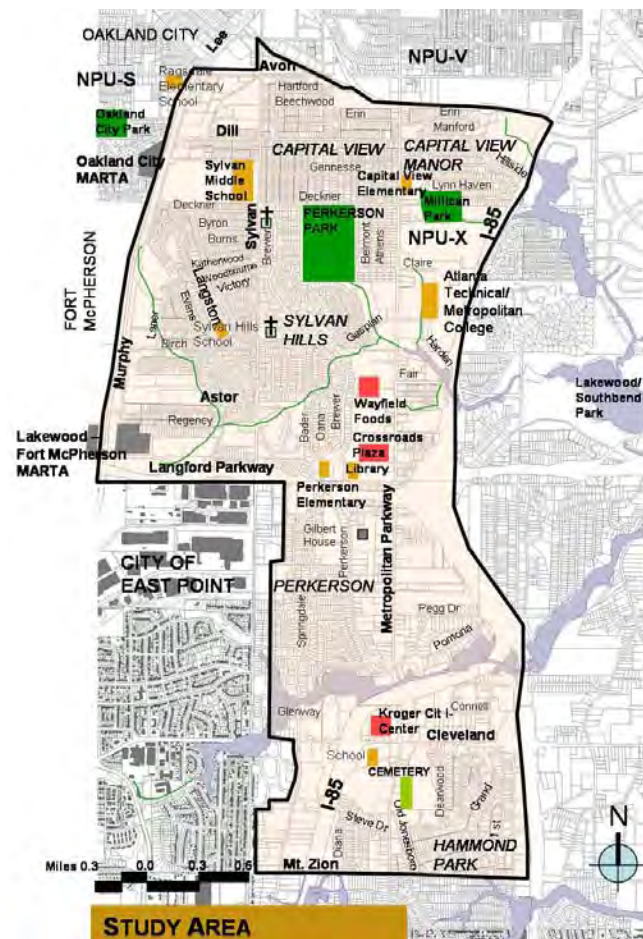
Study Area

The study area is the NPU-X boundary as defined by the City of Atlanta. The NPU-X community is located in the southwest corner of City of Atlanta. The study area is bound by interstate 85 to the east, Mt. Zion Street and City of East Point to the south, rail tracks (beltline) to the north and Murphy/Lee Street to the west.

Major arterial streets are Metropolitan Parkway running across the community north-south and Langford Parkway running east-west.

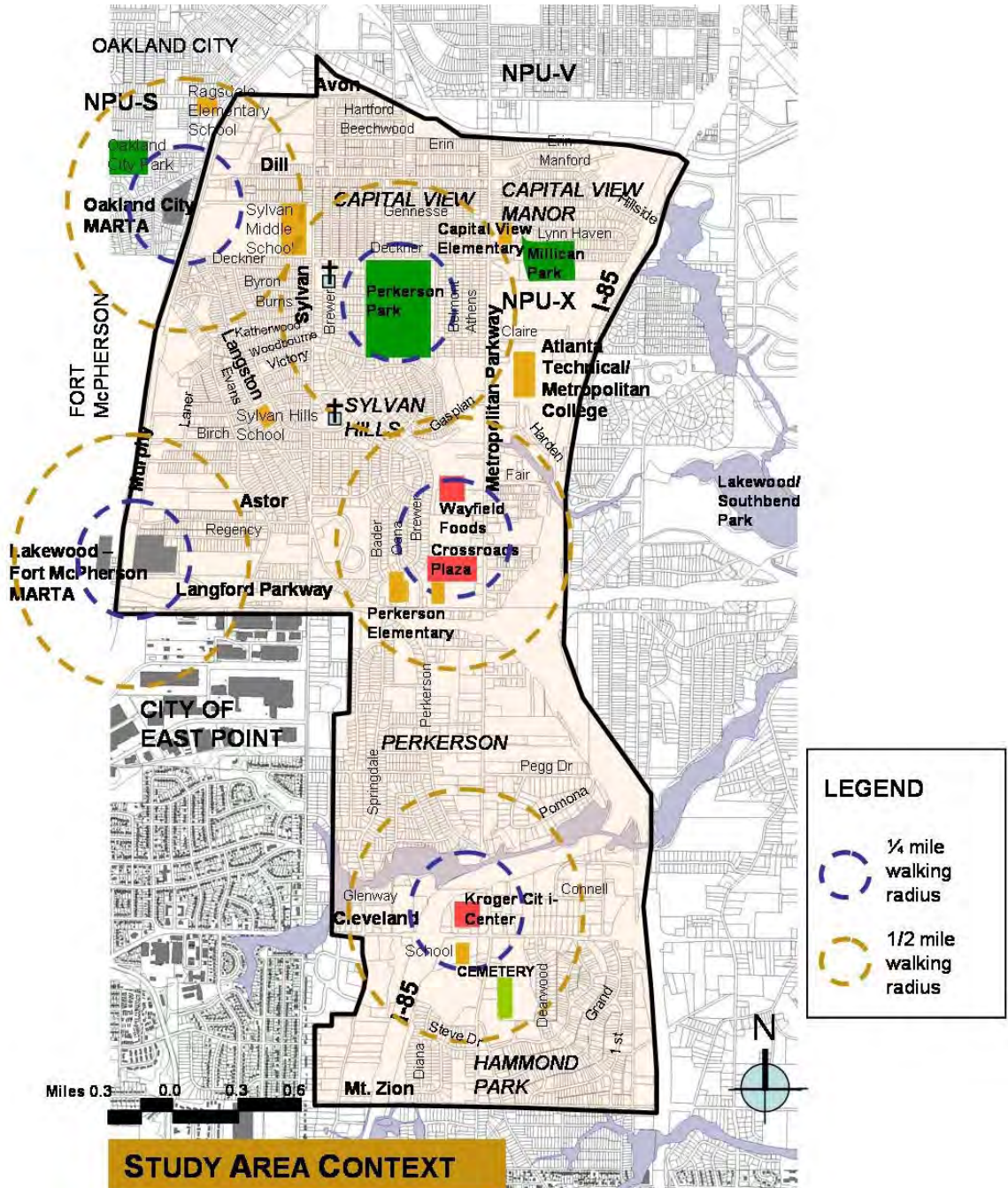
Major Parks in the study area are; 50-acre Perkerson Park and 6-acre Millican park, both maintained by the City of Atlanta. The Hi-Fi Buys Lakewood Amphitheater is a major recreational node within the TAD.

Two MARTA stations are on the western edge, one in the north (Oakland City) and the other in the south (Lakewood McPherson) in the study area

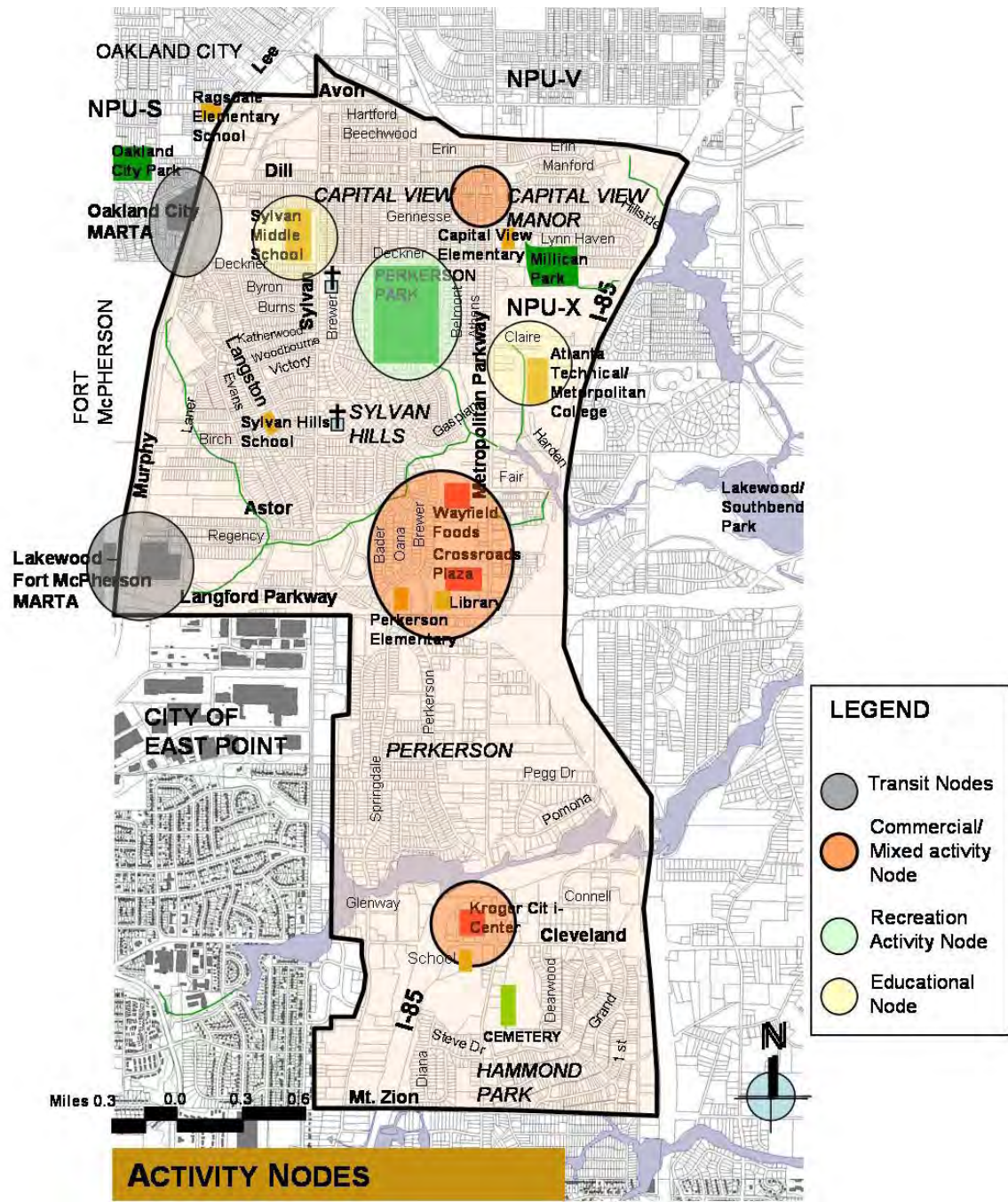


Analysis

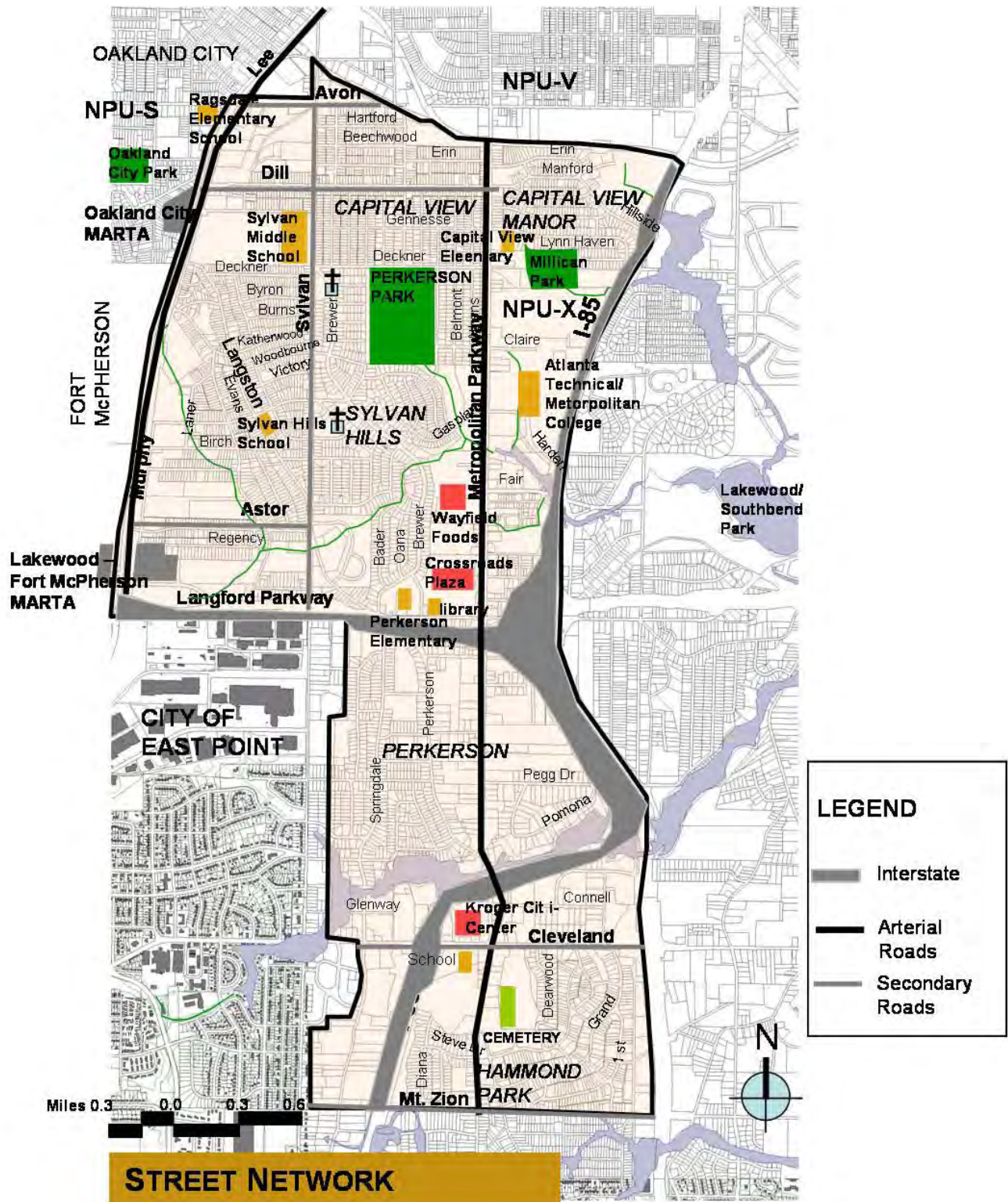
An analysis of the existing physical conditions; street network, activity nodes, open spaces, parks, walking distances, creeks, flood plains, and the proposed projects as recommended by the LCI study for the study area was conducted. Following maps illustrate this analysis.

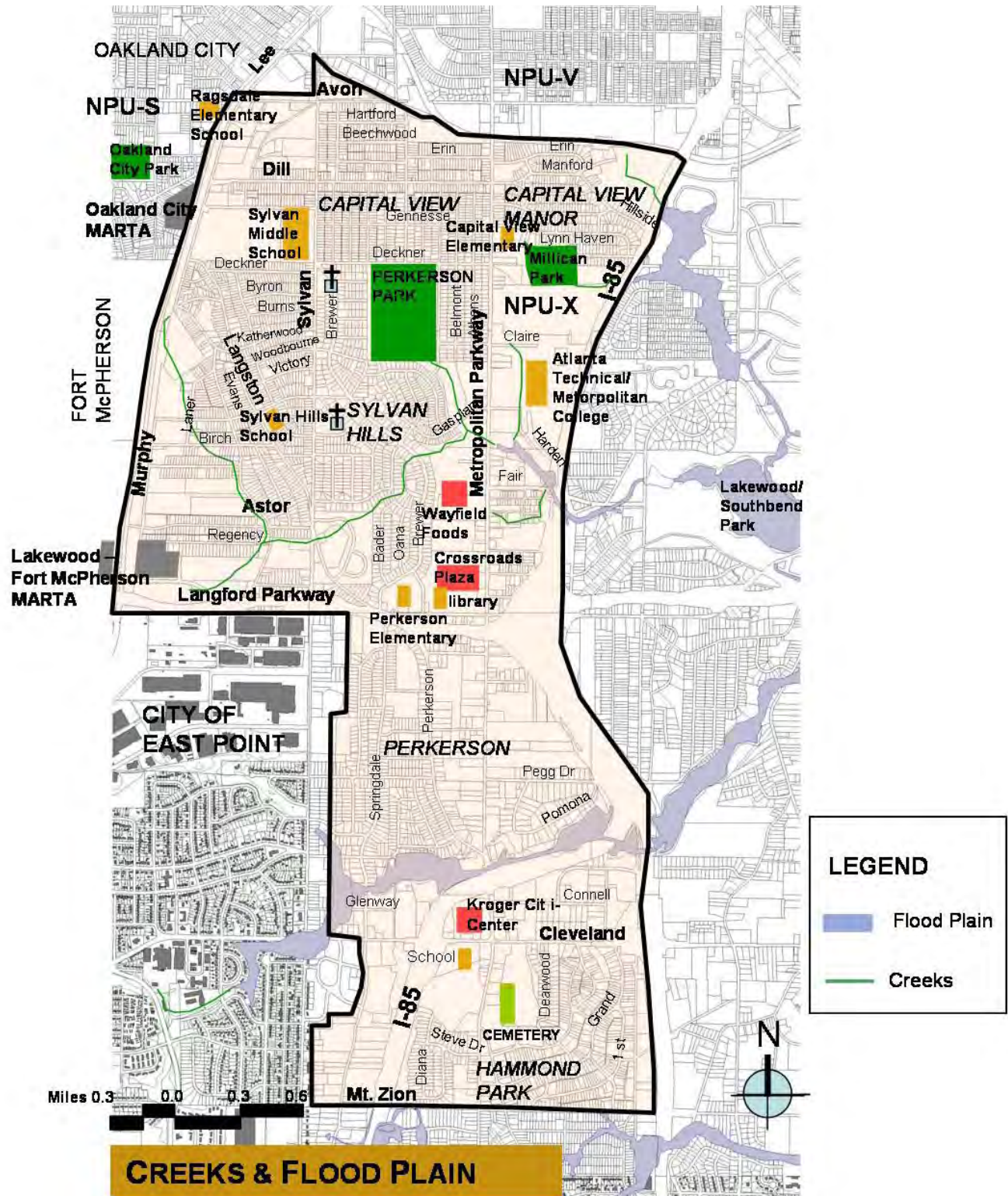


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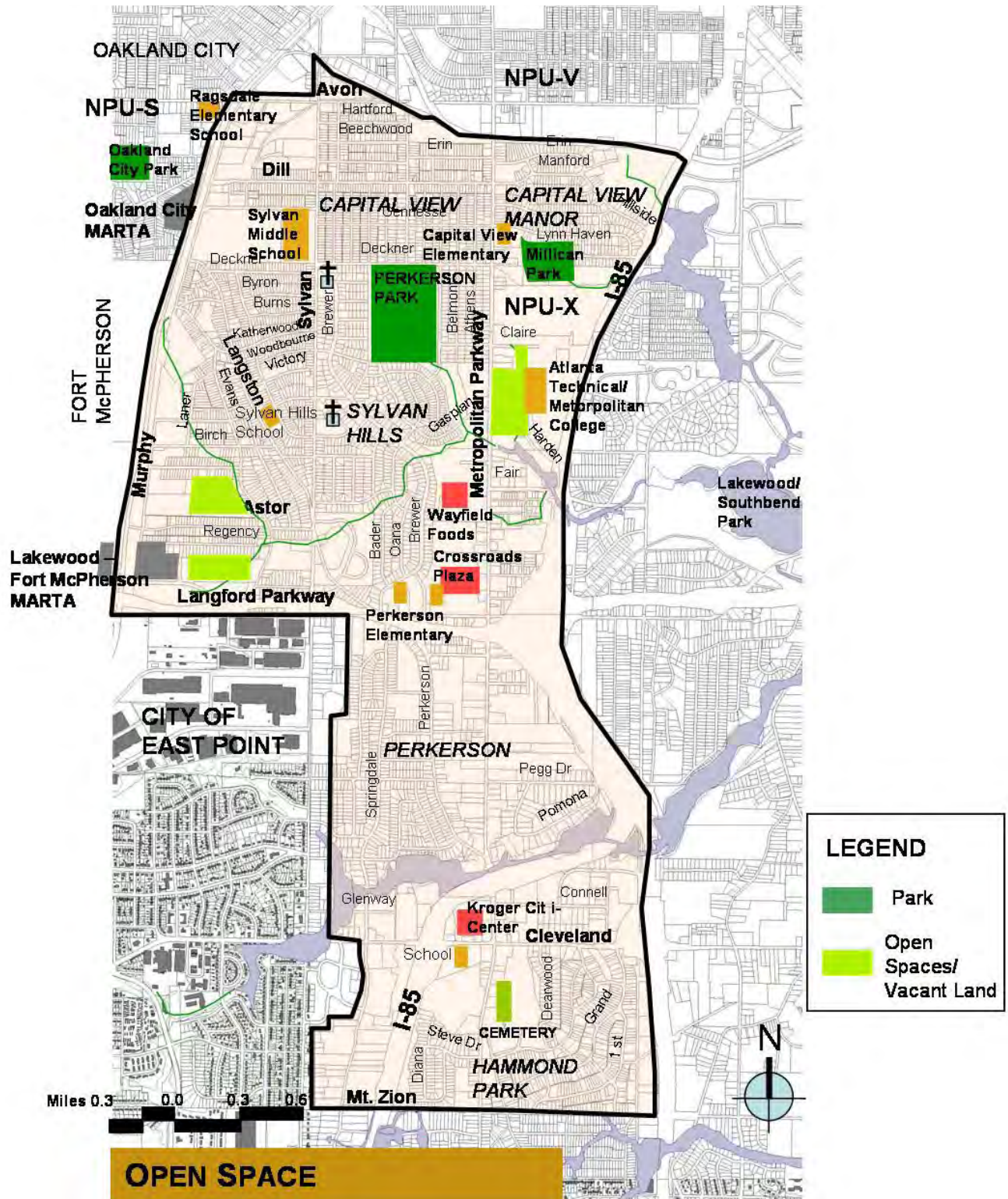
City of Atlanta TAD#9:
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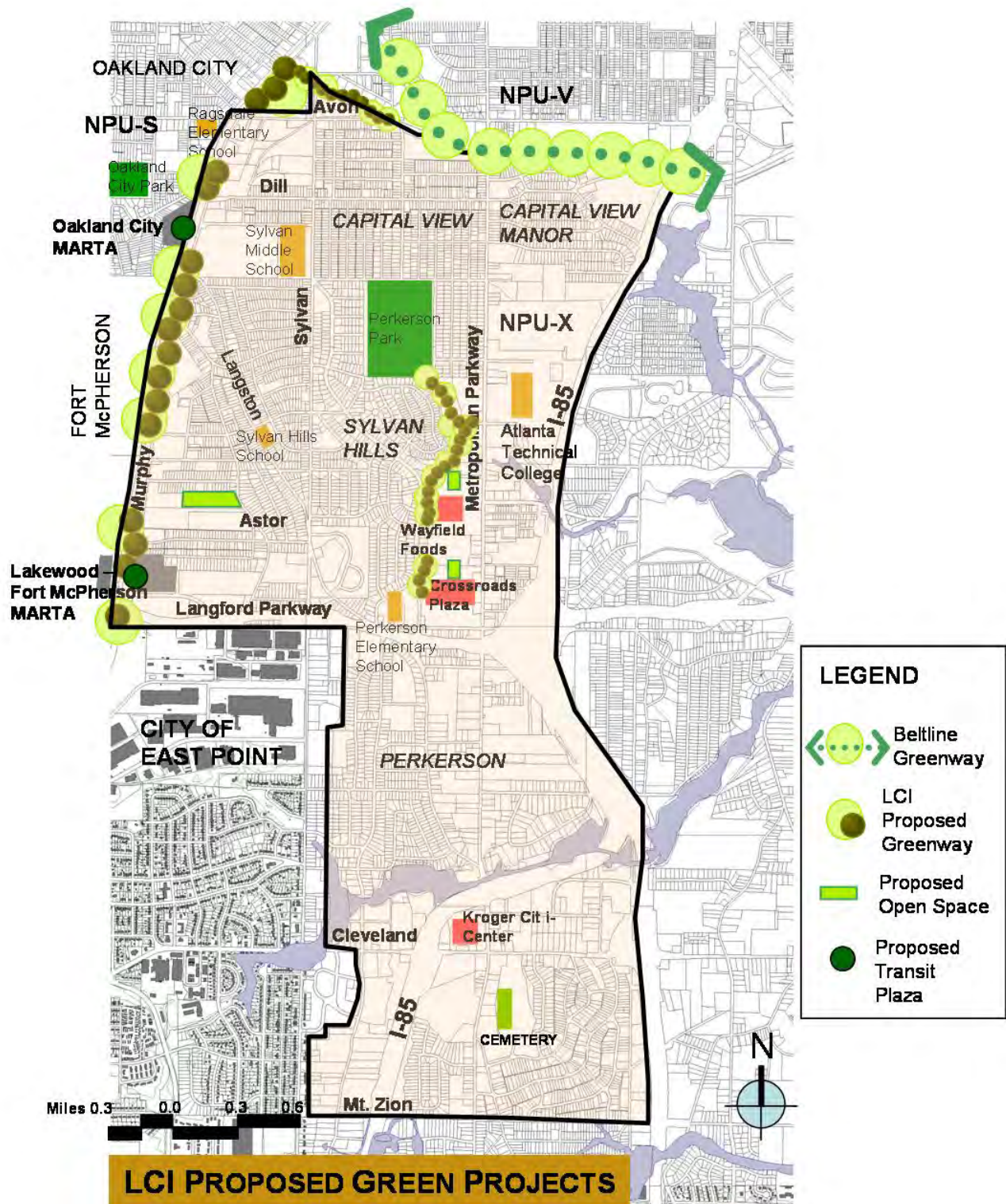


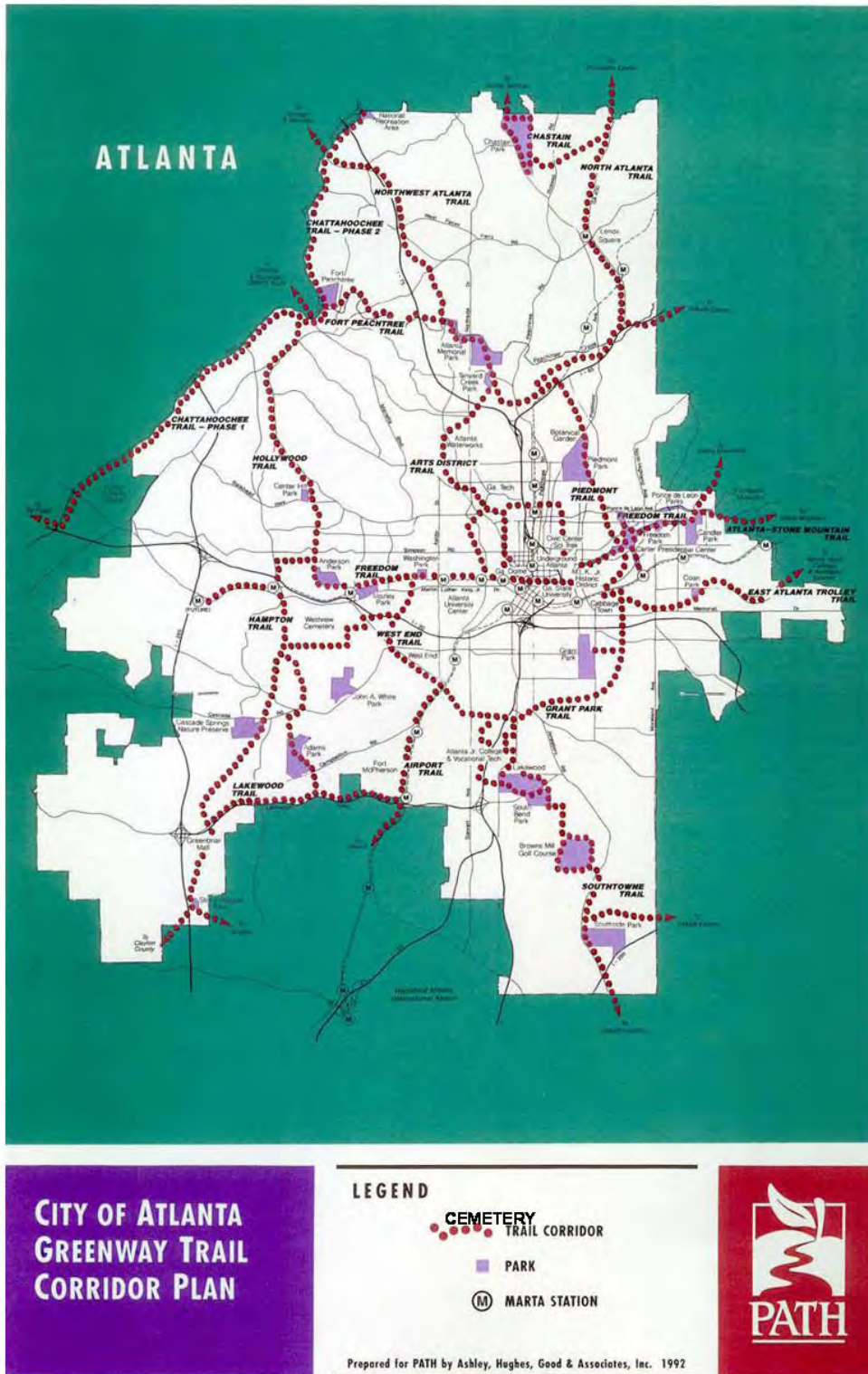


CREEKS & FLOOD PLAIN

City of Atlanta TAD#9:
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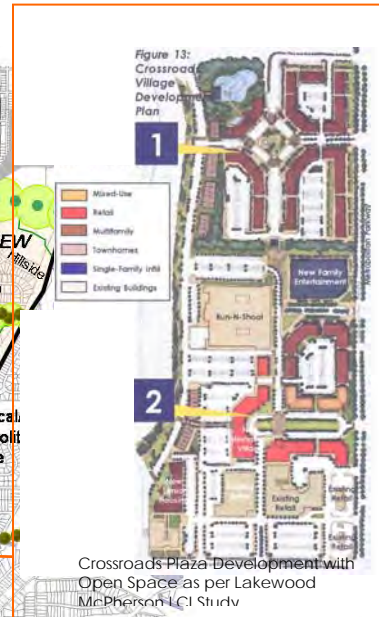








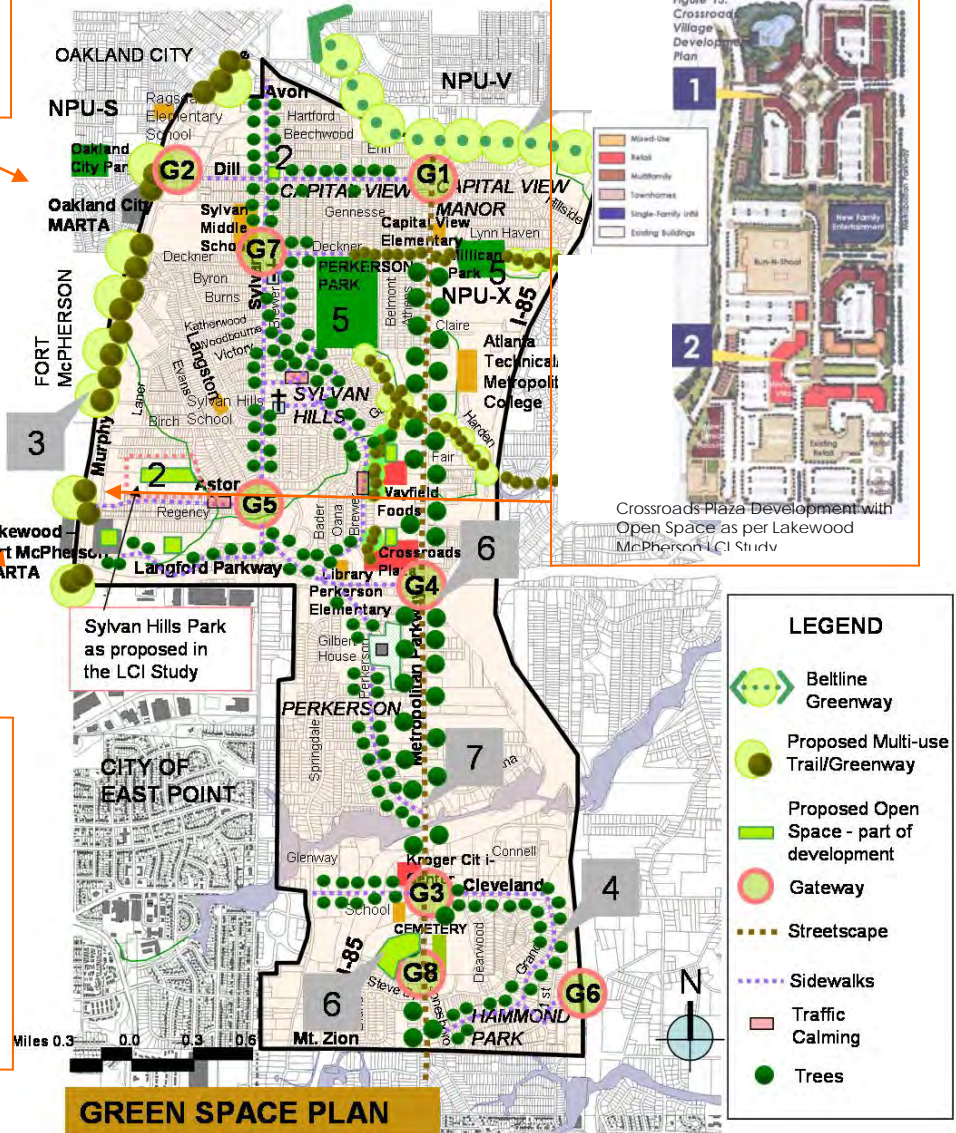
Oakland TOD development as per Lakewood McPherson LCI Study



Crossroads Plaza Development with Open Space as per Lakewood McPherson LCI Study



Lakewood TOD development as per Lakewood McPherson LCI Study - to include open space/park



GREEN SPACE PLAN

Following are the recommendations of the Green Space Plan in order of priority (as shown on Green Space Plan):



1

PERKERSON-MILLICAN-LAKEWOOD LOOP TRAIL

- Multi-use loop trail (bike and pedestrian) connecting Perkerson Park, Millican Park and Lakewood Amphitheater.
- The stretch along Deckner between Perkerson Park and Millican and Metropolitan Parkway and Lakewood Amphitheater entrance would involve appropriate sidewalk improvements to accommodate the pathways
- To acquire flood plains, creek beds, wetlands for the conservation of open spaces

Funding sources: PATH Foundation, Georgia Conservancy, Georgia Land Trust, City of Atlanta and LCI



2

SYLVAN HILLS PARK

- To explore the potential of creating Sylvan Hills Park as recommended by the Lakewood/McPherson LCI study
- If possible to acquire the land or develop as part of a residential development project

Funding sources: The Arthur Blank Family Foundation

Sylvan Hills Park as per Lakewood McPherson LCI Study

2



Potential Development of vacant parcels

2



2



Potential Development of vacant parcels and the industrial property

3

LEE STREET GREENWAY

- Greenway along Lee Street that connects the greenway further as proposed in the Greenway Trail Corridor Plan of PATH
- To work with City of East Point to continue this greenway southward
- To work in collaboration with City of Atlanta, City of East Point and DOT to pursue the implementation

DILL AVENUE GATEWAY

- To develop gateway at Dill and Murphy as part of this initiative

Funding sources: LCI, PATH Foundation, DOT and City of Atlanta

3

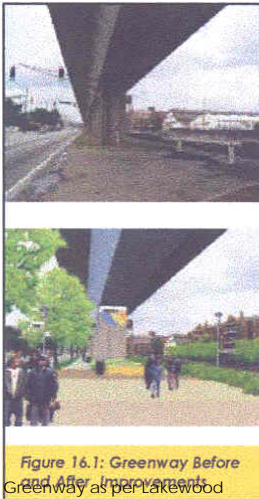
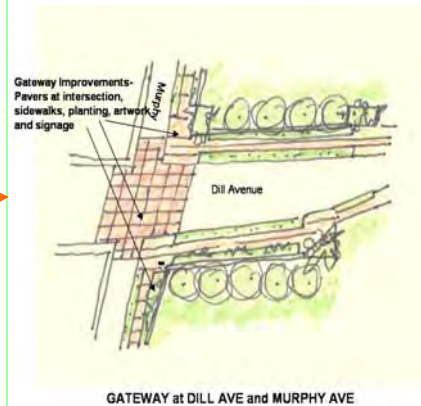


Figure 16.1: Greenway Before and After Improvements
Greenway as per Lakewood
McPherson LCI Study

3



4

HAMMOND PARK SUNDAY/FLEE MARKET

- To create permanent green space and services for Sunday/Flee Market and gateway into Hammond Park
- To create green space with the proposed potential alternative school

Funding sources: The Arthur Blank Family Foundation

4



5

PERKERSON PARK AND MILLICAN PARK

- To develop Perkerson and Millican Park with additional facilities, such as recreation spaces, rest rooms, pavilion, community center, and lighting

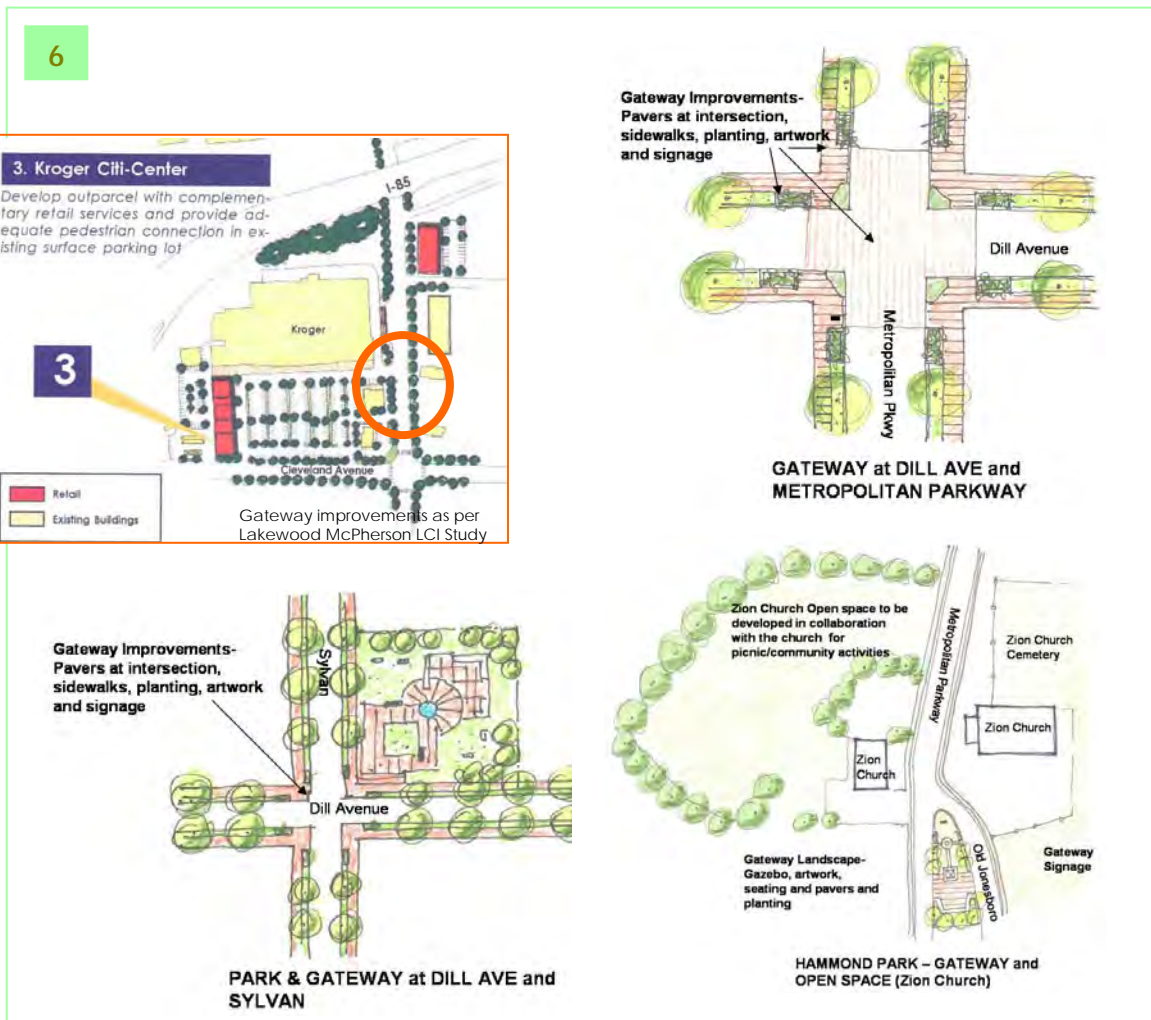
Funding sources: The City of Atlanta/Park Pride

6

GATEWAYS

- Gateway improvements at critical intersections to improve the image of the community
- To have a landscape theme that reflects and identifies the NPU-X community
- To develop in collaboration with Zion Church the open space of Zion Church that is currently used by the church for social activities of their members for the use of the community as well

Funding sources: The City of Atlanta, LCI and The Arthur Blank Family Foundation



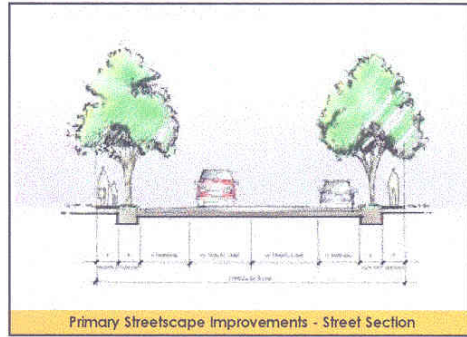
7

METROPOLITAN PARKWAY STREETSCAPE

- Streetscape improvements and redevelopment along Metropolitan Parkway
- Sidewalk improvements with handicap facilitated in areas of senior concentration and their circulation

Funding sources: LCI, DOT and City of Atlanta

7



Streetscape improvements as per Lakewood McPherson LCI Study for Metropolitan Parkway

8

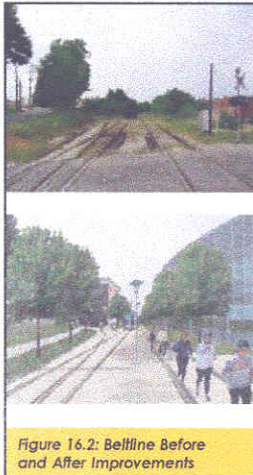


Figure 16.2: Beltline Before and After Improvements

Greenway as per Lakewood McPherson LCI Study

8

BELTLINE

- To pursue beltline initiatives in collaboration with City of Atlanta and Friends of Beltline

Funding sources: LCI, DOT, TAD and City of Atlanta

OTHERS

POCKET PARKS

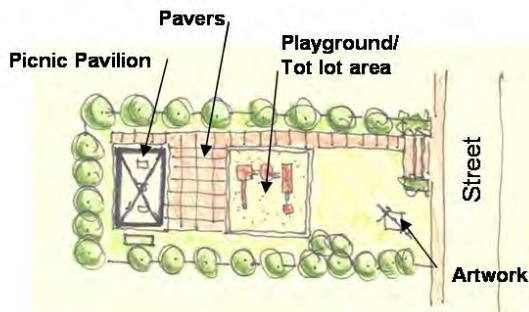
- Acquire properties to create pocket parks and tot lots throughout the community. The selection of these lots is critical to ensure the safety and security. Streets on three or all sides would provide 'eyes on the street'. Good lighting and visibility and openness will provide the security as well.
- Dill Avenue park as mentioned in project # 6 as part of the gateway project

GILBERT HOUSE

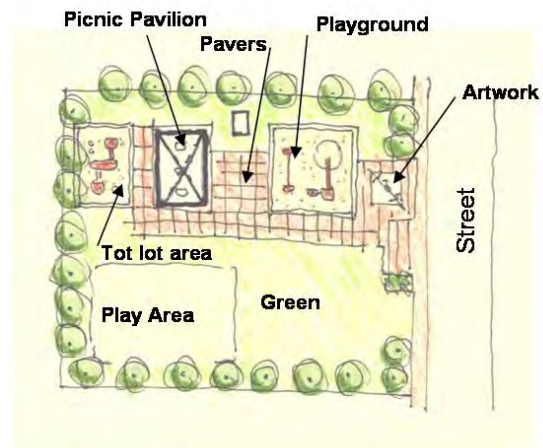
- To improve the open green space that is part of the Gilbert House for the community use and promote Gilbert House for visitors/tourism

Funding sources: LCI, City of Atlanta and The Arthur Blank Family Foundation

OTHERS



Typical – Pocket Park on Single Lot Parcel – Approximatey. 6,000 SF



Typical – Pocket Park on Two Lots– Approximatey. 12,000 SF

City of Atlanta TAD#9:
Metropolitan Parkway Redevelopment Plan and Tax Allocation District

The estimated project costs of the overall Greenspace Plan are as shown in the following table:

Project ID	Project Name	Description	Engineering Cost in \$	Construction Cost in \$	Project Cost in \$	Comments
P1	Perkerson-Millican-Lakewood Trail	construct a multi-purpose 10' wide loop trail connecting Perkerson Park, Millican Park and Lakewood Amphi-theatre - approximately 4 miles	\$627,120	\$3,484,000	\$4,111,120	project cost does not include the acquisition of properties.
P2	Sylvan Hills Park	construct a park - Option 1: Vacant lots area only. Park includes a pavilion, pathways, green area, planters, art work, planting and pavers. Approximately 5.5 acres	\$225,000	\$1,250,000	\$1,475,000	project cost does not include the acquisition of properties, and equipment
	Sylvan Hills Park	construct a park - Option 2: Vacant lots and the industrial properties (thru' Evans to Murphy). Park includes a pavilion, pathways, green area, planters, art work, planting and pavers. Approximately 6.5 acres	\$252,000	\$1,400,000	\$1,652,000	project cost does not include the acquisition of properties, and equipment
P3	Lee Street Greenway	construct a greenway system to include a multi-purpose trail and lighting including the Lakewood and Oakland City transit plaza	N/A			see Lakewood McPherson LCI Study
	Dill Avenue Gateway	gateway improvements at Dill and Murphy intersection - paving, sidewalks, planting and artwork	\$49,500	\$275,000	\$324,500	project cost does not include the acquisition of properties.
P4	Hammond Park Sunday/Flee Market	construction of gateway/parking and the open green space with hard and soft areas, paver, lighting, picnic tables, tot lot/playground and planting	\$81,000	\$450,000	\$531,000	project cost does not include the acquisition of properties, site clearance/demolition, and equipment
P5	Perkerson and Millican Park		N/A			
P6	Gateways Kroger Gateway	gateway improvements at the intersection of cleveland and metropolitan parkway	N/A			see Lakewood McPherson LCI Study
	Dill/Metro Gateway	gateway improvements at Dill and Metropolitan Parkway intersection - paving, sidewalks, planting and artwork	\$32,400	\$180,000	\$212,400	project cost does not include the acquisition of properties.
	Dill/Sylvan Gateway and Park	gateway improvements at Dill and Sylvan intersection and park - pavilion, paving, sidewalks, green areas, planting and artwork	\$72,000	\$400,000	\$472,000	project cost does not include the acquisition of properties and demolition.
	Hammond Park Gateway	gateway improvements at Metropolitan Parkway and Old Jonesboro Road intersection - pavilion, paving, sidewalks, planting and artwork	\$45,000	\$250,000	\$295,000	project cost does not include the acquisition of properties, and site clearance/demolition
	Zion Church Park	improvements to the open space to include picnic tables, pavilion, paver and planting	\$21,600	\$120,000	\$141,600	to be developed in collaboration with the Zion Church
P7	Metropolitan Parkway Streetscape	streetscape improvements	N/A			see Lakewood McPherson LCI Study
P8	Beltline Greenway	construct a greenway system to include a multi-purpose trail and lighting	N/A			see Lakewood McPherson LCI Study
OTHERS	Pocket Park-Option 1	construct a 6,000 square foot pocket park to include tot lot/playground, pavilion, green area and planting	\$18,000	\$100,000	\$118,000	project cost does not include the acquisition of properties, site clearance/demolition, and equipment
	Pocket Park-Option2	construct a 12,000 square foot pocket park to include tot lot/playground, pavilion, green area and planting	\$36,000	\$200,000	\$236,000	project cost does not include the acquisition of properties, site clearance/demolition, and equipment
	Gilbert House	landscape improvements: pavilion, pavers, green areas and planting	\$16,200	\$90,000		to be developed in collaboration with the City of Atlanta

Transportation Projects

In many ways, transportation improvements shape development. Transportation facilities provide access to land; access creates value; and increased value will attract development. The type of access that is provided, however, dictates the types of uses for which a site will ultimately be appropriate. Once they are set, the physical elements of an area's transportation infrastructure are extremely difficult and expensive to change. Therefore, in developing and re-developing areas, it is critical to holistically plan for an appropriate future transportation infrastructure. This planning must be based upon the surrounding planned uses that the transportation infrastructure will be called on to support, rather than having the infrastructure developed piecemeal on a site-by-site or segment-by-segment basis, without regard to the requirements of community development.

Transportation and circulation projects are identified to assist in accessibility, improvements to the functionality of intersections and roadways, while also proposing new facilities to encourage alternative transportation modes. Projects have been categorized as one of the following:

- Greenway Trails,
- Primary Streetscape Improvements,
- Secondary Streetscape Improvements,
- Plazas/Open Space
- Drainage,
- Gateways,
- New Roadways/Extensions, and
- Intersection/Interchange Improvements.

Greenway Trails: The NPU-X Strategic Plan recommended building on the natural resources surrounding Perkerson Park in order to develop a greenway system. This greenway would serve as an amenity connecting the park to a proposed new community facility on Metropolitan and could potentially extend to the Crossroads redevelopment and Perkerson Elementary.

Public Improvement Projects:

- *Perkerson Greenway*

Primary Streetscape Improvements: Streetscape elements recommended on Metropolitan Parkway include sidewalks, street trees, lighting, etc. as a means to improve the pedestrian environment on these primary streets.

Public Improvement Projects:

- *Metropolitan Parkway Streetscape*

Secondary Streetscape Improvements: Several local and neighborhood streets in the study area are lacking pedestrian facilities/ sidewalks. The lack of safe sidewalks limits pedestrian connections to community and civic uses as well as transit. Sidewalks are also recommended to enhance the pedestrian environment as the Kroger-City Center and Crossroads Village are improved.

Public Improvement Projects:

- *Perkerson Streetscape*
- *Kroger-City Center Sidewalks and Landscape Buffers*
- *Crossroads Village Sidewalks*



- *Springdale Road Sidewalks*
- *Grand Avenue Sidewalks*
- *Forest Hills Drive Sidewalks*

Plazas/Open Space: A hardscaped plaza is proposed as an outdoor amenity serving as a gateway into the future redevelopment of the Crossroads Village to serve as a refuge for pedestrians, including consumers, residents and visitors. Proposed improvements include brick pavers, seating, and trees creating an identity and theme.

Public Improvement Projects:

- *Crossroads Village Plaza*

Drainage: Several intersections with drainage issues have been identified by the community. Once notified of problems, Georgia Department of Transportation typically addresses the drainage issues as ongoing routine maintenance. Flooding occurs during periods of heavy rainfall and affects the flow of traffic through the community. The flooding is reportedly due to the antiquated condition of the stormwater drainage system and is most evident in the South River Flood Plain. Though large scale City-initiated projects to alleviate these issues are being considered, immediate drainage improvements and maintenance are needed at the following locations:

Public Improvement Projects:

- *Metropolitan Parkway & I-85 Ramp Intersection*
- *Pegg Road between Metropolitan Parkway & Pomona*
- *Metropolitan parkway between Avery & Perkerson*

Gateways: Individual proposed developments may serve as landmarks within the study area; however, there is a need to collectively enhance the visibility and identity of the entire study area. These visual enhancements will provide an organizational element to anchor this community. Key locations for gateway installations are identified below.

Public Improvement Projects:

- *Metropolitan @ Perkerson*

New Roadways/Extensions: Several new streets are proposed to assist with circulation at major redevelopment project areas. The new streets are recommended to breakup “super blocks” and provide improved connectivity. New roadways will incorporate on-street parking where appropriate, street trees, and pedestrian amenities to enhance walkability amongst the diversity of uses in the study area.

Public Improvement Projects:

- *Crossroads Village*

Intersection/Interchange Improvements: Due to associated visibility and safety concerns, intersection and interchange improvements are recommended throughout the study area. The intersection of I-85 and Metropolitan should be studied for possible signalization. The intersection of Cleveland Avenue at Metropolitan Parkway is currently experiencing significant traffic and should be studied for signal timing optimization and protected left-turn phasing needs. This intersection may require a left turn signal or signal timing optimization; and improved grades. Geometric, safety and operational improvements may also be required at the identified intersections identified here.

Public Improvement Projects:

- *Cleveland Ave & Metropolitan Parkway*
- *Metropolitan Parkway & I-85 Ramp Intersection*

- *Grand Avenue & Old Jonesboro Road*
- *Avery Road & Metropolitan Parkway*
- *Cleveland Ave & Old Hapeville Road*
- *Lakewood Freeway @ Macon Drive / Lakewood Way*
- *Metropolitan Parkway Intersections (Lakewood Avenue & Casplan Street)*
- *Metropolitan Parkway Intersections (Perkerson Road to Pegg Street)*

Transportation and Traffic Control Recommendations

The speed and volume of traffic through NPU-X requires improved traffic management. Metropolitan Parkway connects downtown to the City of Hapeville and runs parallel to Interstate 75. This arterial parkway road is a state-designated truck route. Langford Parkway bisects the area and provides two interchanges in NPU-X at Sylvan Road and Metropolitan Parkway. Cleveland Avenue is a bypass between Interstates 75 and 85. Dill Avenue, which becomes Campbellton Road west of Murphy Avenue, is subject to congestion from traffic seeking Southwest Atlanta. Sylvan Road connects the West End to Hapeville and attracts tractor-trailers and commercial vehicles seeking Langford Parkway and Interstate 85.

The complex intersections of Sylvan Road at Langston Avenue/ Bridgewater Street and at Astor Avenue / Perkerson Road require improvement to maximize traffic flow and reduce pedestrian and vehicular accidents. Both intersections are in a blighted commercial node. A designated effort to improve this section of the Sylvan Road Corridor would include off-street parking sites, improved traffic signals (left turn signals) and new sidewalks. The estimated cost of this project is \$800,000. Additional efforts are required to redesign the intersections of Grand Avenue and Forrest Hill Road at the southbound onramp to Interstate 75 to maximize traffic flow and reduce the probability of pedestrian and vehicular accidents.

NPU-X neighborhoods need improved traffic control systems that can mediate drive-thru traffic as well as improve public automobile and pedestrian safety. The installation of four-way stops on streets that intersects Genessee Avenue between Sylvan Road and Metropolitan Parkway can control speeding through Capitol View on Genessee Avenue. Speed bumps can control excessive speeding in Hammond Park, Capitol View and Capitol View Manor residential areas. Speed humps improve traffic control on six streets: First Avenue, Dearwood Avenue, Hartford Place, Hartford Avenue, Deckner Avenue (adjacent to Perkerson Park), and Lynnhaven Drive (adjacent to Capitol View Elementary).

The elements of the transportation recommendations for the Metropolitan Parkway corridor include:

- Providing a balance between mobility requirements (Metropolitan Parkway as a major radial arterial from the City limits to intown Atlanta) and accessibility requirements (serving the needs of the community and neighborhood nodes along the corridor)
- Maximum utilization of existing roadways
- Support for several revitalized community nodes, of differing scales
- Gradual transition from more to less intensity of use as one travels from west to east
- Accommodation of multiple travel modes (walking, biking and transit, automobile-based travel, trucks) in areas of higher intensity
- Pedestrian and bike accessibility
- Effective utilization of interstate highway access

Programmed Improvements

Numerous projects included in the Regional Transportation Plan (RTP) would significantly affect the corridor. These projects are listed and described in the accompanying table. The projects identified as "Programmed" are included in the 2006-2011 Transportation Improvement Program (TIP).

Implementation: Phased Approach

While all the proposed projects will have a significant impact in the study area, it will take many years to implement these projects and complete full build out of the recommended development. Therefore, projects have been divided into three distinct phases based on a variety of factors such as current or likely funding available, implementation activities currently underway, importance to the community, available market, proximity to other projects, etc.

Due to the complexity and scope of many of the projects, activities may begin in one phase and not be completed until the subsequent phase. In addition, a number of projects are ongoing and not associated with any phase. The following implementation tables list the recommended development/ capital improvement projects and the phases in which they will be implemented.

The projects identified in the first phase (5-year strategic plan) include critical development projects for achieving the overall vision for the plan. Thus, while development will be ongoing at several locations in the study area, coordinated public/private investment is recommended in the areas of greatest community priority and catalytic impact within the initial five years of the implementation plan.

Estimated Transportation Project Cost, By Phase

	Timeframe	Estimated Costs
Phase I	5 year plan	\$ 5,812,000
Phase II	5-10 year plan	\$ 6,785,400
Phase III	10-15 year plan	\$ 8,310,500

Proposed Transportation Projects

Project ID	Project Name / Location	Location / Segment to be Improved	Type of Improvement	Phase	Engineering Costs	Construction Costs	Total Project Costs	Potential Responsible Party	Potential Funding Source(s)
LCI S-7	Metropolitan Parkway Streetscape & Sidewalks	Metropolitan from White to Cleveland	Streetscapes	I,II	\$ 1,100,400	\$ 2,974,200	\$ 4,074,600	BOP/ DPW	COA/Quality of Life Bonds/GDOT/property owners/ LCI
LCI SS-9	Perkerson Road Streetscape & Sidewalks	Perkerson from Sylvan to Metropolitan Parkway	Streetscapes	I	\$ 275,200	\$ 743,600	\$ 1,018,800	BOP/ DPW	COA/Quality of Life Bonds/GDOT/property owners/ LCI
LCI SS-14	Kroger Citi-Center Streetscape & Sidewalks	Within Kroger Citi-Center	Streetscapes	II	\$ 58,600	\$ 158,600	\$ 217,200	Private	COA/Quality of Life Bonds/GDOT/property owners/ LCI
LCI SS-15	Crossroad Village Streetscape & Sidewalks	Within Crossroads Village development	Streetscapes	III	\$ 564,000	\$ 1,524,200	\$ 2,088,200	Private	COA/Quality of Life Bonds/GDOT/property owners/ LCI
CP SW-1	Springdale Road Sidewalks	Perkerson Road to deadend at City of Hapeville	Streetscapes	II	\$ 260,000	\$ 780,000	\$ 1,040,000	BOP/ DPW	COA/Quality of Life Bonds/GDOT/property owners/ LCI
CP SW-2	Grand Avenue Sidewalks	Metropolitan Parkway to Cleveland Avenue	Streetscapes	II	\$ 400,000	\$ 1,200,000	\$ 1,600,000	BOP/ DPW	COA/Quality of Life Bonds/GDOT/property owners/ LCI
CP SW-3	Forest Hills Drive Sidewalks	Mt Zion Road to Cleveland Avenue	Streetscapes	III	\$ 300,000	\$ 900,000	\$ 1,200,000	BOP/ DPW	COA/Quality of Life Bonds/GDOT/property owners/ LCI
LCI O-4	Crossroads Village Plaza	Construct Plaza within Crossroads Village development	Open Space	III	\$ 366,400	\$ 990,000	\$ 1,356,400	BOP/Private	LWCF/TPL/Blank Foundation
LCI G-4	Perkerson Greenway (Trail and Pedestrian Facilities)	Perkerson Park to Crossroads Village	Greenway	I,II,III	\$ 794,700	\$ 2,148,000	\$ 2,942,700	BOP/COA	TEA/PATH/LWCF/GDOT/Georgia Greenspace/TAD/LCI
LCI I-10	Cleveland Ave @ Metropolitan Pkwy	Intersection upgrade at Cleveland & Metropolitan (US 19/41)	Intersection/ Interchange	I	\$ 50,000	\$ 300,000	\$ 350,000	COA, GDOT	STP/CMAQ/LCI
LCI I-11	Metropolitan Pkwy @ I-85 Ramp	Intersection upgrade at the I-85 ramp & Metropolitan (US 19/41)	Intersection/ Interchange	I	\$ 100,000	\$ 600,000	\$ 700,000	COA, GDOT	STP/CMAQ
CP INT-1	Grand Avenue @ Old Jonesboro Road	Intersection upgrade at Grand Avenue & Old Jonesboro Road	Intersection/ Interchange	III	\$ 75,000	\$ 450,000	\$ 525,000	COA	STP/CMAQ
CP INT-2	Metro. Pkwy @ Avery Road	Intersection upgrade at Avery Road & Metropolitan (US 19/41)	Intersection/ Interchange	II	\$ 50,000	\$ 300,000	\$ 350,000	COA, GDOT	STP/CMAQ/LCI
LCI R-3	Crossroads Village New Roadways	Crossroads Village Roads to support redevelopment	Roadways	III	\$ 360,000	\$ 1,200,000	\$ 1,560,000	BOP/ DPW	Local/LCI
LCI D-1a	Drainage Improvements - Metropolitan Pkwy @ I-85 Ramp	Intersection project at I-85 off ramp to alleviate flooding	Drainage	I	\$ -	\$ -	\$ 75,000	GDOT	State
LCI D-1b	Drainage Improvement - Pegg Road	Project on Pegg Road between Metropolitan Parkway and Pomona Circle to alleviate flooding	Drainage	II	\$ -	\$ -	\$ 200,000	GDOT	State
LCI D-1c	Drainage Improvement -Metro. Pkwy	Project on Metropolitan Parkway between Avery Avenue and Perkerson Road to alleviate flooding	Drainage	I	\$ -	\$ -	\$ 300,000	GDOT	State
LCI GW-1	Gateway - Metropolitan @ Perkerson	Install gateways including signage and identity markers	Urban Design	II	TBD	TBD	\$ 10,000	BOP/COA	Local/LCI

Supportable Bonds from New Development of Metropolitan Parkway TAD

The establishment of a Metropolitan Parkway Tax Allocation Bond District will allow the designated redevelopment agency to leverage future property tax increases through the issuance of TAD bonds. As indicated in the Metropolitan Parkway Redevelopment Area "TAD Bonds Summary," the aggregate proceeds from a series of proposed bond issues of approximately \$85,250,000 can be supported by projected increases in the area's aggregate tax base over the 25-year life of the TAD, with incremental increases in the district's taxable property values in excess of the current 2006 base brought forth by the construction of currently proposed redevelopment projects and additional improvements that will follow.

2006 Assessed Taxable Value within TAD: \$ 41,754,060.

ANTICIPATED METROPOLITAN PARKWAY TAD BOND ISSUES		
<i>Year of Issue</i>	<i>Amount of Bond Issue</i>	<i>Cumulative Bond Amount</i>
2010	\$ 49,669,590	\$ 49,669,590
2014	\$ 15,901,252	\$ 65,570,842
2018	\$ 8,901,458	\$ 74,472,300
2022	\$ 7,049,952	\$ 81,522,252
2026	\$ 3,726,901	\$ 85,249,153
2030	\$ 0	\$ 85,249,153
Totals: 2007 – 2031	\$ 85,249,153	

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

Increases in the Metropolitan Parkway area's tax revenue in excess of the 2006 tax base of \$41,754,060 would be dedicated to retire the TAD bonds. Taxable real improvements created after 2006 are estimated at a market value of \$361,546,658 or assessed value of \$144,618,663. Additionally, tax increment from appreciation of existing property over the 25-year period is estimated at a market value of \$351,081,081 or assessed value of \$140,432,433. Total taxable assessed value increase in the TAD tax base is projected to be \$285,051,096, with a market value of \$712,627,740.

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

City of Atlanta M&O	7.530 mills
Fulton County M&O	11.407 mills
Atlanta Board of Education M&O	22.649 mills
Total	41.586 mills

METROPOLITAN PARKWAY TAD DEVELOPMENT & BOND ISSUES: SUMMARY	
Total Value of Taxable Real Property within City of Atlanta (2006 Base)	\$22,247,507,423
Total Value of Taxable Real Property within Metropolitan Parkway TAD (2006 Base)	\$ 41,754,060
Percentage of City's Taxable Real Property within Metropolitan Parkway TAD	0.188%
Total Estimated Future Improvements: Full Development Cost	\$ 409,761,220
Total Estimated Non-taxable Improvements: Full Development Cost	(\$ 28,979,220)
Net Taxable Future Improvements: Full Development Cost	\$ 380,782,000
Total Taxable Market Value: Future Development (Net of Exemptions)	\$ 361,546,658
Total Taxable Market Value: Appreciation of Existing Properties (2006 Base)	\$ 351,081,081
Total Taxable Market Value: Future Development + Appreciation	\$ 712,627,740
Net Assessed Taxable Value : Future Development (Net of Exemptions)	\$ 144,618,663
Net Assessed Taxable Value: Appreciation of Existing Properties	\$ 140,432,433
Net Assessed Taxable Value: Future Development + Appreciation Yrs 1-25	\$ 285,051,096
Total Millage Rate: City, County, School District	41.586
Debt Service Coverage	1.25
Rate, 25-year Bonds	6.50%
Total Supportable TAD Bonds: Years 1-25 (Projected TAD Term)	\$ 85,250,000

E. Contractual Relationships

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

The State *Redevelopment Powers Law* authorizes the City of Atlanta to designate a Redevelopment Agency for the purpose of carrying out the Redevelopment Plan. The City has designated the Atlanta Development Authority to serve as the City's Redevelopment Agent responsible to the City for implementing the proposed Redevelopment Plan. As the City's TAD Redevelopment Agency/Administrator, the ADA will carry out tasks in the following areas:

1. Coordinating implementation activities with other major participants in the Redevelopment Plan and their respective development and planning entities.
2. Conducting (either directly or by subcontracting for services) standard predevelopment activities.

3. Seeking appropriate development projects, financing and other forms of private investment in the Redevelopment Area from qualified sources.
4. Developing public-private ventures, loans to private enterprise and intergovernmental agreements as needed.
5. Marketing the Redevelopment Area among developers, capital sources and the general public.
6. Coordinating public improvement planning and construction with all relevant departments and agencies of the City of Atlanta.
7. Entering into negotiations, either directly or through contracted third parties, with property owners and real estate developers within the Redevelopment Area for the purpose of acquiring land and property for redevelopment in accordance with the Redevelopment Plan.
8. Preparing economic and financial analyses, project-specific feasibility studies and assessments of tax base increments in support of the issuance of Tax Allocation Bonds by the City.

The ADA will perform either directly or through contracted third parties other duties as necessary to implement the Redevelopment Plan.

F. Relocation Plans

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

G. Zoning & Land Use Compatibility

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

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

H. Method of Financing / Proposed Public Investments

Public improvements can be used to attract investment into the proposed Metropolitan Parkway Redevelopment Area. TAD funds can be used for reinvestment in the district to arrest continued tax base deterioration. Anticipated public improvements are intended to enhance the Redevelopment Area to promote private investment as well as revitalize the residential and commercial neighborhoods.

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

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

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

I. Assessed Valuation for TAD

The TAD within the proposed Metropolitan Parkway Redevelopment Plan boundaries had an assessed tax base value of \$41,754,060 in 2006 according to the tax records of the City of Atlanta. Verification will be sought from the State of Georgia Revenue Commissioner in accordance with the requirements of the *Redevelopment Powers Law*. Parcels within the Metropolitan Parkway TAD are listed in Appendix B.

J. Historic Property within Boundaries of TAD

In 1861, Jeremiah Gilbert, whose residence still exists inside Avery Park at 2238 Perkerson Road and is recognized as a Landmark Building, purchased 500 acres that now forms the Perkerson neighborhood. By 1913, the Capitol View neighborhood was annexed into the City.

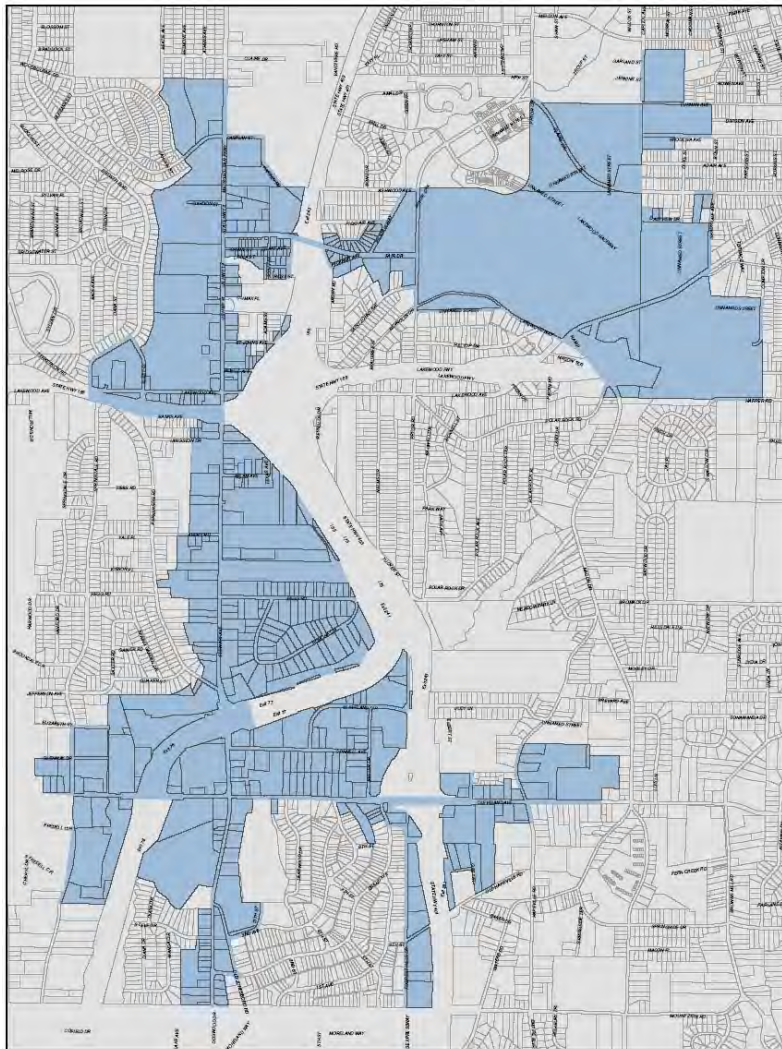
No property designated as a historic property under the Georgia Historic Preservation Act or eligible for listing on the National Register of Historic Places will be substantially altered in any way inconsistent with technical standards for rehabilitation or demolished unless feasibility for reuse has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

K. Creation & Termination Dates for TAD

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

L. Redevelopment Plan and TAD Boundary Map

Metropolitan Parkway Corridor Tax Allocation District



M. Tax Allocation Increment Base and State Certification

The Tax Increment Base for the Metropolitan Parkway TAD is calculated to be \$41,754,060 at the creation date (December 31, 2006) of the TAD. No later than December 31, 2006, a list of all taxable parcels within the TAD along with their respective Assessed Tax Values will be submitted to the State Revenue Commissioner for certification.

N. Property Taxes for Computing Tax Allocation Increments

As provided in the *Redevelopment Powers Law*, the taxes that will be included in the Tax Increment Base for the Tax Allocation District are based on the following 2006 millage rates:

City of Atlanta M&O	7.530 mills
Fulton County M&O	11.407 mills
Atlanta Board of Education M&O	22.649 mills
Total	41.586 mills

O. Tax Allocation Bond Issues

Amount of Bond Issues

It is proposed in this Redevelopment Plan that the amount of each Tax Allocation Bond issue be no less than \$5,000,000. It is anticipated that the total value of the series of anticipated bond issues will be approximately \$85,250,000 during the entire 25-year duration of the Metropolitan Parkway TAD.

2006 Assessed Taxable Value within TAD: \$ 41,754,060.

ANTICIPATED METROPOLITAN PARKWAY TAD BOND ISSUES		
<i>Year of Issue</i>	<i>Amount of Bond Issue</i>	<i>Cumulative Bond Amount</i>
2010	\$ 49,669,590	\$ 49,669,590
2014	\$ 15,901,252	\$ 65,570,842
2018	\$ 8,901,458	\$ 74,472,300
2022	\$ 7,049,952	\$ 81,522,252
2026	\$ 3,726,901	\$ 85,249,153
2030	\$ 0	\$ 85,249,153
Totals: 2007 – 2031	\$ 85,249,153	

Term of the Bond Issue or Issues

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

Rate of Bond Issue

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

Positive Tax Allocation Increments

The positive tax allocation increment for the period covered by the term of the bonds is estimated to range from approximately \$418,000 to \$52,500,000 (at the peak of new development) annually. The actual amount will depend upon the pace at which the Redevelopment Plan is implemented and the impact of the redevelopment activities and other economic factors on the tax base in the district as a whole.

Property to be Pledged for Payment of the Bonds

The tax allocation bonds issued pursuant to this Redevelopment Plan will be secured by the positive tax allocation increment from eligible real ad valorem taxes levied by the City of Atlanta for operating expenses, including taxes levied by Fulton County and the City of Atlanta Board of Education.

P. Other TAD Considerations

TAD Proceeds

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

Eminent Domain

The Redevelopment Agent has the right to pursue condemnation with the City of Atlanta under the Georgia *Redevelopment Powers Law*.

Other Required Information

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

Changes Anticipated

It is anticipated that changes will be made to the proposed Metropolitan Parkway Redevelopment Plan from time-to-time by the ADA, as Redevelopment Agent, subject to approval by the City of Atlanta and notice to the City of Atlanta and the Atlanta Board of Education.

Appendix B

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

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 0068 LL052	OLD HAPEVILLE RD SW	MIMMS MALON D	\$ 149,300	\$ 59,720	\$ 59,720
14 0068 LL097	281 MOUNT ZION RD SW	EKEROTH PHILLIP TODD	917,100	366,840	366,840
14 0068 LL116	2788 FORREST HILLS DR NW	CLEVELAND AVENUE MOTEL INC	1,600,000	640,000	640,000
14 0068 LL127	244 CLEVELAND AVE SW	INTERSTATE PROPERTY HOLDING	258,400	103,360	103,360
14 0068 LL128	200 CLEVELAND AVE SW	TEDDER BENNY C ET AL	935,600	374,240	374,240
14 0068 LL131	2870 FORREST HILLS DR SW	NASS LLC	1,310,900	524,360	445,710
14 0068 LL132	2866 FORREST HILLS DR SW	NASS LLC	1,373,200	549,280	466,890
14 0068 LL134	CLEVELAND AVE SW	CLEVELAND AVENUE LLC	2,415,500	966,200	821,270
14 0068 LL142	200 CLEVELAND AVE SW	CHURCHS FRIED CHICKEN INC	285,500	114,200	97,070
14 0068 LL143	150 CLEVELAND AVE SW	MC DONALDS CORP	428,100	171,240	171,240
14 0068 LL145	170 CLEVELAND AVE SW	DISCOUNT AUTO PARTS INC	774,900	309,960	263,470
14 0068 LL147	2865 OLD HAPEVILLE RD SW	YEH JEROME C & JENNY L	86,800	34,720	29,510
14 0068 LL151	2845 OLD HAPEVILLE RD	YEH JEROME C & JENNY L	156,900	62,760	53,350
14 0068 LL152	OLD HAPEVILLE RD	YEH JEROME C & JENNY L	63,100	25,240	21,450
14 00690002060	OLD HAPEVILLE RD R	AVARY ROBERT L ET AL	700	280	280
14 00690002069	CLEVELAND AVE SW	GEORGIA POWER CO	-	-	-
14 00690005029	211 CLEVELAND AVE SW	GARVA INVESTMENTS INC	323,700	129,480	129,480
14 00690005031	199 CLEVELAND AVE SW	GARCIA WILLIAM N	286,400	114,560	114,560
14 00690005033	191 CLEVELAND AVE SW	MORSE JACK O	392,000	156,800	133,280
14 00690005036	171 CLEVELAND AVE SW	LEE JULIAN H	229,400	91,760	91,760
14 00690005047	151 CLEVELAND AVE SW	SHREE LLLP	414,700	165,880	141,000
14 00690005049	221 CLEVELAND AVE SW	CLEVELAND ENTERPRISES INC	934,600	373,840	373,840
14 00690005051	249 CLEVELAND AVE SW	CLEVELAND ENTERPRISES CORP	304,400	121,760	121,760
14 0090 LL021	PRYOR RD SW	HARMAN C C	277,300	110,920	110,920
14 0090 LL024	1770 STEWART AVE SW	GEORGIA POWER CO	-	-	-
14 0090 LL025	STEWART AVE SW	AZAR LISA J	1,700	680	680
14 00900001015	GRANT ST SW	EVERETTE EMORY B	5,600	2,240	2,240
14 00900001016	557 GRANT ST SW	EVERETTE EMORY B	73,200	29,280	29,280
14 00900001017	GRANT ST SW	LEEMEC INC	5,700	2,280	2,280
14 00900001018	565 GRANT ST SW	LEEMEC INC	53,800	21,520	21,520
14 00900001019	571 GRANT ST SW	LEEMEC INC	50,100	20,040	20,040
14 00900001026	580 GRANT ST SW	WASHINGTON RUBY	67,200	26,880	26,880
14 00900001027	576 GRANT ST SW	LEEMEC INC	85,600	34,240	34,240
14 00900001028	570 GRANT ST SW	EVERETTE CLARENCE M	77,400	30,960	30,960
14 00900001029	GRANT ST SW	EVERETTE JAMES M & LETTIE B	5,700	2,280	2,280
14 00900001030	562 GRANT ST SW	LEEMEC INC	74,700	29,880	29,880
14 00900001033	548 GRANT ST SW	WINGO JOHNNIE MAE ET AL	60,600	24,240	24,240
14 00900001034	544 GRANT ST SW	WINGO RICHARD	67,700	27,080	27,080
14 00900001035	538 GRANT ST SW	MC DOWELL MARGARET M	66,600	26,640	26,640

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 00900001037	23 SCOTT ST SW	PARKS BERTRAND M	22,500	9,000	9,000
14 00900001040	1932 METROPOLITAN PKWY SW	DEKALB CAR WASH INC	178,800	71,520	71,520
14 00900001048	1892 METROPOLITAN PKWY SW	FLETCHER ERMA D	102,400	40,960	40,960
14 00900001051	558 GRANT ST SW	EVERETTE LETTIE B	130,100	52,040	52,040
14 00900001052	28 SCOTT ST SW	FANNING SANDRA DIANE G	57,300	22,920	22,920
14 00900001054	LINCOLN ST SW	LEEMEC INC	20,400	8,160	8,160
14 00900001055	LINCOLN ST SW	MAPP FREDERICK ET AT	20,400	8,160	8,160
14 00900001056	LINCOLN ST SW	MAPP FREDERICK ET AL	20,400	8,160	8,160
14 00900001057	LINCOLN ST SW	BERRY JAMES H SR	20,400	8,160	8,160
14 00900001058	545 GRANT ST SW	WATSON EVELYN B	78,500	31,400	31,400
14 00900001059	LINCOLN ST SW	BERRY JAMES H SR	20,400	8,160	8,160
14 00900001060	LINCOLN ST SW	DALLAS KATIE	20,400	8,160	8,160
14 00900001061	LINCOLN ST SW	DALLAS KATIE	20,400	8,160	8,160
14 00900001063	565 FAIR DR SW	BRADFORD CORINE R	124,000	49,600	49,600
14 00900001064	539 FAIR DR SW	SCOTT JENNIE B	127,400	50,960	50,960
14 00900001065	LINCOLN ST SW REAR	BRADFORD CORINE R	6,100	2,440	2,440
14 00900001069	FAIR DR SW	FRANKEL MEYER L &	164,900	65,960	65,960
14 00900001077	ROSS ST SW	DALLAS CHARLES W	21,700	8,680	8,680
14 00900001078	ROSS ST SW	HARMAN C C	18,500	7,400	7,400
14 00900001079	526 ROSS ST SW	WINGO JOHNNIE MAE D ET AL	58,800	23,520	23,520
14 00900001080	532 ROSS ST SW	COSBY EMMA L W	77,700	31,080	31,080
14 00900001081	1908 SCOTT ST SW	KELLY ROBERT N & BENETTA	90,600	36,240	36,240
14 00900001082	1900 SCOTT ST SW	CONNER KOBIE	97,200	38,880	38,880
14 00900001083	523 ROSS ST SW	HUNTER ROBERT	64,300	25,720	25,720
14 00900001084	511 ROSS ST SW	NATIONAL TAX FUNDING L P	26,700	10,680	10,680
14 00900001088	GRANT ST SW	MAPP FREDERICK EVERETT	23,200	9,280	9,280
14 00900001089	GRANT ST SW	WHITE L BRYAN	23,200	9,280	9,280
14 00900001090	522 GRANT ST SW	WHITE BRYAN L	71,000	28,400	28,400
14 00900001091	GRANT ST SW	MILES MINNIE	23,200	9,280	9,280
14 00900001092	534 GRANT ST SW	PURIFOY MARY G	68,700	27,480	27,480
14 00900001094	529 GRANT ST SW	FORD BEVERLY	122,600	49,040	49,040
14 00900001101	1800 STEWART AVE SW	BROOKER WILLIAM	82,100	32,840	27,910
14 00900001102	STEWART AVE SW REAR	BROOKER WILLIAM	32,900	13,160	11,190
14 00900001103	1880 METROPOLITAN PKWY SW	NATIONAL RESTAURANT DEV INC	339,300	135,720	135,720
14 00900001105	1838 METROPOLITAN PKWY SW	SHEET METAL WORKERS BUILDING	736,300	294,520	294,520
14 00900001106	515 GRANT ST SW	TANNER DOROTHY	98,000	39,200	39,200
14 00900001107	521 GRANT ST SW	PACE CAPRICE	110,200	44,080	44,080
14 00900001110	575 FAIR DR SW	SHEETMETAL WORKERS BLDG	335,500	134,200	134,200
14 00900001111	1850 METROPOLITAN PKWY SW	SARANJEET KAUR CHHABRA &	390,900	156,360	156,360

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 00900001114	531 GRANT ST SW	LAWRENCE BRENDA A	112,100	44,840	44,840
14 00900001115	FAIR DR SW	ELSON EDWARD ET AL	12,000	4,800	4,800
14 00900001116	1826 METROPOLITAN PKWY SW	ATLANTA DISCOUNT AUTO PAINTING	406,200	162,480	162,480
14 00900001117	1820 METROPOLITAN PKWY SW	SIGAL ALLEN B & MARILYN B	249,600	99,840	99,840
14 00900001118	LEOLA ST SW	PARKS BERT	145,300	58,120	58,120
14 00900001119	LEOLA ST SW	PARKS BERT	72,300	28,920	28,920
14 00900003026	SAINT JOHNS AVE SW	KELLETT STILES A	6,800	2,720	2,720
14 00900003044	SAINT JOHNS AVE SW R	KELLETT STILES A	21,000	8,400	8,400
14 00900003062	540 MOBILE AVE SW	WARREN LYNN A &	132,500	53,000	53,000
14 00900003063	2070 METROPOLITAN PKWY SW	COLLEGE PARK AUTOMOTIVE INC	298,200	119,280	119,280
14 00900003065	ADAMS ST SW	DUNCAN DEVELOPMENT CO	21,400	8,560	8,560
14 00900003067	560 SAINT JOHNS AVE SW	HYDE MARK & ANNETTE	79,000	31,600	31,600
14 00900003073	553 MOBILE AVE SW	REYNOLDS BRUCE	156,800	62,720	62,720
14 00900003076	541 MOBILE AVE SW	HOLMES RONNIE L	69,400	27,760	27,760
14 00900003077	537 MOBILE AVE SW	MANCUSO PETER B	37,000	14,800	14,800
14 00900003078	MOBILE AVE SW	MANCUSO PETER B	27,100	10,840	10,840
14 00900003079	MOBILE AVE SW REAR	MANCUSO PETER B	4,600	1,840	1,840
14 00900003080	2016 METROPOLITAN PKWY SW	TUCKER AUTO ELECTRIC &	294,900	117,960	117,960
14 00900003081	METROPOLITAN PKWY SW	HOLLIS MC ARTHUR	72,100	28,840	28,840
14 00900003082	2044 STEWART AVE SW	MOUNT EPHRAIM BAPTIST CHURCH	439,100	175,640	175,640
14 00900003083	1990 STEWART AVE SW	JOHNSON HERMAN J &	441,200	176,480	176,480
14 00900003084	2096 METROPOLITAN PKWY SW	WENDYS INTERNATIONAL INC	535,800	214,320	214,320
14 00900003085	2092 METROPOLITAN PKWY SW	METRO SALES & SERVICES INC	49,600	19,840	19,840
14 00900003086	540 MOBILE AVE SW	CASTLE VENTURES INC	30,800	12,320	12,320
14 00900007014	HARDEN RD SW	HARMAN C C	13,700	5,480	5,480
14 00900007023	356 PICKFAIR AVE SW	JONES TONYA	50,900	20,360	20,360
14 00900007024	352 PICKFAIR AVE SW	MORGAN JOHN & JENNIFER	64,800	25,920	25,920
14 00900007025	PICKFAIR WAY SW	HARMAN C C	8,800	3,520	3,520
14 00900007026	PICKFAIR WAY SW	HARMAN C C	31,500	12,600	12,600
14 00900007027	PICKFAIR WAY SW	MCI INV INC	12,500	5,000	5,000
14 00900007028	PICKFAIR WAY SW	HARMAN C C	12,500	5,000	5,000
14 00900007080	PRYOR RD SW	LAKWOODFAIR LLC	201,300	80,520	80,520
14 00900007081	HARDEN RD SW	GOLDFARB CAROLYN T ET AL	11,700	4,680	4,680
14 00900007082	FAIR DR SW	HARMAN C C	18,000	7,200	7,200
14 00900007083	FAIR DR SW	HARMAN CHARLES C	9,000	3,600	3,600
14 00900007084	FAIR DR SW	HARMAN C C	9,800	3,920	3,920
14 00900007085	FAIR DR SW	HARMAN C C	1,900	760	760
14 00900007086	FAIR DR SW	HARMAN C C	15,700	6,280	6,280
14 00900007087	FAIR DR SW	HARMAN C C	21,400	8,560	8,560

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 00900007088	FAIR DR SW	HARMAN C C	25,200	10,080	10,080
14 00900007089	FAIR DR SW	HARMAN C C	31,700	12,680	12,680
14 00900007090	PICKFAIR WAY SW	HARMAN C C	12,200	4,880	4,880
14 00900007091	FAIR DR SW	HARMAN C C	1,800	720	720
14 00900007092	FAIR DR SW	HARMAN C C	16,200	6,480	6,480
14 00900007093	PICKFAIR WAY SW	LARRY REALTY COMPANY	27,100	10,840	10,840
14 00900007094	PICKFAIR WAY SW	HARMAN C C	11,200	4,480	4,480
14 00900007095	PICKFAIR WAY SW	HARMAN CHARLES C	300	120	120
14 00900007102	PICKFAIR WAY SW	HARMAN CHARLES C	100,400	40,160	40,160
14 00900007104	335 SAINT JOHNS AVE SW	CRUMBLEY JAMES R	40,000	16,000	16,000
14 00900007105	FAIR DR SW	HARMAN C C	11,400	4,560	4,560
14 0091 LL001	2310 STEWART AVE SW	GEORGIA AUCTION SERVICES INC	1,062,400	424,960	424,960
14 0091 LL004	2380 STEWART AVE SW	MAJMUNDAR VIPIN P	370,800	148,320	148,320
14 0091 LL005	515 PEGG RD SW	JORDAN WINIFRED C	126,500	50,600	50,600
14 0091 LL006	511 PEGG RD SW	FOX WILLIAM J	68,900	27,560	27,560
14 0091 LL007	507 PEGG RD SW	MUCKLE SUSIE B	110,500	44,200	44,200
14 0091 LL008	505 PEGG RD SW	FREEPORT TITLE & GUARANTY INC	91,000	36,400	36,400
14 0091 LL011	455 PEGG RD SW	WALKER MARILYN B	99,100	39,640	39,640
14 0091 LL012	445 PEGG RD SW	GRIMMETT MICHAEL K	121,300	48,520	48,520
14 0091 LL013	425 PEGG RD SW	RAGAN EMORY J & LURLINE B	86,800	34,720	34,720
14 0091 LL014	415 PEGG RD SW	MORGAN JOHN & JENNIFER	53,600	21,440	21,440
14 0091 LL015	409 PEGG RD SW	WOOTEN BERTHA	106,400	42,560	42,560
14 0091 LL030	477 PEGG RD SW	HUNTER ROSEMARY	77,600	31,040	31,040
14 0091 LL031	465 PEGG RD SW	VEAZEY MARK A	96,000	38,400	38,400
14 0091 LL032	461 PEGG RD SW	MC GAHEE ROBERT L &	80,500	32,200	32,200
14 0091 LL037	401 PEGG RD SW	CAMPBELL MARY A	59,600	23,840	23,840
14 0091 LL038	397 PEGG RD SW	DAVIS HERAN	61,000	24,400	24,400
14 0091 LL040	2344 STEWART AVE SW	GEORGIA AUCTION SERVICES INC	244,400	97,760	97,760
14 0091 LL044	PEGG RD SW	LAWSON SIMON	8,900	3,560	3,560
14 0091 LL047	CHESHIRE AVE SW	GEORGIA AUCTION SERVICES INC	326,400	130,560	130,560
14 0091 LL053	2338 STEWART AVE SW	GEORGIA AUCTION SERVICES INC	108,900	43,560	43,560
14 0091 LL054	STEWART AVE SW	GEORGIA AUCTION SERVICES INC	295,800	118,320	118,320
14 0091 LL057	2370 STEWART AVE SW	URBAN RESIDENTIAL DEV CORP	2,481,700	992,680	992,680
14 0091 LL058	STEWART AVE SW	FOXWORTHY INC	639,300	255,720	217,360
14 00910001061	2100 METROPOLITAN PKWY SW	COMPASS PROPERTIES INC	127,300	50,920	50,920
14 00910001062	2150 METROPOLITAN PKWY SW	GUNN HORACE A & HERBERT H JR	224,700	89,880	89,880
14 00910001063	STEWART AVE SW	SUN BRUCE INC	149,000	59,600	59,600
14 00910002001	2202 METROPOLITAN PKWY SW	EASTERN FINANCIAL CORP	137,100	54,840	54,840
14 00910002002	2208 METROPOLITAN PKWY SW	AHMED ABDI	53,800	21,520	21,520

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 00910002019	556 MILAM AVE SW	ODEN HAROLD R	85,200	34,080	34,080
14 00910002048	553 MILAM AVE SW	JUSTICE OUTDOOR DISPLAYS INC	101,500	40,600	40,600
14 00910002054	2214 METROPOLITAN PKWY SW	HERNANDEZ JOSE M & JUANA	145,500	58,200	58,200
14 00910002056	2280 METROPOLITAN PKWY SW	DUNKELBERGER LTD PTRSP	531,200	212,480	212,480
14 00910002058	569 MILAM AVE SW	AHMED ABDI	58,700	23,480	23,480
14 00910002061	541 MILAM AVE SW	KAUFMAN CHARLES JEFFREY ET AL	145,200	58,080	58,080
14 00910002065	535 MILAM AVE SW	ALLEN GARY R & JOLYNNE A	130,200	52,080	52,080
14 00910002067	2244 METROPOLITAN PKWY SW	GEORGIA AUCTION SERVICES INC	2,812,500	1,125,000	1,125,000
14 00910002070	2224 METROPOLITAN PKWY SW	SYKES BENNY	176,800	70,720	70,720
14 00910002071	2160 METROPOLITAN PKWY SW	NACOOCHEE CORP	128,100	51,240	51,240
14 00910002072	560 MILAM AVE	SYKES BENNY	53,200	21,280	21,280
14 00910002073	568 MILAM AVE	SYKES BENNY	51,800	20,720	20,720
14 00910002074	542 MILAM AVE	COLONY HOLDING CO	335,800	134,320	134,320
14 00910005054	REYNOLDS DR SW	GEORGIA AUCTION SERVICES INC	85,400	34,160	34,160
14 00920001001	2410 METROPOLITAN PKWY SW	GENERAL INVESTORS INC	212,000	84,800	84,800
14 00920001002	2420 METROPOLITAN PKWY SW	FERRANTE BARKER EVA M	133,300	53,320	53,320
14 00920001003	2430 METROPOLITAN PKWY SW	HELD JACK	116,400	46,560	39,570
14 00920001005	2464 METROPOLITAN PKWY SW	CHEVROLET METRO REALTY INC	132,100	52,840	52,840
14 00920001015	502 POMONA CIR SW	HILDA C BENTLEY LIVING TRUST	53,100	21,240	18,060
14 00920001016	508 POMONA CIR SW	WHITE KATHLEEN	90,100	36,040	36,040
14 00920001017	516 POMONA CIR SW	HOOVER EQUITY INV LLC	86,600	34,640	34,640
14 00920001018	522 POMONA CIR SW	DAVIS SAMUEL M D & JUANITA S	69,500	27,800	27,800
14 00920001021	PEGG RD SW	GENERAL INVESTORS INC	67,200	26,880	26,880
14 00920001022	530 PEGG RD SW	WILLIS CHARLES L	81,400	32,560	32,560
14 00920001026	486 PEGG RD SW	HILDA C BENTLEY LIVING TRUST	171,100	68,440	58,170
14 00920001027	466 PEGG RD SW	SHAW CAROLYN J	68,000	27,200	27,200
14 00920001028	549 POMONA CIR SW	SPRUILL JOYCE A	106,400	42,560	42,560
14 00920001029	POMONA CIR SW	WILLIAM E KARR	6,700	2,680	2,680
14 00920001032	509 POMONA CIR SW	THOMAS REGINALD & LYNETTA G	118,400	47,360	47,360
14 00920001033	501 POMONA CIR SW	CHAMBERS PATRICK L & MARLENE J	56,300	22,520	22,520
14 00920001036	471 POMONA CIR SW	SCOGGINS ANNIE M	88,000	35,200	35,200
14 00920001037	461 POMONA CIR SW	BROWN DAVID N	61,400	24,560	24,560
14 00920001039	470 POMONA CIR SW	BROWN LUCIOUS L	124,700	49,880	49,880
14 00920001042	492 POMONA CIR SW	TAYLOR JAMES A & CYNTHIA J	17,000	6,800	6,800
14 00920001043	494 POMONA CIR SW	SANDERS BOBBY LEE	116,000	46,400	46,400
14 00920001046	494 PEGG RD SW	PAULK MAX W	53,800	21,520	21,520
14 00920001051	530 POMONA CIR SW	BROWN ETHERNE D	12,600	5,040	5,040
14 00920001053	POMONA CIR SW	KOGER L M	8,800	3,520	3,520
14 00920001054	489 POMONA CIR SW	MARSHBURN ANTHONY	79,300	31,720	31,720

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 00920001055	488 POMONA CIR SW	JACKSON CYNTHIA	73,300	29,320	29,320
14 00920001056	480 POMONA CIR SW	JONES OZELLA T	20,000	8,000	8,000
14 00920001057	540 POMONA CIR SW	JOHNSON ANDRE & YVETTE	107,400	42,960	42,960
14 00920001058	2440 METROPOLITAN PKWY SW	CHEVROLET METRO REALTY INC	110,600	44,240	44,240
14 00920001060	441 POMONA CIR SW	WOODY ERICA M	99,700	39,880	39,880
14 00920001062	550 POMONA CIR SW	PECE JERRY	70,700	28,280	28,280
14 00920001063	518 PEGG RD SW	DAVIS TEMITA	114,200	45,680	45,680
14 00920001064	510 PEGG RD SW	JORDAN WINFRED C	151,000	60,400	60,400
14 00920001065	529 POMONA CIR SW	SMITH LINDA	64,400	25,760	25,760
14 00920001066	519 POMONA CIR SW	BARNES FLORENCE	103,000	41,200	41,200
14 00920001067	2536 METROPOLITAN PKWY SW	CHEVROLET METRO REALTY INC	487,200	194,880	194,880
14 00920001068	2546 STEWART AVE SW	SUNTRUST BANK ATLANTA AS TR	289,200	115,680	115,680
14 00920001072	2508 STEWART AVE SW	CHEVROLET METRO REALTY INC	691,200	276,480	276,480
14 00920001073	500 POMONA CIR SW	HARDEMAN MICHAEL	124,500	49,800	49,800
14 00920002001	456 PEGG RD SW	AARON JERRY E	73,300	29,320	29,320
14 00920002002	446 PEGG RD SW	JOHNS TOM JR & JUSTEAN	81,000	32,400	32,400
14 00920002003	436 PEGG RD SW	LESTER JAMES & LINDA	72,300	28,920	28,920
14 00920002004	426 PEGG RD SW	TENNY VELENA	61,400	24,560	24,560
14 00920002005	416 PEGG RD SW	JONES ARTHUR	92,900	37,160	37,160
14 00920002006	406 PEGG RD SW	KAJUMBA RUBY J & SAMUEL	64,200	25,680	25,680
14 00920002007	396 PEGG RD SW	HILDA C BENTLEY LIVING TRUST	6,800	2,720	2,720
14 00920002009	397 POMONA CIR SW	HOWELL KYE	90,300	36,120	36,120
14 00920002010	401 POMONA CIR SW	ZABOLI TONY S	12,400	4,960	4,960
14 00920002011	411 POMONA CIR SW	JOHNSON SAMUEL L	186,000	74,400	74,400
14 00920002015	POMONA CIR SW	FOXWORTHY INC	8,300	3,320	3,320
14 00920002018	430 POMONA CIR SW	JOHNSON SAMUEL L	76,400	30,560	30,560
14 00920002055	444 POMONA CIR SW	MORTGAGE ELECTONIC	191,500	76,600	76,600
14 00920002063	421 POMONA CIR SW	BROWN CURTIS	62,700	25,080	25,080
14 00920002067	425 POMONA CIR SW	EBERHART CRAIG W & SYLVIA T	91,400	36,560	36,560
14 00920002068	431 POMONA CIR SW	JONES JEANETTE	71,800	28,720	28,720
14 00920002069	371 CLEVELAND CIR SW	CLAY MARY & HOWARD	146,900	58,760	58,760
14 00920002071	381 CLEVELAND CIR SW	TRAN DUC & PHAN LON V	113,400	45,360	45,360
14 00920002072	CLEVELAND CIR SW	TRAN DUC & PHAN LON V	13,700	5,480	5,480
14 00920002075	401 CLEVELAND CIR SW	ADONAI PROPERTIES INC	117,300	46,920	46,920
14 00920002079	POMONA CIR SW	JORDAN WINFRED	8,800	3,520	3,520
14 00920002080	POMONA CIR SW	JORDAN WINFRED	8,200	3,280	3,280
14 00920002081	POMONA CIR SW	JORDAN WINFRED	7,300	2,920	2,920
14 00920002084	CLEVELAND CIR SW	ACTION OUTDOOR ADVERTISING INC	100	40	40
14 00920002087	PEGG RD SW	HILDA C BENTLEY LIVING TRUST	6,800	2,720	2,720

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 00920002091	410 POMONA CIR SW	JOHNSON SAMUEL L	113,200	45,280	45,280
14 00920002092	FORREST HILLS DR SW	CONVENTION DISPLAY DEV	87,100	34,840	34,840
14 00920002093	2545 FORREST HILLS DR SW	MITCHELL JOHN G	866,400	346,560	294,570
14 00920003016	CONNELL AVE SW	BOWEN R L	25,100	10,040	10,040
14 00920003017	CONNELL AVE SW	SCOGGINS DAN S	25,100	10,040	10,040
14 00920003018	CONNELL AVE SW	SCOGGINS DAN S	72,000	28,800	24,480
14 00920003019	470 CONNELL AVE SW	SCOGGINS DAN S	115,000	46,000	46,000
14 00920003037	461 CLEVELAND AVE SW	SCOGGINS DAN S	156,800	62,720	53,310
14 00920003038	CLEVELAND AVE SW	C L P FAMILY INVESTMENTS L P	166,700	66,680	56,680
14 00920003039	441 CLEVELAND AVE SW	C L P FAMILY INVESTMENTS L P	516,100	206,440	175,470
14 00920003052	CLEVELAND CIR SW	FIVE ZERO ONE CONNELL LLC	528,900	211,560	211,560
14 00920003053	2608 METROPOLITAN PKWY SW	TUMLIN ENTERPRISES INC	689,100	275,640	275,640
14 00920003055	502 CONNELL AVE SW	TUMLIN ENTERPRISES INC	188,100	75,240	63,950
14 00920003056	CONNELL AVE SW	TUMLIN ENTERPRISES INC	66,000	26,400	26,400
14 00920003057	501 CONNELL AVE SW	FIVE ZERO ONE CONNELL LLC	430,200	172,080	172,080
14 00920003058	2690 METROPOLITAN PKWY SW	VOLUNTEER CAPITAL CORP	354,700	141,880	120,600
14 00920003060	525 CLEVELAND AVE SW	PATEL RANJANBEN	115,200	46,080	46,080
14 00920003065	2644 METROPOLITAN PKWY SW	ODEN ROBERT W JR & DONNA L	429,800	171,920	171,920
14 00920003066	519 CLEVELAND AVE SW	P J & ASSOCIATES INC	210,000	84,000	84,000
14 00920003070	471 CLEVELAND AVE SW	SCOGGINS DAN S	367,900	147,160	125,090
14 00920003071	CLEVELAND AVE SW	P J & ASSOCIATES INC	737,700	295,080	295,080
14 00920003073	2642 METROPOLITAN PKWY SW	TUMLIN ENTERPRISES INC	228,800	91,520	91,520
14 00920003074	2640 METROPOLITAN PKWY SW	TUMLIN ENTERPRISES INC	624,500	249,800	249,800
14 00920003075	2640 METROPOLITAN PKWY	TUMLIN ENTERPRISES INC	251,200	100,480	100,480
14 00920004009	2601 BEELER DR SW	ALIYN JIMOH	118,400	47,360	47,360
14 00920004015	421 CONNELL AVE SW	HOLLIS MAC ARTHUR	175,000	70,000	70,000
14 00920004016	431 CONNELL AVE SW	THENG THEAM	141,500	56,600	56,600
14 00920004019	410 CONNELL AVE SW	SCOGGINS DAN	115,600	46,240	46,240
14 00920004020	CONNELL AVE SW	RIDGEWAY NOAH D SR	25,100	10,040	10,040
14 00920004021	CONNELL AVE SW	MC CARTY LANA FRANCES ET AL	25,100	10,040	10,040
14 00920004022	2637 BEELER DR SW	STRACENER MELISSA E	25,100	10,040	10,040
14 00920004023	BEELER DR SW	STRACENER MELISSA E	25,100	10,040	10,040
14 00920004026	431 CLEVELAND AVE SW	C L P FAMILY INVESTMENTS L P	166,600	66,640	56,640
14 00920004027	421 CLEVELAND AVE SW	OM SAI INC	855,200	342,080	342,080
14 00920004028	411 CLEVELAND AVE SW	LEE JAMES HAROLD	215,700	86,280	86,280
14 00920004029	401 CLEVELAND AVE SW	ATLANTA TOWN INSURANCE	211,100	84,440	84,440
14 00920004059	387 CLEVELAND AVE SW	MC CARTY LANA F ET AL	660,700	264,280	264,280
14 00920004061	385 CONNELL AVE SW	EDWARD JONES J	123,200	49,280	49,280
14 00920004063	2611 BEELER DR SW	HARRISON BARBARA S	89,300	35,720	35,720

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 00920004064	2621 BEELER DR SW	SELLS BARBARA G	87,500	35,000	35,000
14 00920004066	428 CONNELL AVE SW	SMITH DEBORAH ANN	149,900	59,960	59,960
14 00920004069	2657 BEELER DR SW	HOLT RONNIE TR	578,500	231,400	231,400
14 00920004071	2585 BEELER DR SW	NEHEMIAH LLC	914,000	365,600	365,600
14 00920004072	365 CLEVELAND AVE SW	LEE CENTER NORTH LLLP	647,000	258,800	258,800
14 00920004079	437 CLEVELAND AVE SW	KRYSTAL CO THE	523,600	209,440	209,440
14 00920004080	BEELER DR SW	COREY WILLIAM D	25,300	10,120	8,600
14 00920004081	BEELER DR SW	MOTEL SIX INC	341,200	136,480	136,480
14 00920004082	CONNELL AVE SW	BARTENFIELD JERRY M	39,300	15,720	15,720
14 00930001013	516 CLEVELAND AVE SW	STEVEN DOROTHY A	189,100	75,640	75,640
14 00930001051	2720 STEWART AVE SW	WEC 98H 31 LLC	1,530,000	612,000	520,200
14 00930001102	2750 METROPOLITAN PKWY SW	AUTOZONE INC	137,700	55,080	55,080
14 00930001106	2721 METROPOLITAN PKWY SW	TODHUNTER LOLA R ET AL TRS	1,083,100	433,240	433,240
14 00930001117	2766 METROPOLITAN PKWY SW	AUTOZONE INC	761,200	304,480	304,480
14 00930001122	2794 METROPOLITAN PKWY SW	JACKSON FRANK D	331,500	132,600	132,600
14 00930001124	2784 STEWART AVE SW	JACKSON FRANKLIN D	273,400	109,360	109,360
14 00930001126	STEWART AVE SW	GRIFFIN BETTY J &	71,100	28,440	28,440
14 00930001128	2755 METROPOLITAN PKWY SW	HOW KAR W	212,900	85,160	85,160
14 00930001130	METROPOLITAN PKWY SW	GRIFFIN LAUREN B & ODEN HAROLD	89,000	35,600	35,600
14 00930001131	STEWART AVE SW	GRIFFIN LAUREN B & ODEN HAROLD	86,800	34,720	34,720
14 00930001132	2765 METROPOLITAN PKWY SW	GRIFFIN LAUREN B & ODEN HAROLD	126,700	50,680	50,680
14 00930002013	2725 GRAND AVE SW	ITELD SIMONE	16,000	6,400	6,400
14 00930002101	2709 GRAND AVE SW	ISENBERG JOEL K	64,900	25,960	25,960
14 00930002102	2715 GRAND AVE SW	ISENBERG JOEL K	15,900	6,360	6,360
14 00930002140	394 CLEVELAND AVE SW	JUPITER INC	465,000	186,000	158,100
14 00930002141	374 CLEVELAND AVE SW	JUPITER INC	378,700	151,480	151,480
14 00930002144	400 CLEVELAND AVE SW	HENSON E DOUGLAS	406,400	162,560	162,560
14 00930003003	2968 STEWART AVE SW	SYKES BENNY	83,500	33,400	33,400
14 00930003143	2980 STEWART AVE SW	SYKES BENNY	114,800	45,920	45,920
14 00930003144	2972 STEWART AVE SW	SYKES BENNY	91,200	36,480	36,480
14 00930003167	2992 STEWART AVE SW	BROWN BARBARA A	82,300	32,920	32,920
14 00930003191	2920 METROPOLITAN AVE SW	PERSAD SURESH L	316,800	126,720	126,720
14 00930003192	2944 METROPOLITAN PKWY SW	PERSAD SURESH L	359,800	143,920	122,330
14 00930003202	2870 METROPOLITAN PKWY SW	KREKLE KATY LEE	134,600	53,840	53,840
14 00930003203	2866 METROPOLITAN PKWY SW	HUSSAIN YASMEEN I	67,700	27,080	27,080
14 0100 LL048	730 CLEVELAND AVE SW	SOLID EQUITIES INC	274,800	109,920	109,920
14 01000001003	2861 METROPOLITAN PKWY SW	FOXWORTHY INC	76,900	30,760	30,760
14 01000001004	2877 METROPOLITAN PKWY SW	GRACE ROOSEVELT	256,700	102,680	102,680
14 01000001008	STEWART AVE SW	FORD REALTY	51,500	20,600	20,600

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 01000001009	STEWART AVE SW	SPEILBERG JACK	50,400	20,160	17,140
14 01000001010	2909 METROPOLITAN PKWY SW	MC ELROY PROPERTIES L P	88,900	35,560	35,560
14 01000001013	2921 METROPOLITAN PKWY SW	WOFFORD CHARLES A II	105,000	42,000	42,000
14 01000001016	2943 METROPOLITAN PKWY SW	WHITFIELD LISA	104,100	41,640	41,640
14 01000001021	STEWART AVE SW	BURNS CONNIE L	46,200	18,480	18,480
14 01000001123	2911 METROPOLITAN PKWY SW	WOFFORD CHARLES A II	92,600	37,040	37,040
14 01000001130	2887 METROPOLITAN PKWY SW	MC ELROY PROPERTIES L P	186,600	74,640	74,640
14 01000001131	2975 METROPOLITAN PKWY SW	BISHOP RONALD JERRY	192,300	76,920	76,920
14 01000001134	2933 STEWART AVE SW	WHITFIELD LISA	109,900	43,960	43,960
14 01000001136	2967 METROPOLITAN PKWY SW	BISHOP GARY W	314,900	125,960	107,070
14 01000001139	2985 METROPOLITAN PKWY SW	PERSAD SURESH L	175,000	70,000	59,500
14 01000001140	2995 METROPOLITAN PKWY SW	WOOD WAYNE H	292,900	117,160	117,160
14 0101 LL027	CLEVELAND AVE SW	CLEVELAND EIGHTY FIVE PARTNERS	27,900	11,160	11,160
14 0101 LL028	CLEVELAND AVE SW	CLEVELAND EIGHTY FIVE	7,100	2,840	2,840
14 0101 LL031	2555 STEWART AVE SW	CHEVROLET METRO REALTY INC	3,275,200	1,310,080	1,310,080
14 0101 LL032	STEWART AVE SW	WALKER ARTHUR W	40,000	16,000	16,000
14 0101 LL034	STEWART AVE SW REAR	CLEVELAND EIGHTY FIVE	60,600	24,240	24,240
14 0101 LL038	655 CLEVELAND AVE SW	GEC ATLANTA LLC	306,900	122,760	104,340
14 0101 LL039	CLEVELAND AVE SW REAR	CLEVELAND 85 PARTNERS LLP	203,500	81,400	81,400
14 0101 LL040	2701 STEWART AVE SW	WALKER ARTHUR W	711,400	284,560	284,560
14 0101 LL041	CLEVELAND VE SW	WALKER ARTHUR W	143,400	57,360	57,360
14 0101 LL042	2685 STEWART AVE SW	WALKER ARTHUR W	492,200	196,880	196,880
14 0101 LL043	2685 STEWART AVE SW	REKLAW L L C	7,738,800	3,095,520	3,095,520
14 01010001003	2449 METROPOLITAN PKWY SW	WHITE HARRY P	585,300	234,120	199,000
14 01010001012	2461 METROPOLITAN PKWY SW	CHEVROLET METRO REALTY INC	864,800	345,920	345,920
14 01010001013	2461 METROPOLITAN PKWY SW	CHEVROLET METRO REALTY INC	327,600	131,040	131,040
14 01010001014	STEWART AVE SW	CHEVROLET METRO REALTY INC	201,900	80,760	80,760
14 01010002014	STEWART AVE SW	MC CRANIE JOSEPH J	85,200	34,080	34,080
14 01010002016	2473 METROPOLITAN PKWY SW	CHEVROLET METRO REALTY INC	85,400	34,160	34,160
14 01010002025	2477 STEWART AVE SW	MC CRANIE JOSEPH J & PAULA	316,500	126,600	126,600
14 01010002027	PERKERSON RD SW	NALLEY C V III	29,200	11,680	11,680
14 01010002029	2521 METROPOLITAN PKWY SW	CHEVROLET METRO REALTY INC	394,200	157,680	157,680
14 01010003019	809 CLEVELAND AVE SW	CARROLL KIMBERLY S	508,200	203,280	203,280
14 01010003043	GLENWAY DR	DEVELOPERS INC	235,200	94,080	94,080
14 01010003059	CLEVELAND AVE SW	BASSEY EPHRAIM N & PATRICIA M	115,200	46,080	46,080
14 01010003060	CLEVELAND AVE SW	BASSEY EPHRAIM N & PATRICIA M	106,600	42,640	42,640
14 01010003061	CLEVELAND AVE SW	SUMMIT SOUTH LLC	345,900	138,360	117,610
14 01010004018	SPRINGDALE RD SW	CLEVELAND EIGHTY FIVE	54,100	21,640	21,640
14 01010004025	757 CLEVELAND AVE SW	CLEVELAND & EIGHTY FIVE CENTER	282,200	112,880	112,880

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 01010004026	777 CLEVELAND AVE SW	SUMMIT SOUTH LLC	913,300	365,320	365,320
14 01010004027	CLEVELAND AVE SW	CLEVELAND & EIGHTY FIVE CENTER	1,474,800	589,920	589,920
14 01010009122	QUAKER ST SW REAR	CLEVELAND EIGHTY FIVE	2,000	800	800
14 01020001034	2151 METROPOLITAN PKWY SW	WARSHAW SAM	230,300	92,120	92,120
14 01020001039	2774 LAKEWOOD AVE SW	HAGAN ERIC D	131,100	52,440	52,440
14 01020001046	2107 METROPOLITAN PKWY SW	FREEMAN GROUP UNLIMITED LLC	162,100	64,840	64,840
14 01020001048	LANGSTON DR SW	CLARK DAVID B	133,200	53,280	53,280
14 01020002009	2798 LAKEWOOD AVE SW	CHRISTLER WORTH R & GLORIA R	149,700	59,880	59,880
14 01020002012	2784 LAKEWOOD AVE SW	BACCUS JONATHAN	95,000	38,000	38,000
14 01020002013	2778 LAKEWOOD AVE SW	FRAMBES REBECCA G	52,400	20,960	20,960
14 01020002055	2790 LAKEWOOD AVE SW	TAYLOR INTEREST L L C	256,900	102,760	87,350
14 01020002056	2818 LAKEWOOD AVE SW	ISRAEL JAMES JR	76,800	30,720	30,720
14 01020002058	2808 LAKEWOOD AVE SW	CHOI YOUN HWAN & SOON RYE	108,800	43,520	43,520
14 01020002060	2828 LAKEWOOD AVE SW	AMERICAN BRIDGE ASSOCIATES	186,600	74,640	74,640
14 01020002063	BANKS AVE SW	NEW R F & ELA C	14,800	5,920	5,920
14 01020002064	2836 LAKEWOOD AVE SW	MILLER C C	326,600	130,640	130,640
14 01020002073	LANGSTON DR SW	BUTLER STANT	103,500	41,400	41,400
14 01020002074	LANGSTON DR SW	ROSS VANESSA	249,600	99,840	99,840
14 01020006028	2175 METROPOLITAN PKWY SW	SHAIKH RAFAT U	92,100	36,840	36,840
14 01020006029	2265 METROPOLITAN PKWY SW	EDWARDS RODNEY EUGENE	228,000	91,200	91,200
14 01020006030	2263 METROPOLITAN PKWY SW	NOBLE REATLY INC	608,600	243,440	243,440
14 01020006031	2285 METROPOLITAN AVE SW	SAFE HARBOR DEV INC	391,100	156,440	156,440
14 01020007004	622 AVERY RD SW	MANLEY HOMES INC	130,500	52,200	52,200
14 01020007005	STEWART AVE SW	MANLEY HOMES INC	60,000	24,000	24,000
14 01020007029	2375 METROPOLITAN PKWY SW	BRITO JESUS	409,300	163,720	163,720
14 01020007034	2393 METROPOLITAN PKWY SW	WHITE HARRY P	936,100	374,440	318,270
14 01020007035	638 AVERY RD SW	MANLEY HOMES INC	195,200	78,080	78,080
14 01020007037	630 AVERY RD SW	MANLEY HOMES INC	90,000	36,000	36,000
14 01020007041	2353 METROPOLITAN PKWY SW	MANLEY HOMES INC	178,700	71,480	71,480
14 01020007042	AVERY RD SW	MANLEY HOMES INC	48,700	19,480	19,480
14 01020007043	2333 METROPOLITAN PKWY SW	MANLEY HOMES INC	434,000	173,600	173,600
14 0103 LL023	1919 METROPOLITAN PKWY SW	KIMS MANAGEMENT INC	1,680,000	672,000	672,000
14 0103 LL035	1957 STEWART AVE SW	TAYLOR INTEREST L L C	100,300	40,120	40,120
14 0103 LL036	STEWART AVE SW	NEXT DOOR OF ATLANTA #7 LESSEE	296,600	118,640	118,640
14 0103 LL037	2095 METROPOLITAN PKWY SW	CROSS ROADS SHOPPING CENTER	224,000	89,600	89,600
14 0103 LL040	1897 METROPOLITAN PKWY SW	KNOX INVESTMENT CO	3,403,800	1,361,520	1,361,520
14 0103 LL041	2065 METROPOLITAN PKWY SW	SHONEYS INC	392,500	157,000	157,000
14 0103 LL043	2091 STEWART AVE	MC DONALDS CORP	525,000	210,000	210,000
14 0103 LL044	2091 METROPOLITAN PKWY SW	METROPOLITAN PARKWAY L L C	4,966,300	1,986,520	1,688,540

METROPOLITAN PARKWAY TAD: TAXABLE PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value	Total Taxable
14 0103 LL045	METROPOLITAN PKWY SW	AUTO ZONE INC	662,900	265,160	265,160
14 0103 LL047	1959 METROPOLITAN PKWY	STEWARD SQUARE L L C	1,631,200	652,480	652,480
14 0103 LL048	1961 METROPOLITAN PKWY SW	TAYLOR INTREST L L C	430,000	172,000	146,200
14 0103 LL049	METROPOLITAN PKWY SW	TAYLOR INTEREST LLC	1,600	640	640
14 0103 LL050	METROPOLITAN PKWY SW	AMOCO OIL CO	348,000	139,200	139,200
14 01040005053	1735 METROPOLITAN PKWY SW	KNOX ENTERPRISES LLLP	1,170,700	468,280	468,280
14 01040005054	1707 METROPOLITAN PKWY SW	KNOX ENTERPRISES LLLP	530,800	212,320	212,320
			\$ 107,680,900	\$ 43,072,360	\$ 41,754,060

METROPOLITAN PARKWAY TAD: TAX-EXEMPT PARCELS

Parcel ID	Site Address	Owner	Appraised Value	Assessed Value
14 0057 LL002	1670 CAPITOL AVE SE	CITY OF ATLANTA	\$ 9,217,900	\$ 3,687,160
14 0057 LL004	TURMAN AVE SE	CITY OF ATLANTA	40,900	16,360
14 00570021046	RHODESIA AVE SE	CITY OF ATLANTA	31,500	12,600
14 0058 LL003	LAKEWOOD AVE SE	CITY OF ATLANTA	7,526,500	3,010,600
14 00580001018	28 DALEVIEW DR SE	CITY OF ATLANTA	36,700	14,680
14 00580001040	CLAIRE DR SE	CITY OF ATLANTA	24,700	9,880
14 00580001052	18 DALEVIEW DR SE	CITY OF ATLANTA	51,300	20,520
14 00580001055	CLAIRE DR SE	CITY OF ATLANTA	29,300	11,720
14 0068 LL083	2750 FORREST HILLS DR SW	DEPARTMENT OF TRANSPORTATION	426,800	170,720
14 0068 LL107	2960 FORREST HILLS DR SW	CITY OF ATLANTA	168,200	67,280
14 0068 LL118	2922 FORREST HILLS DR SW	CITY OF ATLANTA	2,679,700	1,071,880
14 0069 LL069	FORREST HILLS DR SW	DEPARTMENT OF TRANSPORTATION	9,600	3,840
14 00690002026	OLD HAPEVILLE RD SW	ATLANTA BOARD OF EDUCATION	29,100	11,640
14 00690002027	OLD HAPEVILLE RD SW	ATLANTA BOARD OF EDUCATION THE	26,000	10,400
14 00690002061	CLEVELAND AVE SW	CITY OF ATLANTA	2,132,700	853,080
14 00690002070	OLD HAPEVILLE RD SW	ATLANTA BOARD OF EDUCATION THE	400,800	160,320
14 0071 LL004	175 LAKEWOOD WAY SW	CITY OF ATLANTA	7,163,000	2,865,200
14 00710001069	LAKEWOOD AVE SW	CITY OF ATLANTA	13,500	5,400
14 00710001070	LAKEWOOD AVE SE	CITY OF ATLANTA	409,200	163,680
14 00710001071	MACON DR SE	CITY OF ATLANTA	35,100	14,040
14 00710001072	MACON DR SW	CITY OF ATLANTA	20,700	8,280
14 0072 LL015	120 CLAIRE DR SW	CITY OF ATLANTA	7,644,100	3,057,640
14 0089 LL017	1756 STEWART AVE SW	BOARD OF REGENTS OF THE	57,700	23,080
14 00890002037	1724 METROPOLITAN PKWY SW	BOARD OF REGENTS OF THE	617,300	246,920
14 00900001020	575 GRANT ST SW	SILVER SPRINGS PRIMITIVE BAPT	33,700	13,480
14 00900001073	FAIR DR SW	CITY OF ATLANTA	7,300	2,920
14 00900003042	CHESHIRE AVE SW	DEPARTMENT OF TRANSPORTATION	42,700	17,080
14 00900003045	532 SAINT JOHNS AVE SW	DEPARTMENT OF TRANSPORTATION	63,400	25,360
14 0091 LL046	SOUTH EXPRESSWAY	DEPARTMENT OF TRANSPORTATION	21,800	8,720
14 00910002068	STEWART AVE SW	CITY OF ATLANTA	6,000	2,400
14 00910006104	EXPRESSWAY SW	DEPARTMENT OF TRANSPORTATION	38,700	15,480
14 00920002070	CLEVELAND CIR SW REAR	DEPARTMENT OF TRANSPORTATION	19,400	7,760
14 00920002073	CLEVELAND CIR SW REAR	DEPARTMENT OF TRANSPORTATION	20,100	8,040
14 00920002083	CLEVELAND CIR SW	DEPARTMENT OF TRANSPORTATION	21,800	8,720
14 00920002086	POMONA CIR SW	DEPARTMENT OF TRANSPORTATION	16,600	6,640
14 00920002090	FORREST HILLS DR SW	DEPARTMENT OF TRANSPORTATION	9,100	3,640
14 00920003048	CLEVELAND CIR SW REAR	DEPARTMENT OF TRANSPORTATION	13,100	5,240

14 00920003050	CONNELL AVE SW	DEPARTMENT OF TRANSPORTATION	14,700	5,880
14 00920004075	2575 FORREST HILLS DR SW	POWERHOUSE OF DELIVERANCE INC	237,100	94,840
14 00930002105	334 CLEVELAND AVE SW	DEPARTMENT OF TRANSPORTATION	48,800	19,520
14 00930002137	2731 FORREST HILLS DR SW	DEPARTMENT OF TRANSPORTATION	334,200	133,680
14 00930003187	JONESBORO RD SW	MOUNT ZION UNITED METHODIST CH	20,700	8,280
14 0100 LL039	CLEVELAND AVE SW	FULTON COUNTY BOARD OF EDUC	2,407,000	962,800
14 0100 LL043	CLEVELAND AVE SW	BOARD OF EDUCATION THE OF CITY	1,520,700	608,280
14 0100 LL045	STEWART AVE SW	BUILDING AUTHORITY OF FULTON	2,883,000	1,153,200
14 0100 LL046	AIRPORT CONNECTOR SW	FULTON COUNTY	9,200	3,680
14 0100 LL049	CLEVELAND AVE SW	FULTON COUNTY BD OF EDUCATION	512,300	204,920
14 0100 LL051	2836 SPRINGDALE RD SW	BULDING AUTHORITY OF FULTON	699,800	279,920
14 0100 LL053	2800 SPRINGDALE RD SW	FULTON DEKALB HOSPITAL AUTH	4,366,000	1,746,400
14 0100 LL054	CLEVELAND AVE SW	FULTON COUNTY	3,482,100	1,392,840
14 0101 LL035	CLEVELAND AVE SW	LANG MAY ENTERPRISES INC	1,319,300	527,720
14 0101 LL036	CEMETERY DR SW	CITY OF ATLANTA	16,000	6,400
14 01020003068	LAKWOOD AVE SW	FULTON COUNTY	29,900	11,960
14 0103 LL004	2895 LAKWOOD AVE SW	BOARD OF EDUCATION OF THE	483,500	193,400
14 0103 LL017	LAKWOOD AVE SW	FULTON COUNTY	358,300	143,320
14 0103 LL026	LAKWOOD AVE SW	BOARD OF EDUCATION OF THE	84,400	33,760
14 0103 LL031	2925 LAKWOOD AVE SW	FULTON COUNTY	124,000	49,600
14 01040005055	1661 METROPOLITAN PKWY SW	ATLANTA BOARD OF EDUCATION THE	1,257,500	503,000
14 01040005056	CASPLAN ST SW	ATLANTA BOARD OF EDUCATION THE	88,500	35,400
			<u>\$ 59,403,000</u>	<u>\$ 23,761,200</u>

Appendix C

Projected Redevelopment Program for Metropolitan Parkway TAD

CITY OF ATLANTA TAX ALLOCATION DISTRICT #9

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

Development Program and Bond Projections

Submitted By:

Atlanta Development Authority

On Behalf Of:

City of Atlanta, Georgia

October, 2006

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

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METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

OVERALL SUMMARY

Proposed TAD 2006 Tax Value	\$	41,754,060	0.19%
Total Supportable TAD Bonds: TAD Term	\$	85,250,000	Yrs 1-25
Housing Units Created		2,200	Units
Retail Square Footage Created		675,000	SF
Office Square Footage Created		100,000	SF
Permanent Jobs Created		2,650	Jobs
Construction Jobs Created		2,380	Jobs
Total New Development within TAD	\$	380,782,000	
25-Year TAD Addition to Tax Base (100% Value)	\$	712,628,000	

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

TAD BONDS SUMMARY

Anticipated Taxable Assessed Value of TAD

\$ 41,754,060

Total Supportable TAD Bonds

Total Term: Yrs 1-25
\$ 85,249,153

Projected Timing and Amounts of Bond Issues

<u>Year of Issue</u>	<u>Amount of Issue</u>	<u>Cumulative Bonds</u>
2010	\$ 49,669,590	\$ 49,669,590
2014	15,901,252	65,570,842
2018	8,901,458	74,472,300
2022	7,049,952	81,522,252
2026	3,726,901	85,249,153
2030	-	85,249,153
	\$ 85,249,153	

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

METROPOLITAN TAD AS PERCENTAGE OF CITY TOTAL DIGEST

City Gross Taxable Assessed Value

	City of Atlanta Total Taxable Value	
		% Incr.
2005	\$ 20,305,558,276	
2006	\$ 22,247,507,423	9.56%

Proposed TAD 2006 Estimated Taxable Assessed Value: \$ 41,754,060

Proposed TAD 2006 TAV as Percentage of City Total Digest: 0.188%

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

PROJECTED DEVELOPMENT PROGRAM

METROPOLITAN PARKWAY DEVELOPMENT PROGRAM: POTENTIAL DEVELOPMENT SITES

Site	Retail SF	Local Office SF	Industrial	Townhome Units	MF Condo Units	MF Apts Units	SFD Units
1 Crossroads Center	100,000	25,000	-	100	200	300	-
2 Metropolitan Village	75,000	25,000	-	200	100	700	-
3 Cleveland Gateway	450,000	50,000	-	-	-	-	-
4 Lakewood Park	50,000	-	-	200	200	200	-
TOTALS	- 675,000	100,000		500	500	1,200	-

1 CROSSROADS CENTER	2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	100,000	-	-	-	-	100,000
Local Office	25,000	-	-	-	-	25,000
Industrial	-	-	-	-	-	-
Townhomes	100	-	-	-	-	100
Multifamily Condominiums	200	-	-	-	-	200
Multifamily Apartments	300	-	-	-	-	300
Single-Family Detached Housing	-	-	-	-	-	-
2 METROPOLITAN VILLAGE DISTRICT	2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	37,500	37,500	-	-	-	75,000
Local Office	12,500	12,500	-	-	-	25,000
Industrial	-	-	-	-	-	-
Townhomes	100	100	-	-	-	200
Multifamily Condominiums	50	50	-	-	-	100
Multifamily Apartments	350	350	-	-	-	700
Single-Family Detached Housing	-	-	-	-	-	-
3 CLEVELAND GATEWAY CORRIDOR+C123	2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	450,000	-	-	-	-	450,000
Local Office	50,000	-	-	-	-	50,000
Industrial	-	-	-	-	-	-
Townhomes	-	-	-	-	-	-
Multifamily Condominiums	-	-	-	-	-	-
Multifamily Apartments	-	-	-	-	-	-
Single-Family Detached Housing	-	-	-	-	-	-
4 LAKEWOOD PARK	2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	25-Yr Total
Retail	30,000	20,000	-	-	-	50,000
Local Office	-	-	-	-	-	-
Industrial	-	-	-	-	-	-
Townhomes	120	80	-	-	-	200
Multifamily Condominiums	120	80	-	-	-	200
Multifamily Apartments	120	80	-	-	-	200
Single-Family Detached Housing	-	-	-	-	-	-

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

KEY ASSUMPTIONS

TAD Scenario and Size

Scenario: With TAD			
TAD Assessed Value 2006	=	\$	41,754,060

Millage Rates for TAD Purposes

City General	7.530
County General	11.407
City Schools	22.649
Total for TAD Purposes:	41.586

Average Residential Unit Size

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

Revenue Reduction Assumptions

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

Construction Costs & Sales Prices/Rent Rates

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

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

TAD Impact on Growth in Real Value of Property

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

TAD Bond Calculation Assumptions

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

Revenue Assumptions

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

**% of Hard Costs + Soft Costs*

Inflation Assumptions

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

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

Development Costs as Percentage of Construction Costs

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

Rental Revenue Valuation Assumptions: Cap Rates

	w/Inflation	No Inflation
Apartments	7.50%	10.50%
Retail	8.00%	11.00%
Office: Local-serving	8.00%	11.00%

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

DEVELOPMENT PRODUCT PRICING WORKSHEET

Cost and Revenue Assumptions:

20% Total Value Reduction: Replaced Value

22% Rental Revenue Reduction: Operating & Cap Reserves

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

Land Cost: X Hard+Soft Costs

15%

20%
Mark Up

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

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

PROJECTED DEVELOPMENT BUILDOUT SCHEDULE

	Year ⇄ Calendar Year ⇄ Total Yrs 1-25 ↓↓↓	Near Term					Medium Term					Long Term		
		1	2	3	4	5	6	7	8	9	10	11	12	
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
PROPOSED TAD														
Housing:														
Single-family Detached	- Units	-	-	-	-	-	-	-	-	-	-	-	-	
Single-family Attached/Townhouse	500 Units	-	-	90	90	140	90	90	-	-	-	-	-	
Multi-family Apartments/Condos	1,700 Units	-	-	330	280	530	280	280	-	-	-	-	-	
Apartments	1,200 Units	-	-	190	215	365	215	215	-	-	-	-	-	
Condo Lofts	500 Units	-	-	140	65	165	65	65	-	-	-	-	-	
Total Residential Units	2,200 Units	-	-	420	370	670	370	370	-	-	-	-	-	
Retail														
Total Retail	675,000 SF	-	-	60,000	253,750	303,750	28,750	28,750	-	-	-	-	-	
Local-Serving Office														
Total Local Office	100,000 SF	-	-	12,500	31,250	43,750	6,250	6,250	-	-	-	-	-	
Multi-Story Office														
Total Corp Office	- SF	-	-	-	-	-	-	-	-	-	-	-	-	
Industrial/Flex/R&D														
Total Indust/Flex/R&D	- SF	-	-	-	-	-	-	-	-	-	-	-	-	
Institutional:														
Public Demand	- SF	-	-	-	-	-	-	-	-	-	-	-	-	
Private Demand	- SF	-	-	-	-	-	-	-	-	-	-	-	-	
Total Institutional	- SF	-	-	-	-	-	-	-	-	-	-	-	-	

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

PROJECTED DEVELOPMENT COST

Year ↔ Calendar Year ↔ Incr @ 1.00% Annually Cost Increase Index ↔	0 2006	1 2007	2 2008	Near Term					Medium Term					Long Term	
				3	4	5	6	7	8	9	10	11	12		
				2009	2010	2011	2012	2013	2014	2015	2016	2017	2018		
	1.00	1.010	1.020	1.030	1.041	1.051	1.062	1.072	1.083	1.094	1.105	1.116	1.127		
	Total														
PROPOSED TAD															
Housing:															
Single-family Detached	-	Units	-	-	-	-	-	-	-	-	-	-	-	-	-
Single-family Attached/Townhouse	500	Units	-	-	14,867,746	15,016,423	23,592,469	15,318,253	15,471,436	-	-	-	-	-	-
Multi-family Apartments															
Apartments	1,200	Units	-	-	16,096,135	18,396,188	31,543,045	18,765,951	18,953,611	-	-	-	-	-	-
Condo Lots	500	Units	-	-	21,564,200	10,112,069	25,925,790	10,315,322	10,418,475	-	-	-	-	-	-
Retail	675,000	SF	-	-	8,779,710	37,502,165	45,340,672	4,334,419	4,377,763	-	-	-	-	-	-
Local-Serving Office	100,000	SF	-	-	1,732,837	4,375,415	6,186,836	892,672	901,599	-	-	-	-	-	-
Multi-Story Office	-	SF	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial/Flex/R&D	-	SF	-	-	-	-	-	-	-	-	-	-	-	-	-
Institutional:															
Public	-	SF	-	-	-	-	-	-	-	-	-	-	-	-	-
Private	-	SF	-	-	-	-	-	-	-	-	-	-	-	-	-
GRAND TOTAL DEVELOPMENT COST:					\$ 63,040,628	\$ 85,402,261	\$ 132,588,813	\$ 49,626,618	\$ 50,122,884	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND CUMULATIVE TOTAL DEVELOPMENT COST: (\$000)					\$ 63,041	\$ 148,443	\$ 281,032	\$ 330,658	\$ 380,781	\$ 380,781	\$ 380,781	\$ 380,781	\$ 380,781	\$ 380,781	\$ 380,781

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

PROJECTED DEVELOPMENT REVENUE FROM RENTALS AND SALES

Capitalized Market Value Net of Operating Expenses		Near Term					Medium Term					Long Term		
Year ⇄	0	1	2	3	4	5	6	7	8	9	10	11	12	13
Calendar Year ⇄	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Incr @ 1.0% Annually+TAD Premium: Index over Base ⇄	1.00	1.010	1.020	1.051	1.093	1.147	1.216	1.301	1.405	1.532	1.685	1.853	2.030	2.212
PROPOSED TAD														
Housing:														
Single-family Detached	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Single-family Attached/Townhouse	-	-	-	-	18,920,516	19,866,542	32,757,721	22,532,632	24,335,243	-	-	-	-	-
Multi-family Apartments	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments	-	-	-	-	2,242,064	2,663,927	4,793,829	3,021,426	3,263,140	-	-	-	-	-
Capitalized Market Value @ 10.5%	-	-	-	-	14,947,096	17,759,510	31,958,859	20,142,837	21,754,264	-	-	-	-	-
Condo Lots	-	-	-	-	28,681,380	13,982,173	37,622,800	15,858,580	17,127,267	-	-	-	-	-
Retail	-	-	-	-	1,048,919	4,657,856	5,910,200	598,560	646,445	-	-	-	-	-
Capitalized Market Value @ 11.0%	-	-	-	-	7,437,790	33,028,434	41,908,690	4,244,333	4,583,879	-	-	-	-	-
Local-Serving Office	-	-	-	-	245,840	645,331	957,671	146,387	158,098	-	-	-	-	-
Capitalized Market Value @ 11.0%	-	-	-	-	1,743,232	4,575,984	6,790,760	1,038,016	1,121,057	-	-	-	-	-
Multi-Story Office	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capitalized Market Value @ 11.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial/Flex/R&D	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capitalized Market Value @ 9.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Institutional:	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Public	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capitalized Market Value @ 9.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Private	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capitalized Market Value @ 9.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GRAND TOTAL REVENUES:		\$ -	\$ -	\$ -	\$ 75,266,838	\$ 97,179,757	\$ 162,700,530	\$ 67,582,770	\$ 72,989,392	\$ -	\$ -	\$ -	\$ -	\$ -

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT REDEVELOPMENT PLAN

PROJECTED SUPPORTABLE TAX ALLOCATION DISTRICT BONDS

SUPPORTABLE BONDS = \$ 85,249,153 Total TAD 25-Yr Term

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

VALUATION OF NEW DEVELOPMENT Reduced by	20%	\$	-	\$	-	\$	-	\$	60,213,470	\$	77,743,806	\$	130,160,424	\$	54,066,216	\$	58,391,514	\$	-	\$	-	\$	-	\$	-	\$	-
Thousands (\$000)		-	-	-	-	60,213	77,744	130,160	54,066	58,392	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Discount @	95%	-	-	-	-	57,203	73,857	123,652	51,363	55,472	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Taxable Value Assessed @	40%	-	-	-	-	22,881	29,543	49,461	20,545	22,189	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tax Revenues @ Millage =	41.59	-	-	-	-	951,534	1,228,560	2,056,884	854,391	922,742	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Development Tax Revenues Annually		-	-	-	-	951,534	1,228,560	2,056,884	854,391	922,742	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DSC	1.25	-	-	-	-	761,227	982,848	1,645,507	683,513	738,194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rate	6.50%	6.50%	6.50%	6.25%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%
Years	25	25	24	23	22	21	20	19	18	17	16	15	14	13													
Constant	0.081981	0.081981	0.083398	0.083111	0.083046	0.085005	0.087185	0.089621	0.092357	0.095445	0.098952	0.102963	0.107585	0.112960													
Supportable Bonds =		-	-	-	-	9,166,382	11,562,304	18,873,834	7,626,716	7,992,871	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supportable Bonds (\$000) =		\$	-	\$	-	\$	9,166	\$	11,562	\$	18,874	\$	7,627	\$	7,993	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Cum Sup Bonds (\$000)		\$	-	\$	-	\$	9,166	\$	20,729	\$	39,603	\$	47,229	\$	55,222	\$	55,222	\$	55,222	\$	55,222	\$	55,222	\$	55,222	\$	55,222

EXISTING BASE APPRECIATION

Remaining TAD Capacity 2006	Unknown																												
Tax Increment Base 2006	\$	41,754,060	42,171,601	43,015,033	44,305,484	46,077,703	48,381,588	51,284,483	54,874,397	59,264,349	64,598,140	71,057,954	78,163,750	85,589,306	93,292,344														
Annual Increase: Base Appreciation over Inflation @	1.00%																												
Annual Increase: TAD Annual Impact @	1.00%	1.00%	2.00%	3.00%	4.00%	5.00%	6.00%	7.00%	8.00%	9.00%	10.00%	10.00%	9.50%	9.00%															
Max TAD Annual Impact =	10.00%																												
Incremental Assessed Taxable Value		417,541	843,432	1,290,451	1,772,219	2,303,885	2,902,895	3,589,914	4,389,952	5,333,791	6,459,814	7,105,795	7,425,556	7,703,038															
Thousands (\$000)		418	843	1,290	1,772	2,304	2,903	3,590	4,390	5,334	6,460	7,106	7,426	7,703															
Assessed Increment Tax Value Assessed @	100%	418	843	1,290	1,772	2,304	2,903	3,590	4,390	5,334	6,460	7,106	7,426	7,703															
Tax Revenues @ Millage =	41.59	17,364	35,075	53,665	73,700	95,809	120,720	149,290	182,561	221,811	268,638	295,502	308,799	320,339															
Tax Revenues from Appreciation Annually		17,364	35,075	53,665	73,700	95,809	120,720	149,290	182,561	221,811	268,638	295,502	308,799	320,339															
DSC	1.25	13,891	28,060	42,932	58,960	76,647	96,576	119,432	146,048	177,449	214,910	236,401	247,039	256,271															
Rate	6.50%	6.50%	6.50%	6.25%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%															
Years	25	25	24	23	22	21	20	19	18	17	16	15	14	13															
Constant	0.081981	0.081981	0.083398	0.083111	0.083046	0.085005	0.087185	0.089621	0.092357	0.095445	0.098952	0.102963	0.107585	0.112960															
Supportable Bonds =							1,107,717	1,332,638	1,581,354	1,859,178	2,171,861	2,295,988	2,296,227	2,268,684															
Supportable Bonds (\$000) =		\$	-	\$	-	\$	-	\$	1,108	\$	1,333	\$	1,581	\$	1,859	\$	2,172	\$	2,296	\$	2,296	\$	2,296	\$	2,269	\$	2,269	\$	2,269
Cum Sup Bonds (\$000)		\$	-	\$	-	\$	-	\$	1,108	\$	2,440	\$	4,022	\$	5,881	\$	8,053	\$	10,349	\$	12,645	\$	14,914	\$		\$		\$	
TOTAL APPRECIATION + NEW DEVELOPMENT (\$000)		\$	-	\$	-	\$	9,166	\$	11,562	\$	19,982	\$	8,959	\$	9,574	\$	1,859	\$	2,172	\$	2,296	\$	2,296	\$	2,269	\$	2,269	\$	2,269
Cum Sup Bonds (\$000)		\$	-	\$	-	\$	9,166	\$	20,729	\$	40,710	\$	49,670	\$	59,244	\$	61,103	\$	63,275	\$	65,571	\$	67,867	\$	70,136	\$		\$	

\$ 85,249,153 Total Bonds

\$ 49,670

\$ 15,901

\$ 8,901

HISTORIC MABLETON TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

SUPPORTABLE TAX ALLOCATION DISTRICT BONDS

SUPPORTABLE BONDS = \$ 85,249,153 Total TAD 25-Yr Term Development Period Only (Yrs 1-12)

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

VALUATION OF NEW DEVELOPMENT Reduced by

Thousands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Discount @	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Taxable Value Assessed @	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tax Revenues @ Millage =	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Development Tax Revenues Annually	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DSC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rate	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%
Years	12	11	10	9	8	7	6	5	4	3	2	1			
Constant	0.119277	0.126793	0.135868	0.147022	0.161036	0.179135	0.203363	0.237396	0.288591	0.374110	0.545437	1.060000			
Supportable Bonds =	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supportable Bonds (\$000) =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cum Sup Bonds (\$000)	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222	\$ 55,222

EXISTING BASE APPRECIATION

Remaining TAD Capacity 2006	Unknown														
Tax Increment Base 2006	\$ 41,754,060	101,222,193	109,319,968	117,518,966	125,745,294	133,918,738	141,953,862	149,761,324	157,249,390	164,325,613	170,898,638	176,880,090	182,186,493		
Annual Increase: Base Appreciation over Inflation @															
Annual Increase: TAD Annual Impact @		8.50%	8.00%	7.50%	7.00%	6.50%	6.00%	5.50%	5.00%	4.50%	4.00%	3.50%	3.00%		
Max TAD Annual Impact =															
Incremental Assessed Taxable Value		7,929,849	8,097,775	8,198,998	8,226,328	8,173,444	8,035,124	7,807,462	7,488,066	7,076,223	6,573,025	5,981,452	5,306,403		
Thousands		7,930	8,098	8,199	8,226	8,173	8,035	7,807	7,488	7,076	6,573	5,981	5,306		
Assessed Increment Tax Value Assessed @		7,930	8,098	8,199	8,226	8,173	8,035	7,807	7,488	7,076	6,573	5,981	5,306		
Tax Revenues @ Millage =		329,771	336,754	340,964	342,100	339,901	334,149	324,681	311,399	294,272	273,346	248,745	220,672		
Tax Revenues from Appreciation Annually		329,771	336,754	340,964	342,100	339,901	334,149	324,681	311,399	294,272	273,346	248,745	220,672		
DSC		263,817	269,403	272,771	273,680	271,921	267,319	259,745	249,119	235,417	218,677	198,996	176,538		
Rate		6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%	6.00%		
Years		12	11	10	9	8	7	6	5	4	3	2	1		
Constant		0.119277	0.126793	0.135868	0.147022	0.161036	0.179135	0.203363	0.237396	0.288591	0.374110	0.545437	1.060000		
Supportable Bonds =		2,211,797	2,124,750	2,007,617	1,861,487	1,688,571	1,492,276	1,277,250	1,049,380	815,746	584,525	364,837	166,545		
Supportable Bonds (\$000) =		\$ 2,212	\$ 2,125	\$ 2,008	\$ 1,861	\$ 1,689	\$ 1,492	\$ 1,277	\$ 1,049	\$ 816	\$ 585	\$ 365	\$ 167		
Cum Sup Bonds (\$000)		\$ 17,125	\$ 19,250	\$ 21,258	\$ 23,119	\$ 24,808	\$ 26,300	\$ 27,577	\$ 28,627	\$ 29,443	\$ 30,027	\$ 30,392	\$ 30,558		
TOTAL APPRECIATION + NEW DEVELOPMENT (\$000)		\$ 2,212	\$ 2,125	\$ 2,008	\$ 1,861	\$ 1,689	\$ 1,492	\$ 1,277	\$ 1,049	\$ 816	\$ 585	\$ 365	\$ 167		
Cum Sup Bonds (\$000)		\$ 72,348	\$ 74,472	\$ 76,480	\$ 78,341	\$ 80,030	\$ 81,522	\$ 82,800	\$ 83,849	\$ 84,665	\$ 85,249	\$ 85,614	\$ 85,781		
\$ 85,249,153 Total Bonds				\$ 7,050				\$ 3,727							

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

TAX BASE INCREASE WITHIN PROPOSED TAD (25 Years)

FROM EXISTING PROPERTY APPRECIATION:

\$	41,754,060	Assessed @ 2006
\$	182,186,493	Assessed @ Yr 25
\$	140,432,433	Assessed Increase
\$	351,081,081	Market Value @ 100%

FROM NEW DEVELOPMENT:

\$	144,618,663	New Assessed Yrs 1-25
\$	361,546,658	Market Value @ 100%

TOTAL TAX BASE INCREASE:

Assessed Value (@ 40% Market)

\$	140,432,433	From Appreciation	=	49%
\$	144,618,663	From New Development	=	51%
\$	285,051,096	Total Taxable Assessed Value Increase		

100% Market Value

\$	351,081,081	From Appreciation @ 100%	=	49%
\$	361,546,658	From New Development @ 100%	=	51%
\$	712,627,740	Total Taxable Market Value Increase		

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

METROPOLITAN PARKWAY MASTER PLAN: SALES TAX NET GAIN

<i>New Project</i>	<i>Crossroads</i>	<i>Metropolitan Village</i>	<i>Cleveland Gateway</i>	<i>Lakewood Park</i>	<i>TOTALS</i>
A. New Sq. Feet	100,000	75,000	450,000	50,000	675,000
Sales per NSF	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350
Annual Sales	\$ 35,000,000	\$ 26,250,000	\$ 157,500,000	\$ 17,500,000	\$ 236,250,000
B. Replaced SF	50,000	5,000	30,000	-	85,000
Sales per RSF	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
Annual Sales	\$ 7,500,000	\$ 750,000	\$ 4,500,000	\$ -	\$ 12,750,000
C. Net TAD SF	50,000	70,000	420,000	50,000	590,000
Net TAD Sales	\$ 27,500,000	\$ 25,500,000	\$ 153,000,000	\$ 17,500,000	\$ 223,500,000
D. 1% Net Sales Tax	\$ 275,000	\$ 255,000	\$ 1,530,000	\$ 175,000	\$ 2,235,000

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

METROPOLITAN PARKWAY MASTER PLAN: SALES TAX NET GAIN

Key Assumptions re Sales Achievement

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

Net Sales Tax Revenues @ 1%

TAD Year	Calendar Year	Crossroads	Metropolitan Village	Cleveland Gateway	Lakewood Park	TOTALS
1	2007					
2	2008					\$ -
3	2009					-
4	2010	\$ 96,250			\$ 61,250	157,500
5	2011	233,750	\$ 44,625	\$ 535,500	148,750	962,625
6	2012	275,000	108,375	1,300,500	175,000	1,858,875
7	2013	280,500	191,250	1,530,000	178,500	2,180,250
8	2014	286,110	255,000	1,560,600	182,070	2,283,780
9	2015	291,832	260,100	1,591,812	185,711	2,329,456
10	2016	297,669	265,302	1,623,648	189,426	2,376,045
11	2017	303,622	270,608	1,656,121	193,214	2,423,566
12	2018	309,695	276,020	1,689,244	197,078	2,472,037
13	2019	315,889	281,541	1,723,029	201,020	2,521,478
14	2020	322,206	287,171	1,757,489	205,040	2,571,907
15	2021	328,650	292,915	1,792,639	209,141	2,623,345
16	2022	335,223	298,773	1,828,492	213,324	2,675,812
17	2023	341,928	304,749	1,865,061	217,591	2,729,329
18	2024	348,766	310,844	1,902,363	221,942	2,783,915
19	2025	355,742	317,060	1,940,410	226,381	2,839,593
20	2026	362,857	323,402	1,979,218	230,909	2,896,385
21	2027	370,114	329,870	2,018,803	235,527	2,954,313
22	2028	377,516	336,467	2,059,179	240,237	3,013,399
23	2029	385,066	343,196	2,100,362	245,042	3,073,667
24	2030	392,768	350,060	2,142,369	249,943	3,135,141
25	2031	400,623	357,062	2,185,217	254,942	3,197,843
TOTALS:		\$ 7,011,777	\$ 5,804,390	\$ 36,782,055	\$ 4,462,040	\$ 54,060,261

METROPOLITAN PARKWAY TAX ALLOCATION DISTRICT AND REDEVELOPMENT PLAN

DATA SOURCES & APPROACH

Remaining TAD Capacity:	<ul style="list-style-type: none"> ■ 2005 City Total Taxable Value ■ 2006 City Total Taxable Value 	<p>City Finance Dept., GaDOR</p> <p>City Finance Dept., GaDOR</p>
Parcel Tax Data	<ul style="list-style-type: none"> ■ 2006 Assessed Values by Parcels 	City Finance Dept.
Potential Development Sites:	<ul style="list-style-type: none"> ■ Study Area Survey ■ Identification of Development Sites 	<p>Sizemore Group, Pond & Co.</p> <p>Huntley Partners, Sizemore, Urban Collage, City Planning</p>
Demand:	<ul style="list-style-type: none"> ■ Projections based on trend analysis 	Huntley Partners
Assumptions:	<ul style="list-style-type: none"> ■ Development Cost ■ Development Revenues ■ Bond Calculations ■ TAD Impact on Growth 	<p>Means, Huntley Partners</p> <p>Huntley Partners</p> <p>AG Edwards, MuniCap, Huntley Partners</p> <p>Huntley Partners</p>
Development Buildout:	<ul style="list-style-type: none"> ■ Potential Development based on survey, land use assumptions and demand 	
↓↓		
Development Cost:	<ul style="list-style-type: none"> ■ Development Buildout x Cost Assumptions 	Huntley Partners
↓↓		
Development Revenues:	<ul style="list-style-type: none"> ■ For-Sale: Cost + Unit Profit Assumption (20%) ■ Rental: Cost + Annual Return Assumption amortized sufficiently to be within current market rent-per-SF amount 	<p>Huntley Partners</p> <p>Huntley Partners</p>
↓↓		
Supportable Bonds:	<ul style="list-style-type: none"> ■ Underwriting criteria (DSC, Rate, Amort) applied to annual sale and rental revenues ■ Amortization equal to remaining life of 25-year TAD at time of issue ■ 4-year forward commitment re timing of bond issues 	<p>AG Edwards, MuniCap</p> <p>Huntley Partners</p> <p>AG Edwards</p>

Appendix D

Huntley Partners, Inc. acknowledges the participation of the City of Atlanta elected official and administrative staff, as well as representatives of City-affiliated Authorities and business development organizations, in the preparation of this Redevelopment Plan and thanks them for their input and guidance.

City of Atlanta

Mayor

Shirley Franklin

City Council

President

Lisa M. Borders

Post 1 At-Large

Cesar C. Mitchell

Post 2 At-Large

Mary Norwood

Post 3 At-Large

H. Lamar Willis

District 1

Carla Smith

District 2

Kwanza Hall

District 3

Ivory Lee Young, Jr.

District 4

Cleta Winslow

District 5

Natalyn Archibong

District 6

Anne Fauver

District 7

Howard Shook

District 8

Clair Muller

District 9

Felicia A. Moore

District 10

C.T. Martin

District 11

Jim Maddox

District 12

Joyce M. Sheperd

With respect to professionals within the Atlanta Development Authority and City of Atlanta Bureau of Planning, Huntley Partners wishes to thank Gregory Giornelli, President of the ADA; Charles R. Whatley, Jr., Manager of Business Development for the ADA; Steven R. Cover, Commissioner of the Department of Planning and Community Development for the City of Atlanta; Flor Velarde, Assistant Director of the City's Bureau of Planning; and Garnett Brown, Senior Planner for the City's Bureau of Planning. We also thank District 12 Councilmember Joyce M. Sheperd for her insight and guidance during the preparation of this TAD Redevelopment Plan, and we hope it serves her district well.

Appendix E

Board of Education of the Atlanta Public School System

Superintendent of Schools

Beverly L. Hall, Ed.D.

Board of Education

Seat 1

Brenda J. Muhammad

Seat 2

Khaatim Sherrer El

Seat 3

Cecily Harsch-Kinnane

Seat 4

Kathleen Barksdale Pattillo

Seat 5

LaChandra D. Butler

Seat 6

Yolanda Johnson

Seat 7

Eric W. Wilson

Seat 8

Mark Riley

Seat 9

Emmett Johnson

Appendix F

Fulton County Board of Commissioners

Fulton County Board of Commissioners

Chairman and District 1 (At Large)	Karen C. Handel
District 2 (At Large)	Robb Pitts
District 3	Lynne Riley
District 4	Tom Lowe
District 5	Emma I. Darnell
District 6	Nancy A. Boxill
District 7	William "Bill" Edwards

County Manager	Thomas Andrews
Tax Commissioner	Arthur E. Ferdinand

The Metropolitan Parkway Tax Allocation District and Redevelopment Plan was prepared for the Atlanta Development Authority and the City of Atlanta by:

Huntley Partners, Inc.

Atlanta, Georgia

With the able assistance of:

Sizemore Group

Atlanta, Georgia

Pond & Company

Atlanta, Georgia