



Issues + Opportunities

Abandoned home on McDonough Blvd

Issues + Opportunities

Development Opportunities

Through an in-depth analysis that included investigating the existing conditions of the neighborhood, the current and projected market realities, reviewing previously developed plans and studies and through public engagement, several Development Opportunities were identified. Just under 20% of the total land area of the community is existing single-family residential. While the majority of this is stable, there are increasing concerns regarding rising foreclosures, absentee landowners and future investment. There are significant opportunities for the community. With the proposed BeltLine project pushing forward, a sizeable amount of vacant and/or underutilized industrial parcels and a community eager for investment there is a great prospect for change. Challenges and Assets were identified during the Existing Conditions Analysis and Public Involvement sessions that identified opportunities for future development.

Study Area Challenges + Assets

These issues and opportunities are based on stakeholder interviews and feedback at public meetings:

Challenges

- » Vacant property
- » Crime
- » Disproportional amounts of industrial properties
- » Lack of connectivity (east to west)
- » Lack of neighborhood identity
- » Lack of basic goods and services
- » Lack of new development
- » Poor investment / renovation work on existing structures
- » Major streets are not pedestrian friendly nor safe
- » Existing multi-family stock is aging

- » Overabundance of investor properties, creating a high concentration of renters
- » Proximity of Atlanta Federal Penitentiary is seen as a negative

Assets

- » Proximity to the BeltLine
- » Location: Proximity to Downtown, Zoo, Airport, Turner Field
- » Vacant industrial properties provide opportunities for future development
- » Relatively low taxes for being in the City
- » Diversity in people
- » Affordable housing stock
- » Historical significance of Atlanta Federal Penitentiary
- » Existing, expanding and proposed greenspaces



One of numerous vacant parcels



Future BeltLine corridor at Milton Ave.



Existing multi-family stock in Chosewood Park



Example of quality infill housing



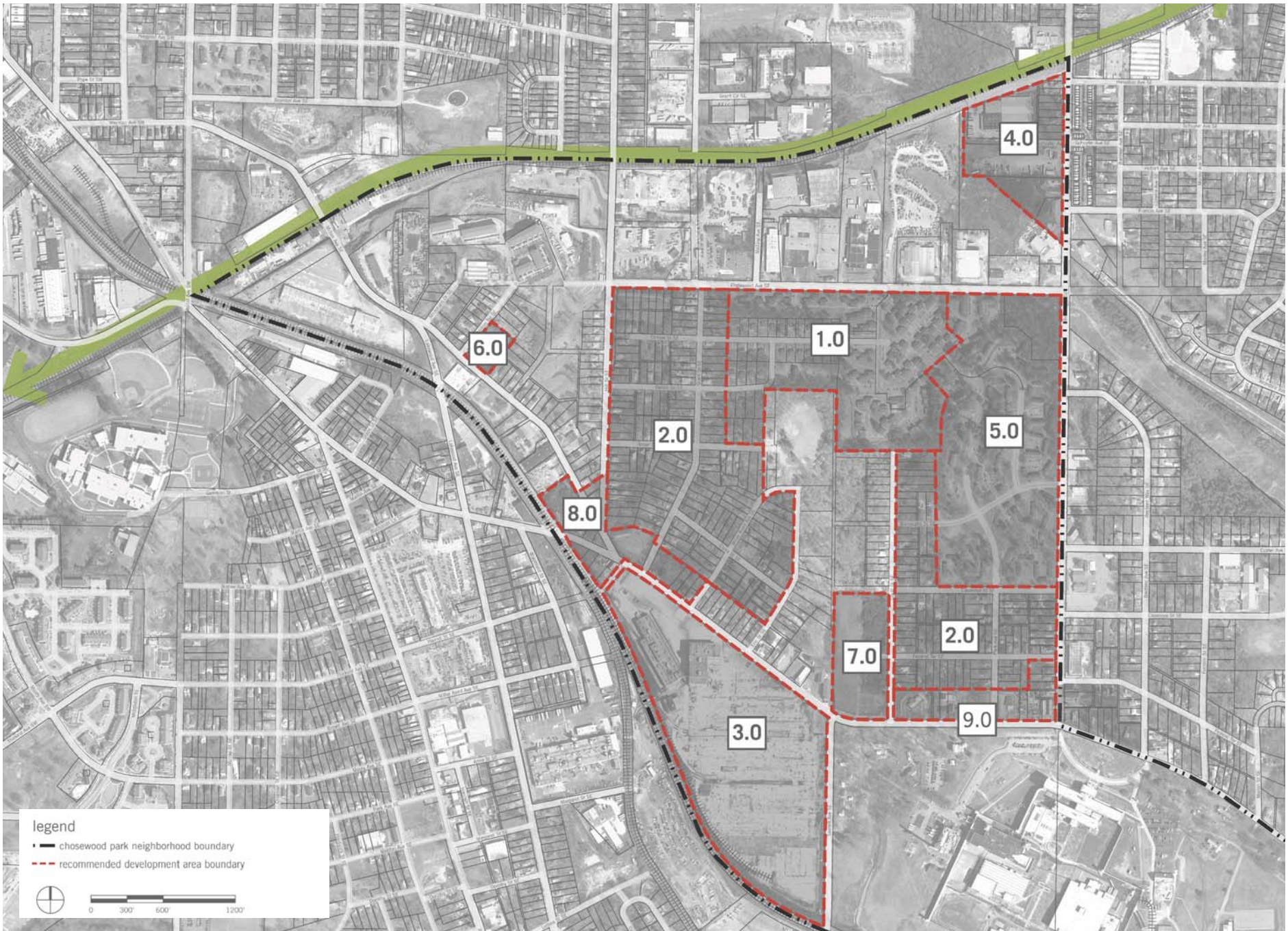
Recommendations

Vacant Atlanta Housing Authority Site

Recommendations

Development Opportunities

With its location, available inventory of land, increasing public parks and the future BeltLine project, Chosewood Park is in an ideal situation for positive and significant growth. Yet, the existing market conditions, both the current state of the economy along with the existing conditions within the community are preventing significant private development from occurring. It is important to note that without a significant public investment initiative and a reversal in the rental to home ownership ratio within the community, positive change will be difficult. With this, there is a wide range of potential projects and initiatives that can begin the course of redevelopment for the community. At the center of these opportunities is the proposed BeltLine. It is the neighborhood's best opportunity to initiate change. The neighborhood has responded to most planning initiatives and property rezonings with increased density opportunities. While many projects will be developer lead, it is important to utilize both public and private funds to fully realize the vision for the community. Some public projects will attract investment from the development community. Other public investment will encourage renovation of the existing fabric by future residents and investors.



Recommended Development Projects

1.0 Former Englewood Manor Apartments

The former 22 acre AHA housing complex was demolished in 2009. The site is uniquely positioned between the expanded neighborhood park to the south and the proposed Boulevard Crossing Park to the north, a regional park that is anticipated to be the first park constructed as part of the BeltLine corridor. In addition, this site will be within a 1/4 mile walking distance of the proposed BeltLine transit line and a potential station. Its location provides an improved opportunity for a true mixed-use, transit oriented development. Englewood Ave., one of two primary east west connections through the community is the northern boundary of the site. To take advantage of the park, a dense mixed-use development should be encouraged. Density and height would step down as the project moves south towards the inner core of the predominately single-family neighborhood. At the time of its development, the former Englewood Manor was predominately configured around super blocks with limited connections to the surrounding community. Buildings were placed back from the street and parking in the front yard was prioritized. Focus was internal to the complex rather than outward to the larger community. The new development should follow the fabric of the older components of the neighborhood. Buildings should be placed closer to the street, street connections should be made to the existing street network and the streetscape should include a clear delineation between the travel lanes and the sidewalks. The community should include a healthy mix of owner occupied and rental housing options. A small neighborhood retail node would help establish a community gathering place for the neighborhood. Its location is a crucial element in the redevelopment of Chosewood Park, both through new housing opportunities but as significant a change in perception for the community.



Proposed Plan for Englewood Manor Site

2.0 Owner Occupied Strategy for Single-Family Residential Core

While the majority of the existing residential housing inventory in Chosewood Park is single-family residential with a minimal amount of multi-family housing units, the community has an extremely high percentage of rental units, nearly 80%. This high amount of renters, along with the growing foreclosure issues within the community is undermining the stability of the neighborhood. It is essential that the reversal of rental to owner occupied homes is aggressively addressed. The issue must be addressed by both private and public involvement. The City's must utilize its code enforcement powers to improve neglected properties as well as actively pursue property tax delinquencies through the land bank authority. Additionally, the Chosewood Park CDC must be active in pursuing grants and other funding sources that focus on single-family housing for purchase, rehabilitation and new infill. The CDC should partner with other local non-profits, such as Sub-urban.org and FCS Ministries in the adjacent South Atlanta community as well as other city affiliated agencies such as the Atlanta Development Authority, Atlanta BeltLine, Inc., Atlanta Bureau of Housing and the Atlanta Neighborhood Development Partnership, to further assist in stabilizing the existing single-family fabric.

The City of Atlanta, through the Bureau of Housing and in conjunction with the ADA and ABI, has multiple programs and funding mechanisms that address single-family down payment assistance, single-family development assistance, land acquisition and owner occupied rehabilitation.

The following programs offer homeownership and mortgage funding to eligible homebuyers for purchase of a new or existing home available. Funding will be used to pay all or a portion of the closing costs and/or the down payment associated with purchasing a home.

- » Opportunity Down payment Assistance Program (ODAP)
- » Beltline Affordable Housing Trust Fund (BAHTF)
- » Neighborhood Stabilization Program (NSP)
- » Atlanta Affordable Homeownership Program (AAHOP)

The following are several programs offered by the ADA to single-family builders and developers seeking assistance in developing affordable workforce housing.

- » Single-Family Developer Grants
- » Beltline Affordable Housing Trust Fund (BAHTF)
- » Community Housing Development Organizations - (CHDO)
- » Housing Opportunity Bond - Direct Land Acquisition
- » Housing Opportunity Bond - Single Family Builder Loan Incentive



Existing home in need of renovations



Renovated bungalow on Federal Terrace



New infill homes offer opportunity for immediate occupancy



Larger infill home on Grant St

3.0 Former GM/Lakewood Plant

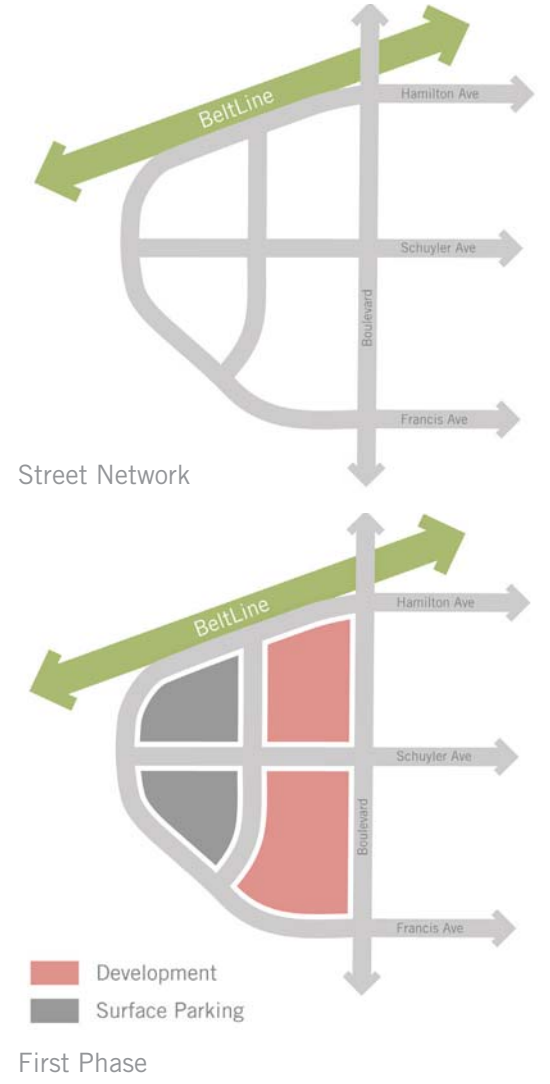
On nearly 40 acres, the former automobile plant is the southern edge of the neighborhood. At one time the center of the community, the plant has become a boundary between Chosewood Park and surrounding neighborhoods as well as a source of truck traffic. The redevelopment of the former GM Plant was well on its way until the financial crisis began in the fall of 2008. The project proposed a mix of housing types, increased connectivity, provided public greenspace and much needed quality retail. Upon completion, the project will yield approximately 900 new households, and 24,000 sf of neighborhood scale retail. Density is focused along McDonough Blvd. and Sawtell Ave. with single-family homes and townhomes within the core of the community. Retail is proposed at the intersection of McDonough Blvd. and Hill St. in anticipation of growing a small retail node at the heavily used intersection. With enthusiastic support from the community, the project has been fully entitled and partially permitted for development but the timing for implementation is unknown. Its redevelopment would signal a transformation for surrounding tracts from distressed industrial / commercial parcels to higher density residential use and indicating a sign for future investment on the southern edge of the community.



Proposed plan for GM/Lakewood Plant, Image by Lord, Aeck, and Sargent

4.0 Boulevard Crossing Retail District

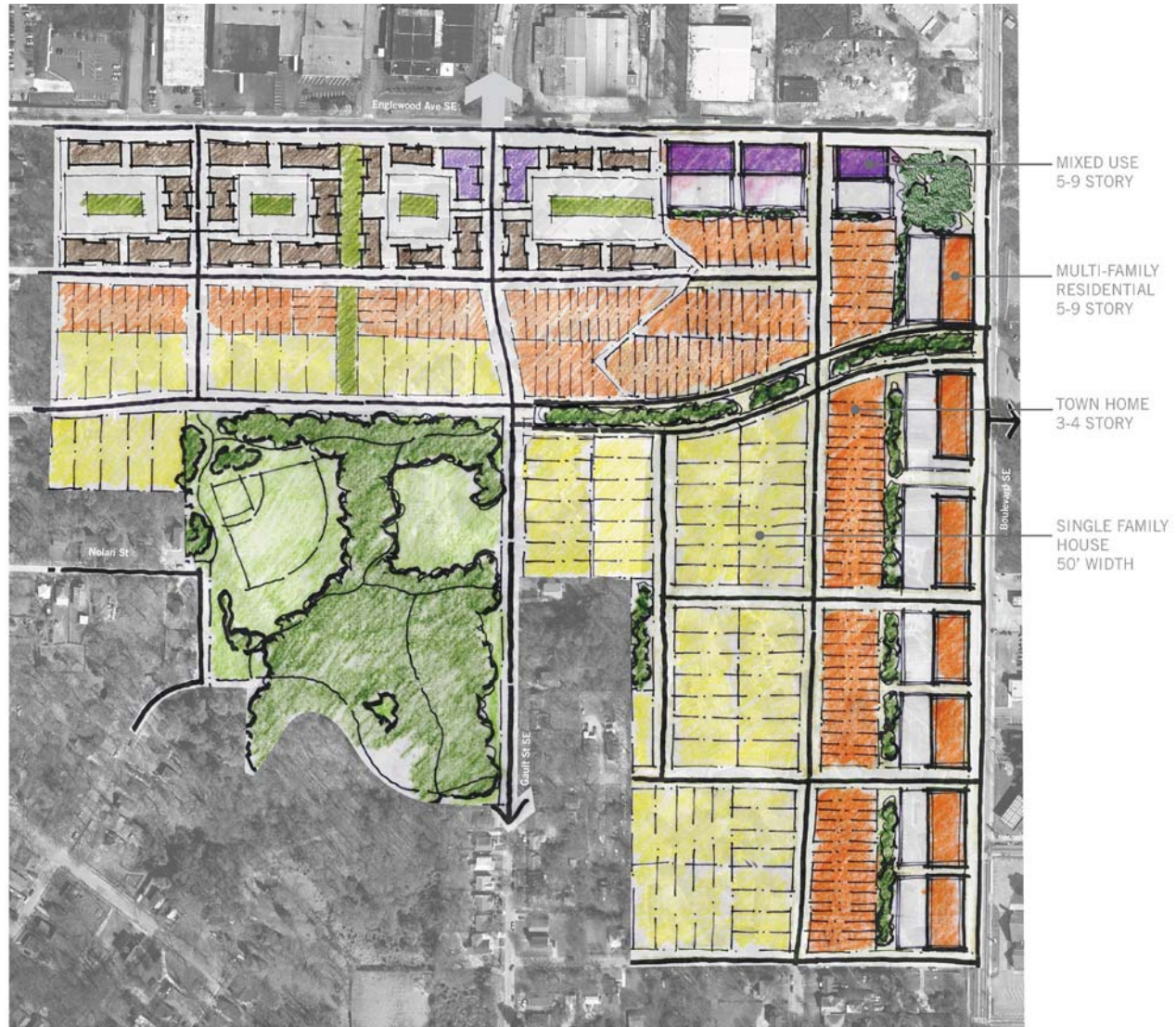
Located at the intersection of Boulevard and the proposed BeltLine, the 11.5 acre Boulevard Crossing Retail District would provide needed goods and services that would serve both Chosewood Park and its surrounding communities. The site is bordered by Boulevard to the east, the Beltline to the north, the future 22 acre regional park to the west and Englewood Ave. to the south. With the BeltLine and surrounding land use change as well as the future regional park, the area will see increased residential density. The District would be developed with a street framework that divides the site into four blocks. Development could be built incrementally allowing for the market to build. The community has envisioned higher density mixed-use along the park edge with heights exceeding ten stories to take advantage of the park views, varying topography and proximity to the proposed transit. The District steps down in height closer to Boulevard in order to not overwhelm the existing townhomes of the eastern side of the street. The development would include a mix of residential and retail uses. As a potential phasing strategy and within the development block framework, surface parking could be utilized to support the retail until the market demand for higher density residential requires structured parking. But with phasing, it is essential that the street framework is in place and not compromised. With the projected density increase, proximity to transit, the park, location on a major street and close proximity to the underserved Grant Park neighborhood, the site is the neighborhood's best opportunity for significant retail including a grocery store.



Proposed Plan for Boulevard Crossing Retail District

5.0 Gladstone Apartments Site

While this site appears to be part of the former AHA Englewood Manor, it is a separate, privately owned apartment complex. It is essential that whether the AHA site or this site redevelops first, a framework that allows for both redevelopments to increase connectivity between them as well as the surrounding neighborhood be established. The community has identified increased density along the Boulevard and Englewood Ave. edges of the site while establishing a single-family residential core more consistent with the existing neighborhood fabric. Extensive greenspace was identified as part of the Sub Area planning efforts, but with close proximity to an enlarged neighborhood park, future regional park and future regional greenway, the open space was reduced to provide more housing density and maintain flexibility in street connectivity. A pedestrian connection to the future greenway could be integrated along with a stormwater infiltration system within a large median, similar in concept and scale to Commonwealth Ave Mall in Boston, MA.



Proposed Plan for Englewood Manor and Gladstone Apartments

6.0 Milton Ave. School Site

The former school site is a potential catalyst for the western edge of the community. Located on 1.36 acres, the site is composed of a two story main building and a one story auxiliary building. Off-street surface parking is located to the rear of the building with large sloping front yard with significant canopy trees fronting Milton Ave. Currently, the site is for sale by Atlanta Public Schools. While the site would make for an attractive community center with opportunities for a community garden, social outreach and meeting place, the site is challenged by its location within the existing industrial fabric of Milton Ave. Secondly, while there is some adjacent single-family homes and infill multi-family buildings, the majority of the neighborhood's existing and future residents as well as potential retail districts are east of Hill St. An alternative for the property would be repositioning the building as residential. This conversion of schools to loft spaces has been successful in many intown neighborhoods such as Inman Park, Poncey Highlands and Kirkwood by attracting younger residents to older historical properties in emerging communities. Timing for investment is crucial. Too many of the City's former school sites have been sold to developers and/or are still for sale have suffered from neglect, robbing the very elements that make them attractive to begin with. When this neglect occurs, the properties often become barriers for redevelopment with a community.



Former School

7.0 Former GM/Lakewood Parking Lot

Located at the intersection of McDonough Blvd. and Sawtell Ave., the former auto plant's parking lot is an abandoned, fully impervious site that extends a commercial use into the core of the single-family neighborhood. The result has been a disinvestment in surrounding residential properties. The site was recently rezoned to include a mix of higher density residential housing types with some ground floor retail uses facing McDonough Blvd. then transitioning to townhomes internal to the neighborhood. With no timetable for development, it is essential that future redevelopment extend the grid of proposed streets west from Federal Terrace and Casanova St. to the proposed extension of Sawtell Ave. from McDonough Blvd. Along with proper building placement mandated by the existing zoning and BeltLine Overlay Zoning requirements, the development will ensure a connected and pedestrian friendly project that integrates into the surrounding fabric.



Proposed plan for former GM/Lakewood Plant Parking Lot, Image by Lord, Aeck, and Sargent

8.0 Hill St. / Milton Ave. Node

The intersection of Milton Ave., McDonough Blvd. and Hill St. is heavily used and in its current configuration, is dangerous for both vehicles and pedestrians. To the north, Hill St. has direct access to I-20. McDonough Blvd. is a heavy east-west corridor for the southern neighborhoods of the City. Milton Ave. provides a vital connection between McDonough Blvd. and Capitol Ave. Some higher density rezonings have been approved along Milton Ave. within the past five years just north of the intersection. From historical data, this intersection appears to be the beginning point for the community and at one point was the neighborhood's commercial node. Over time, many of the parcels at this intersection have been zoned commercial or medium-density residential. The redevelopment for the GM/Lakewood Plant proposed this intersection as a future retail node, consisting over 24,000 sf of free standing shops. With the existing traffic patterns, proposed land uses, attractive zoning, proposed development and interesting character of the intersection, the area could redevelop as a small, pedestrian friendly neighborhood scaled retail node. Parcel shapes will limit large buildings and the proximity to an active rail line will limit residential types. Future development should encourage live-work developments that allow for people to live and/or work in the area but also to activate the street. This concept is a long term strategy that will be dependent on the surrounding industrial parcels redeveloping as higher density mixed-use communities.



Proposed Plan for the Hill St./Milton Ave. Node

9.0 Boulevard / McDonough Blvd. Node

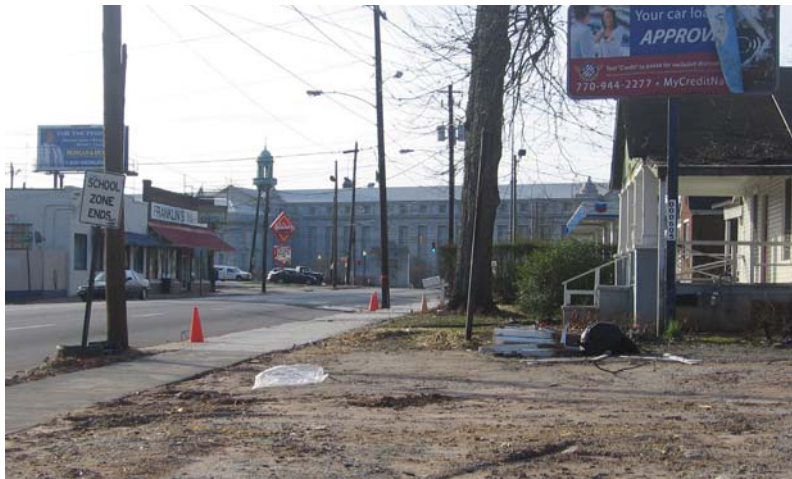
Currently, the Boulevard / McDonough Blvd. intersection is a mix of aging retail stores, neglected single-family homes and vacant properties. McDonough Blvd. is heavily utilized by truck traffic as a means to shorten the distance and time traveled between the industrial parks to the east and the I-75/85 corridor to the west. With the closing of the GM/Lakewood Plant, many of the former retail businesses customer base has left, prompting lower tier users and distressed properties. There is an operating gas station that recently has been renovated as well as an existing fast food restaurant. With the redevelopment of the auto plant and former parking lot as previously discussed, the perception of this intersection and surrounding corridors will change from an industrial traffic route to a higher density residential and mixed-use street. To cater to this developing market, as well as the adjacent Benteen Park neighborhood, existing residential and commercial properties should redevelop as higher density, mixed-use projects such as live-work units or multi-story retail shops on the ground floor with residential and / or office uses above. The higher density use, will provide a separation in use intensity and height between the intersection and the existing single-family fabric. Creating a pedestrian friendly environment, where new structures are placed closer to the street and parking is located behind the buildings, will not only provide a more active place, but will create a significant and inviting gateway to the community.



Recently renovated gas station



Needed streetscape improvements at pedestrian crossing



Vacant property along Boulevard



View of Federal Penitentiary

Transportation / Circulation

The major corridors of the community have the greatest opportunity for significant and noticeable change. Both Boulevard and McDonough Blvd. have larger tracts that with redevelopment would exhibit a significant positive impact on the neighborhood. These parcels along the major corridors have been identified in prior studies as catalysts for changing the quality of life within the community. Fortunately, the majority of the neighborhood falls under the BeltLine Overlay District. The Overlay District has many of the benefits of the Quality of Life zoning categories that place an emphasis on an improved public realm. This includes the dimensions of the block, which will allow for better connectivity and circulation. While bicycle trails are effective for both circulation as well as recreation, inclusion of dedicated bicycle lanes into a street's infrastructure improves conditions for residents who commute by bicycle. Specific transportation and connectivity details for the neighborhood are identified as follows:

Boulevard

- » Continuous & comfortable sidewalks on both sides of the street with a dedicated 5 ft tree & furniture zone and a minimum 10 ft in width clear zone.
- » Street trees should be placed between sidewalk and travel lanes to provide both pedestrian safety and inviting environment.
- » Introduce road diet north of Englewood Ave. to slow traffic.
- » Provide bicycle lanes on both sides of the street.
- » Provide intersection upgrade at McDonough Blvd.
- » Maximize the use of Quality of Life districts during rezoning cases.

Englewood Ave.

- » Continuous & comfortable sidewalks on both sides of the

street with a dedicated 5 ft tree & furniture zone and a minimum 10 ft in width clear zone.

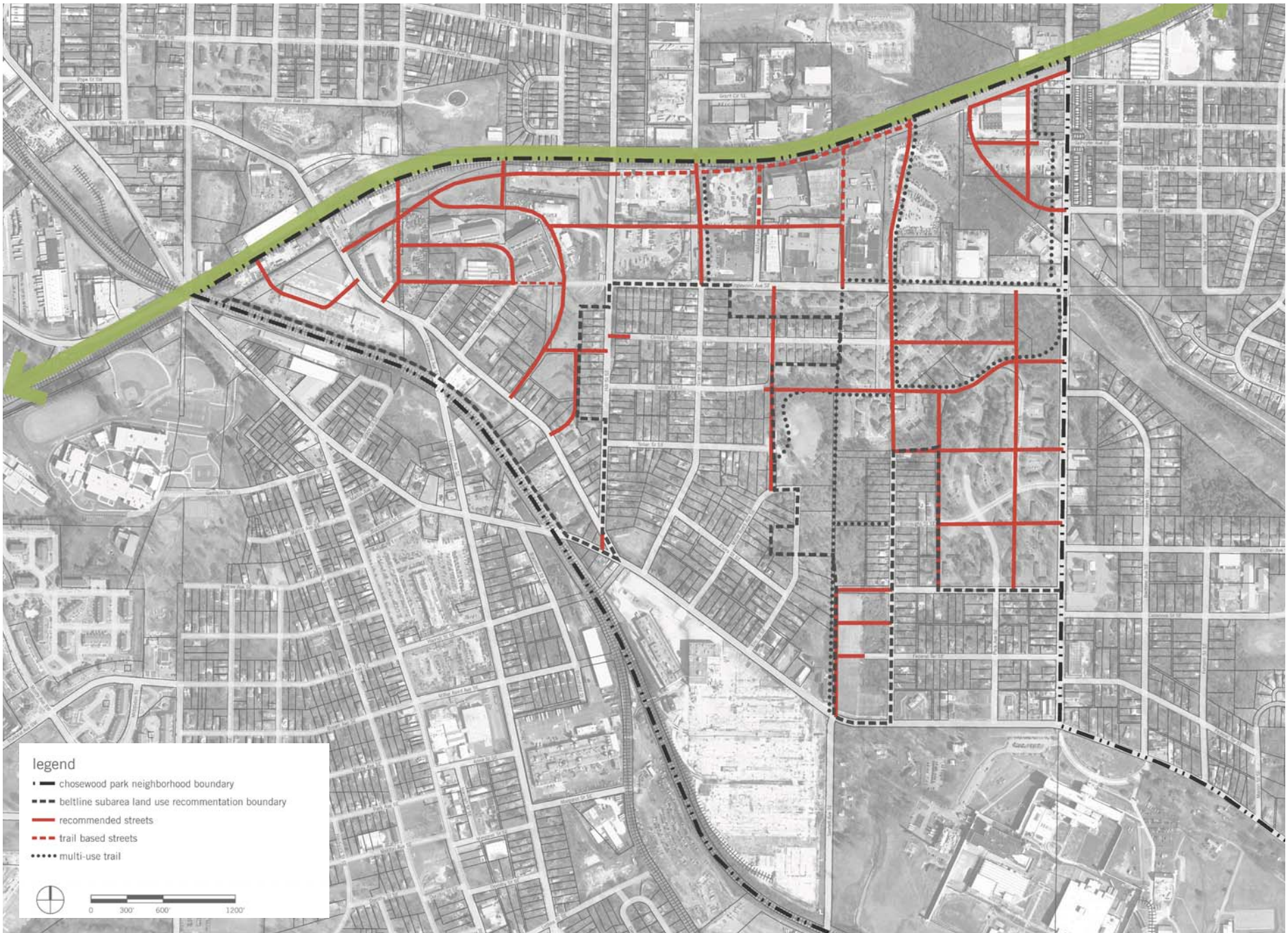
- » Street trees should be placed between sidewalk and travel lanes to provide both pedestrian safety and inviting environment.
- » As this street will define the southern edge of future Boulevard Crossing Park, provide bike lanes on both sides of the street.
- » Maximize the use of Quality of Life zoning districts during rezoning cases.

Gault St.

- » With the redevelopment of Englewood Manor, provide a continuous vehicular and pedestrian connection from the existing neighborhood core to Englewood Ave.
- » Provide an infiltration median between the Dalton St. extension and Englewood Ave. to provide better stormwater management.
- » Continuous & comfortable sidewalks on both sides of the street with a dedicated 5 ft tree & furniture zone and a minimum 6 ft in width clear zone.
- » Street trees should be placed between sidewalk and travel lanes to provide both pedestrian safety and inviting environment.

Hill St.

- » Continuous & comfortable sidewalks on both sides of the street with a dedicated 5 ft tree & furniture zone and a minimum 6 ft in width clear zone.
- » Street trees should be placed between sidewalk and travel lanes to provide both pedestrian safety and inviting environment.



Recommended Street Framework Plan

- » Provide bicycle lanes to both sides of the street.
- » Construct a public stairway west of Hill St. to increase pedestrian connectivity to Milton Ave and future hilltop development.

McDonough Blvd.

- » Continuous & comfortable sidewalks on both sides of the street with a dedicated 5 ft tree & furniture zone and a minimum 10 ft in width clear zone
- » Street trees should be placed between sidewalk and travel lanes to provide both pedestrian safety and inviting environment.
- » Work with GDOT to provide bike lanes on both sides of the street.
- » Maximize the use of Quality of Life zoning districts during rezoning cases, to ensure improved public realm.
- » Provide intersection upgrade at Sawtell Ave.

Milton Ave.

- » Realign Milton Ave to create “T” intersection with Hill St.
- » Work with Georgia Department of Transportation to encourage truck traffic to use Lakewood Ave.
- » Continuous & comfortable sidewalks on both sides of the street.
- » Provide bike lanes on both sides of the street.
- » Maximize the use of Quality of Life zoning districts during rezoning cases, to ensure improved public realm.

Neighborhood Core

- » Identify opportunities for improved streetscaping and traffic calming needs on neighborhood streets.
- » Improve street lighting throughout.

- » Reestablish street tree program with Trees Atlanta.

Englewood Ave Industrial Parcels

- » Extend Gault St. north of Englewood Ave. towards BeltLine to the extension of Cherokee Ave. from Grant Park neighborhood.
- » Extend Grant St. north of Englewood Ave. towards BeltLine to extension of Grant St. from Grant Park neighborhood.
- » Provide a network of streets and walkable blocks that define a public realm.
- » Continuous & comfortable sidewalks on both sides of the street.
- » Street trees should be placed between sidewalk and travel lanes to provide both pedestrian safety and inviting environment.

Englewood Manor

- » Extend Dalton St. east to Gault St. extension
- » Redevelopment should provide walkable block dimensions, similar in scale to the communities existing residential fabric.
- » Provide increased vehicular and pedestrian connectivity to the surrounding neighborhood.
- » Provide trail connection between Chosewood Park and Boulevard Crossing Park.
- » Continuous & comfortable sidewalks on both sides of the street.
- » Street trees should be placed between sidewalk and travel lanes to provide both pedestrian safety and inviting environment.

Neighborhood Park

- » Provide trail connections from Sawtell Ave. extension to Dalton St extension.
- » Provide trail connections from Nolan St entrance to Dalton St / Gault St extensions proposed intersection.

General Transportation / Circulation Policies

- » Provide new streets that intentionally reconnect the neighborhood street network.
- » Promote “complete street” principles that provide multi-modal opportunities for all users with sidewalks, landscape & street furniture zones, and appropriate building setbacks.
- » Promote “green street” facilities to manage stormwater and enhance watershed health.
- » Provide traffic calming opportunities as a means for ensuring safe streets and intersections.
- » Provide additional bike / trail / pedestrian connections throughout the community. All proposed bicycle network connections are to be secondary connections as defined by the Connect Atlanta Plan
- » Leverage the BeltLine and its future stations as an asset to the community.
- » Utilize the Connect Atlanta Street Design Guide for all

Infrastructure + Community Facilities

As identified earlier, the City of Atlanta is doing extensive overhauls of the existing water and sewer infrastructure throughout the City and within the neighborhood. As these initiatives take place, they are opportunities to upgrade the existing pedestrian environment with improved sidewalk widths and connections as well as additional tree plantings and lighting. These small improvements are essential in creating an enhanced perception of the community along major corridors.

The most significant opportunity for Chosewood Park is the BeltLine initiative and the subsequent Boulevard Crossing Park. As discussed previously, these projects are the neighborhoods best catalyst for change. Additionally, the expansion of the exiting neighborhood park not only increases the amount of dedicated public open space within the community, but provides recreation opportunities for local sports leagues and programming.

Infrastructure & Community Facilities Policies

- » Leverage public infrastructure improvements as opportunities for improved pedestrian streetscape.
- » Develop community oriented facility at the intersection of Englewood Ave. and the future Grant St. extension.
- » Develop Boulevard Crossing Park as a regional amenity.
- » Partner with the AHA to expand the neighborhood park.
- » Develop a pedestrian trail that links Chosewood Park to the proposed Boulevard Crossing Park.



Improved Boulevard slows traffic speed and enhances the visual character of the neighborhood



Improved pedestrian streetscape along a major street corridor



Gateway monument that blends industrial history of the community

Land Use + Zoning

Chosewood Park is typical of many intown communities. An existing single-family core grew around thriving industrial and institutional uses along McDonough Blvd. Over time, the industrial and commercial uses expanded along the major corridors and near the existing rail lines. The vacant industrial uses have had a negative effect on the residential core of the community as well as the commercial businesses. In addition, multi-family housing was added a pattern that was not integrated with the existing fabric, creating barriers within the community. Recently, the area has seen multiple rezoning efforts for both large and small parcels, but that has not translated to any physical improvements within the community. However, Chosewood Park is well positioned for the future. The BeltLine will provide needed transit and greenway opportunities to the community. The new Boulevard Crossing Park will provide not only recreation opportunities but a new gateway to the neighborhood. The recently expanded Chosewood Park also provides an amenity that is unmatched by many intown communities.

Corridors

The neighborhood master plan envisions the redevelopment of the traditional commercial corridors of Boulevard and McDonough Blvd. to transition into a higher-density mixed-use environment. These corridors will allow for a variety of housing options, provide needed retail goods and services and create walkable environments. Additionally, these new mixed-use environments will become the gateways to the community, aiding in changing the perception of the area. The corridors will also provide a physical buffer between the high volume streets and their uses from the existing single-family residential core. Heights of buildings will vary based on the corridor and its proximity to the BeltLine.

Boulevard

Mixed-use transit node at BeltLine corridor crossing which also serves as a gateway to the community. Limited height along Boulevard that balances adjacent townhomes while stepping up in height towards the park.

Fronting Boulevard Crossing Park north of Englewood Ave.

- » Existing Land Use: Mixed-use
- » Proposed Zoning: MRC-3, MR-4A

Fronting Boulevard north of Englewood Ave.

- » Existing Land Use: Mixed-use
- » Proposed Zoning: MRC-1, MR-3

Englewood Ave.

Mixed-use pedestrian oriented corridor that balances density needed for transit, maximizes proximity to public park and provides goods & services to the greater community.

- » Existing Land Use: Mixed-use
- » Proposed Zoning: MRC-3, MR-4A

Grant St. community node

- » Existing Land Use: Community Facility
- » Proposed Zoning: MRC-2

Hill St. transit node

- » Existing Land Use: Mixed-Use
- » Proposed Zoning: MRC-3, MR-4A

McDonough Blvd.

- » Predominately medium-density residential corridor with neighborhood commercial nodes.

AREA ON PROPOSED ZONING MAP	EXISTING ZONING CLASSIFICATION	PROPOSED ZONING CLASSIFICATION
1.A	I1C	MRC-3 (With Possible Conditions), MR-4A
1.B	I1C	MRC-1, MR-3
2.0	I1C	MRC-3 (With Possible Conditions), MR-4A
3.A	MR4A, RG2, R4A	MRC-3 (With Possible Conditions), MR-4A
3.B	RG2, R4A	MR-3
3.C	RG2, R4A	R-4A
4.A	I1C	MRC-2
4.B	I1C	MRC-2
5.A	I1C	MRC-3 (With Possible Conditions), MR-4A
5.B	I1C, RG3C	MRC-3 (With Possible Conditions), MR-4A
5.C	I1C	MRC-3 (With Possible Conditions), MR-4A
6.0	R4A	MR-2
7.0	I1C, C1C	MR-4A
8.A	C1C	MRC-2
8.B	C1C	LW, MRC-1
8.C	RG3C	LW, MRC-1
8.D	C1C	LW, MRC-1
9.0	C2C	LW, MR-3, MRC-1
10.A	C2C	LW, MR-3
10.B	C1C, C2C	LW, MRC-1

- » Existing Land Use: Low and high density commercial, low and medium density residential
- » Proposed Zoning: MRC-1, MR-3

Milton Ave.

Already this area has seen some recent activity for multi-family development on the former industrial tracts. Hill St. lofts was developed to take advantage of the amazing views of the Atlanta skyline. Unfortunately through its gated design and market limitations within the area, this has not translated into additional redevelopment. Various rezoning have occurred changing former industrial tracts to higher density residential but no building has resulted.

- » Existing land use: Mixed-use and medium to very high-density residential
- » Proposed zoning: MR-4A

Neighborhood Core

The existing single-family neighborhood core is the center of the community. Much of the existing housing stock should be maintained, with appropriate and complimentary infill homes built on vacant lots. As redevelopment occurs along the major corridors, pressure will increase to rezone many lots to a higher-density and/or alternative use.

Preserve the predominately detached single-family character of the existing residential core of the community

- » Existing Land Use: Single family residential
- » Existing Zoning: R-4A

Gault St. Extension (Eastern edge of Chosewood Park to future Dalton St. extension)

- » Existing Land Use: Single Family and low density residential
- » Proposed Zoning: R-4A

Englewood Housing

The master plan identifies the former AHA housing complex as a key to the positive change in both perception and investment for Chosewood Park. While the demolition of the property has been a benefit to the community, the large vacant tract creates an uncertainty for not only residents but future investors. As has been identified in previous studies as well as the recent model for the housing authority, the future development should look to integrate the project within the surrounding fabric through better connectivity and a mix of housing types and prices that reduces in density form the major corridors to the internal community. With the neighborhoods high rental to owner occupied ratio, it is imperative that a healthy portion of the project be owner occupied to help reverse this condition. At this time, there is no proposal from AHA for the redevelopment of the property. For many years, this site has been a barrier within the community.

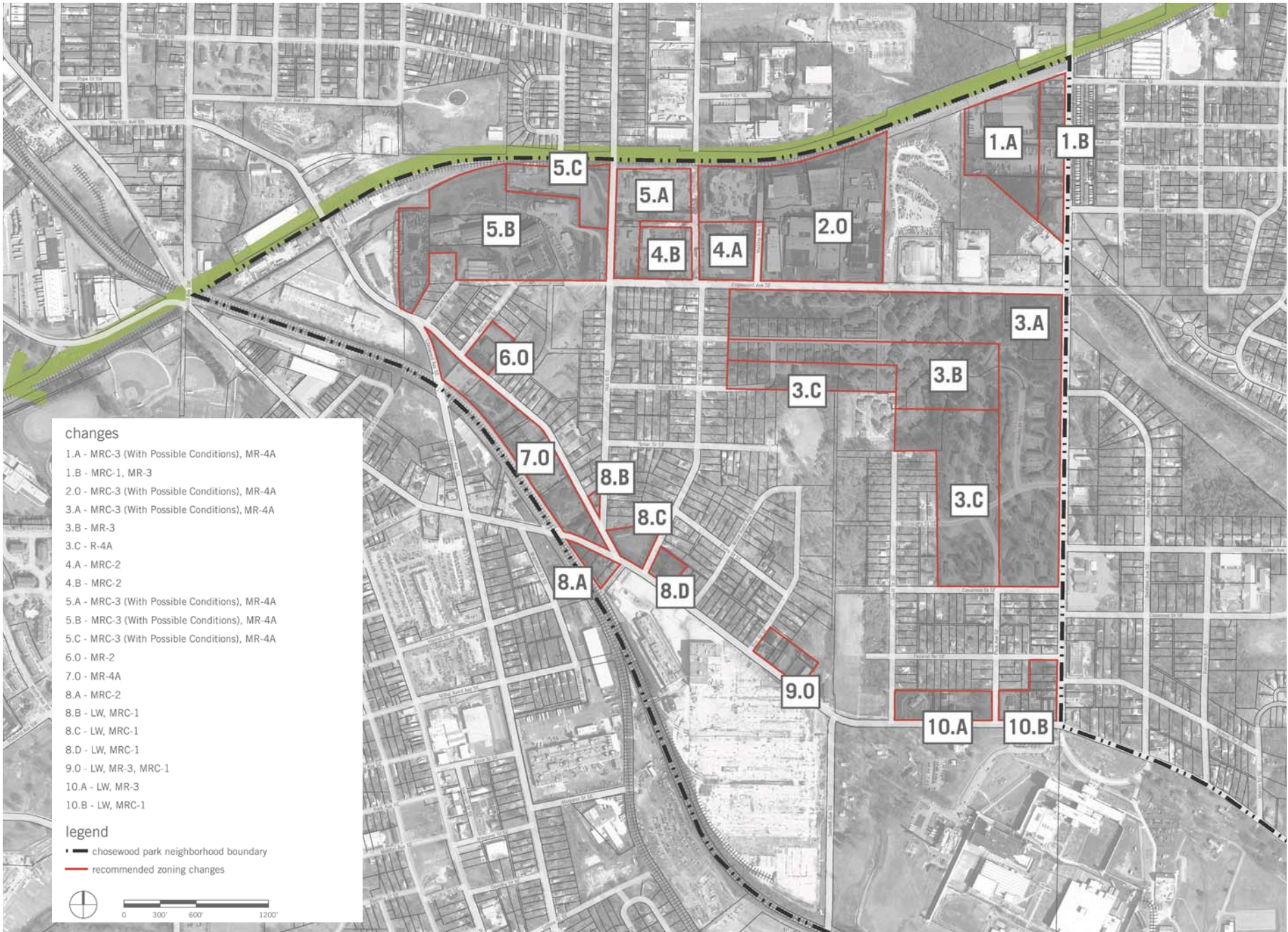
Redevelop the site as a mixed-use community with density fronting Englewood Ave. and steeping down in intensity closer to the existing neighborhood park.

Along Englewood Ave.

- » Existing Land Use: Mixed-use
- » Proposed Zoning: MRC-3, MR-4A

Climax St. (south side of extension)

- » Existing Land Use: Medium-density residential
- » Proposed Zoning: MR-3



Recommended Zoning Changes

Climax St. extension (north side of extension)

- » Proposed Land use: Medium-Density Residential
- » Proposed Zoning: MR-4A

Dalton St. extension (east of Gault St. extension)

- » Existing Land Use: Medium-density residential
- » Proposed Zoning: MR-3

Dalton St. extension (west of Gault St.)

- » Existing land use: Single-family residential
- » Proposed zoning: R-4A

Milton Ave. / Hill St. Node

The location, as well as surrounding land uses, support a transformation of this neglected intersection into a vibrant neighborhood commercial node. With the redevelopment GM/ Lakewood plant and adjacent higher density identified for Milton Ave., along with limited parcel depth, this area could become a unique destination location similar in style to Little Five points in the Inman Park / Candler Park communities. This transformation will take time and is reliant on surrounding land uses to change, most significantly the former auto plant. Many of these parcels are currently zoned commercial which allows for some residential development. The existing BeltLine Overlay will mandate the public realm requirements for redevelopment. On parcels outside the overlay, rezonings should be encouraged to one of the Quality of Life Districts.

Properties not currently zoned C-1

- » Existing Land Use: Medium Density residential, low density mixed-use, high density commercial
- » Proposed Zoning: LW or MRC-1

Milton Ave. School Site

The location and surrounding land uses indicate that the former school convert to a residential building. Commercial and office opportunities are limited and the potential use as a community building, while beneficial to the neighborhood, should be located more central to the community. The existing buildings, similar to those in Inman Park, Kirkwood and Poncey-Highland neighborhoods, offer an opportunity for unique residential units. An existing surface parking lot to the rear of the building and a large open front yard with established tree canopy creates a buffer between Milton Ave. and the residential units.

- » Proposed Land Use: Low-density residential
- » Proposed Zoning: MR-2



Recommended Future Land Use Changes

General Land Use & Zoning Policies

- » Encourage rezoning to the Quality of Life ordinances
- » Preserve existing single-family residential densities
- » Focus higher-density residential and mixed-use developments along the major corridors and adjacent to the BeltLine
- » Provide accessory and community serving commercial uses within higher-density residential developments
- » Concentrate community oriented services and opportunities at the intersection of Englewood Ave and the proposed Grant St extension.
- » Ensure future connections to the existing street network in all redevelopment projects



Capital Gateway, an AHA redevelopment, on Memorial Ave



Mixed-use project on a former brownfield site in Inman Park



Pedestrian friendly streetscape in Midtown



New townhomes as part of a former housing project in Charlotte, NC

Housing

Much of the specific recommendations regarding housing for Chosewood Park is located in the Land Use and Zoning Recommendations section of the Redevelopment Plan. One of the most significant issues facing the neighborhood is the current economic climate. It has resulted in a community that is 80% rental occupied. Having more owner occupied homes is essential in creating a stabilized community. Additionally, inappropriate infill residential development has occurred within the community. Too many new homes are inconsistent in quality, scale, and character. Recommendations for this specific issue were identified in detail in the Urban Design & Historic Resources recommendations.

Housing Policies

- » Preserve the character and form of the single-family core of the neighborhood.
- » Promote owner occupied single-family homes, thus reducing high concentration of rental units.
- » Encourage the development of vacant residential lots.
- » Advocate for the repair and maintenance of single-family structures.
- » Focus on higher density residential along the major corridors and adjacent to the BeltLine.



Infill housing that creates a defined public realm



Inappropriate infill housing negatively impacts the community



Townhomes with front loading garages impacts the role of the public realm



Future multi-family provides a diversity in housing options

Urban Design + Historic Resources

Corridors

For most people, the Chosewood Park experience occurs along the major road corridors of Boulevard and McDonough Blvd. A lack of visual interest, an unsafe environment for pedestrians and a vast amount of vacant and distressed properties further damage the impression of the area. Even with the older bungalows and dense tree canopy within the existing single-family fabric, it is difficult to overcome this perception. With the BeltLine and numerous large vacant tracts, redevelopment will occur, but over an extended period of time. It is essential that future streetscape and gateway elements be implemented to help foster momentum for positive change throughout the community. Fortunately, the existing BeltLine Overlay District mandates critical elements of the public realm, but with the redevelopment and the challenging topography of the area, these requirements will be tested. Specific urban design recommendations for the corridors include:

Boulevard

Boulevard is the key north-south gateway to the community. With new higher-density developments, the requirements of the public realm are mandated. But in areas where existing single-family homes exist and are less likely to change overtime, it is critical to tie the new to the old through a consistent streetscape.

- » Continuous sidewalks on both sides of the street a minimum of ten feet in width (not including the tree & furniture zone)
- » Landscape and street trees on both sides of the street placed between the travel lanes and the sidewalk.
- » Buildings brought up to the street, creating a more urban

condition.

- » Gateway opportunities at the BeltLine and McDonough intersections.

Englewood Ave.

With redevelopment of the existing industrial tracts, Englewood Ave. will transform into the active heart of the community, which requires a well defined and comfortable public realm.

- » Continuous sidewalks on both sides of the street a minimum of ten feet in width (not including the tree & furniture zone).
- » Landscape and street trees on both sides of the street placed between the travel lanes and the sidewalk.
- » Implement on-street parking on both sides of the street to slow traffic thus enhancing the pedestrian environment.

Hill St.

With projected development adjacent to the BeltLine and a potential neighborhood commercial node at McDonough Blvd., Hill St. will see vast changes in the definition of its public realm. To ensure a safe and walkable atmosphere that connects these emerging districts, the improvements of the streetscape should extend to the existing single-family parcels.

- » Continuous sidewalks on both sides of the street, a minimum of ten feet in width for higher density residential and/or mixed-use and six feet fronting single family homes (not including the tree & furniture zone).
- » Landscape and street trees on both sides of the street placed between the travel lanes and the sidewalk.
- » Gateway opportunities at the BeltLine and McDonough Blvd / Milton Ave intersections.



On-street parking reduces traffic speed and the need for off-street parking



Active neighborhood commercial node



Tree placement is essential in delineating between the sidewalk and vehicular lanes



Avoid placing trees in bulb-outs as a substitute for a designated tree zone

- » Implement on-street parking on both sides of the street to slow traffic thus enhancing the pedestrian environment.

McDonough Blvd.

McDonough Blvd. is a vital east west connection for the city. For many users, it is the only impression of Chosewood Park they will ever have. Additionally, the street is controlled by GDOT. As redevelopment occurs, it is essential that in areas of single-family homes that are unlikely to transition, that the streetscape improvements from the new developments are extended to provide a continuous and inviting pedestrian environment that connects these future activity nodes. Currently, the existing travel lanes are less than the minimum identified in the Connect Atlanta Plan and there are few adequate sidewalk conditions. It is essential that these streetscape improvements happen sooner rather than later both for vehicular and pedestrian safety.

- » Continuous sidewalks on both sides of the street a minimum of ten feet in width (not including the tree & furniture zone)
- » Landscape and street trees on both sides of the street placed between the travel lanes and the sidewalk.
- » Buildings brought up to the street, creating a more urban condition.
- » Gateway opportunities at Milton Ave. and Sawtell Ave. intersections.

Neighborhood Core

- » Look for opportunities for improved streetscaping and traffic calming.
- » Improve street lighting throughout.
- » Driveways shall be located to the side yard and shall extend

past the threshold of the front facade where feasible. Car pads located in the front yard are discouraged.

- » Ensure infill development is consistent with the existing fabric of the community both in lot dimensions and building form and character.

Englewood Housing

The redevelopment of Englewood Manor is essential in changing what was a vehicular oriented environment into a more urban pedestrian friendly part of the community. What was once a barrier, through both design and subsequent security measures, can become the bridge between the existing single family core and the eastern part of the neighborhood. With the BeltLine Overlay and a potential Quality of Life zoning ordinance, much of the public realm design shall be mandated. Key elements in the redevelopment will be the emphasis on the pedestrian environment.

- » Develop smaller blocks based on the existing urban fabric.
- » Buildings brought up to the street, creating a more urban condition.
- » Parking placed to the rear of buildings or provided in an on-street condition
- » Continuous sidewalks on both sides of the street a minimum of ten feet in width (not including the tree & furniture zone)
- » Landscape and street trees on both sides of the street placed between the travel lanes and the sidewalk.
- » Building character that is reflective of Chosewood Park's past, both residential and industrial while looking to its future as part of the BeltLine initiative
- » Pedestrian oriented design for mixed-use components that

encourage outdoor dining and cafe opportunities

Milton Ave. / Hill St. Node

The location as well as surrounding land uses support a transformation of this neglected intersection into a vibrant neighborhood commercial node. With the redeveloping GM/ Lakewood Plant and adjacent higher-density projected land uses along with limited parcel depth, this area could become a unique destination location similar to many intown neighborhood commercial nodes. This transformation will take time and is reliant on surrounding land uses to change and development to begin. The existing overlay will mandate the public realm requirements for much of the redevelopment, but additional public investment will be required to resolve the existing safety issues associated with the intersection.

- » Develop the intersection as a pedestrian oriented retail node.
- » Create Gateway feature at intersection.
- » Provide sidewalk dining or vending opportunities.

Boulevard / McDonough Blvd. Node

The Boulevard & McDonough Blvd is a significant intersection both for Chosewood Park as well as the City. The alignment of Boulevard and “t” intersection creates an amazing view corridor for the existing Atlanta Federal Penitentiary and its beautiful architecture. By creating a walkable, vibrant district, that not only supports the neighborhood but creates a gateway to the community, these views of the penitentiary can be utilized as an amenity.

- » Develop the intersection as a pedestrian oriented retail

node.

- » Create Gateway feature at intersection.
- » Provide sidewalk dining or vending opportunities.

