PlanFirst Community
A Program of the Georgia Department of Community Affairs
WHAT IS IT?

- Recognition of successful comprehensive planning
- Rewards to further comp plan implementation activities
- Developed 2014 by DCA and
  - External partners: GMA & ACCG, GPA, DEcD, GEFA, EPD, UGA, others
- 2015 was first class of 10: 1 consolidated government, 6 cities and 3 counties
- 2016: 1 consolidated government, 4 cities and 2 counties
- 2017: 1 county, 3 cities
- 2018 will be announced at the DCA conference on October 4 in Savannah
HOW DO I PARTICIPATE?

- You must be a Qualified Local Government, and have a history of same
- Must also have an approved SDS, and have submitted the required surveys (GOMI, RLGF)
- Must have met (and hopefully exceeded) the MINIMUM Performance Standards established by the local regional commission
- Completely fill out the application and sign it- due May 15
- If make the short list, must host a site visit to tell the local planning story
- Must show how planning is important to your community
WHY DO YOU WANT TO PARTICIPATE?

Recognition

CDBG

INCENTIVES

Other DCA programs

GEFA
PLANFIRST SUCCESS STORIES

City of Vienna
Columbus Consolidated Government
City of Madison
Population: 4,011

Founded: February 8, 1841

Rural Agricultural Community

140 miles south of Atlanta located at I-75 Exit 109
Total Employment = 1500+
Georgia’s Official BBQ Cooking Competition
The City of Vienna is proud to be a PlanFirst Community.
“What are you doing in your community to shift from merely surviving to thriving?”
“Use your comprehensive plan!”
Strategic Planning

- Allocates resources in a way that you can reach your goals
- Helps you create development patterns that are orderly and rational.
- Helps you stay focused on the big picture
- Helps you be prepared – to be proactive instead of reactive all the time.
Public Participation
Who to include?

- Staff & Elected Officials
- Business Owners
- Tax Payers
- Senior Citizens
- Youth
- Civic Organizations
- All Boards and Committees
- New Residents
Vienna’s Vision Statement

2007: *To maintain our strong agricultural base, but also utilize other economic opportunities that will increase quality of life and prosperity for all our citizens.*

***************

2017: *The City will develop a more diverse economy and facilitate growth to better support quality-of-life features that will make living in the community more attractive to residents and more enticing to prospective residents.*
GOAL - HOUSING
To ensure the provision of a sufficient supply and variety of sound, safe, and affordable housing facilities for all residents of the community.

Policy 1) - Dilapidated or substandard housing will be reduced or eliminated through rehabilitation or elimination.

Short Term Work Plan
Make housing and/or related public infrastructure improvements using CHIP, USDA, and CDBG funds.
2017 Community Development Block Grant
Neighborhood Revitalization
$715,000

Benefit 53 low to moderate income people

4 units rehabbed

8 units reconstructed

3 units acquired, demolished, and cleared
CDBG

Fire Protection for Braxton-Snyder Subdivision
Water lines replaced with larger lines and fire hydrants installed.

Sewer Infiltration Project
Sewer lines re-lined and manholes raised to prevent inflow and infiltration of storm water into the City’s sewer system.

Streets and Drainage Project
Installation of 2” and 6” water PVC main, curb and gutter, curb inlets, underground storm pipes, street paving overlay, and related items
Greater Dooly Comprehensive Plan

GOAL- COMMUNITY FACILITIES

To develop and maintain community facilities and services which adequately promote efficient growth and development patterns.

2013-2017 Short Term Work Plan

Acquire land for wastewater Land Application System (LAS) expansion.
Land Application System Expansion Project

264 acres

Adjacent to City’s existing spray fields
Laid 3 miles of piping to carry wastewater from treatment facility to the new spray fields.
New Holding Pond
Spray Fields
LAS Project
Financial Package

$6,712,000  GEFA Loan
$750,000   Edge Grant
$7,462,000  Total Project Cost
Georgia® Department of Community Affairs
PlanFirst Pursuits...

- Applied during original round of designation in 2015
  - And how did that go? Not too good.
  - Application was poorly written.
  - One particular DCA rep was very displeased
  - Met with said DCA rep to review application and informed we needed to tighten it up for 2016

- And we did!
  - Columbus is a 2016 designee
  - More interested in the designation than the benefits
    - More on that later...
2028 Comprehensive Plan

- Community Agenda broken up into 6 policy areas
  - Community Revitalization
  - Quality Community Infrastructure
  - Balanced Transportation
  - Preserving and Enhancing the Environment
  - Managing Impacts of Growth
  - Regional Coordination and Local Partnerships

- Two STWPs over the last 9 years
  - 2009–2013
  - 2014–2018
Community Revitalization

- Location: Benning Drive & Victory Drive
- Opportunities
  - A-1: New Growth
  - A-5: Mixed-Use Development Opportunities
- Issues
  - A-10: Barriers to Redevelopment
    - IS.30 Provide tax abatement during redevelopment process for quality redevelopments based on project evaluation criteria prepared by Mayor’s Revitalization Council
  - A-11: Quality of Housing Developments
    - IS.97 Work towards passing local legislation to permit Tax Allocation Districts (TADs) by continuing public education efforts. These redevelopment districts can play an important role in redevelopment initiatives.
    - IS.101 Complete an analysis of the potential impacts of expanding the Enterprise Zone in South Columbus. This tool has the potential to incentivize a larger quantity of businesses to locate within in-town areas of Columbus.
Tools of Redevelopment

- Tax Allocation District (TAD)
  - Passed by voters in 2014
  - 6 Have been approved:
    - Fort Benning
    - Uptown
    - Liberty District
    - City Village
    - Midtown East
    - Midtown West
- Enterprise Zone
- Opportunity Zone
- Military Zone
- CDBG
- HOME
Community Revitalization

Location: City Village

Opportunities
- A-1: New Growth
- A-2: Changing Demographics
  - IS.4 Ensure that amounts of in-town land are zoned for small lot and higher density zoning classifications that are attractive to seniors and young adults.
- A-3: Developable Land In In-Town Neighborhoods
  - IS.8 Prepare an overlay zoning district to establish appropriate development standards and incentives for infill and redevelopment. Prepare design standards for compatible infill development.

Issues
- A-9: Gentrification
  - IS.20 Review the City’s experience with implementation of mixed-use developments and loft conversions, interview developers and identify barriers, such as City policies, regulations, procedures and codes that need to be reviewed in order to encourage retention of existing residents.
City Village

- Area immediately north of TSYS
  - Borders:
    - North: 35th Street
    - South: TSYS
    - East: 2nd Avenue
    - West: Chattahoochee River
  - Issues:
    - High poverty
    - 20% home ownership
    - Topography
    - Homeless population

- After purchasing a home on Bradley Circle, the Historic Columbus Foundation (HCF) became interested in the area
- Using CDBG funds, CCG and HCF hired Zyschovich Architects to create a master plan for City Village
- Master Plan completed in 2016
Community Reinvestment

- **Location:** Liberty District
- **Opportunities**
  - A-1: New Growth
  - A-2: Changing Demographics
    - IS.4 Ensure that amounts of in-town land are zoned for small lot and higher density zoning classifications that are attractive to seniors and young adults.
  - A-3: Developable Land In In-Town Neighborhoods
    - IS.8 Prepare an overlay zoning district to establish appropriate development standards and incentives for infill and redevelopment. Prepare design standards for compatible infill development.
- **Issues**
  - A-9: Gentrification
    - IS.20 Review the City's experience with implementation of mixed-use developments and loft conversions, interview developers and identify barriers, such as City policies, regulations, procedures and codes that need to be reviewed in order to encourage retention of existing residents.
Liberty District

- Area immediately north of east of Uptown
  - Borders:
    - North: 11th Street
    - South: Victory Drive
    - East: 10th Avenue
    - West: Veterans Parkway
  - Issues:
    - High poverty
    - Little to no home ownership
    - Floodplains
    - Vacant land
- The Liberty District was the original black neighborhood in Columbus
  - It was a town unto itself because of Jim Crow laws
  - In 2003, a master plan was created for the area; however, little has been accomplished because of the massive combined sewer project which took years to complete
  - Renewed focus has shifted back to the Liberty District now that infrastructure improvements have been made
Quality Community Infrastructure

- Project: Transportation Improvement Act
- Opportunities
  - B-2
    - Columbus has the opportunity to use infrastructure to direct growth
- Issues
  - B-5
    - Aging infrastructure
2010 Transportation Investment Act (TIA)

- The legislature passed a transportation funding bill that allowed voters in regions to decide on a one-percent, 10-year, regional sales tax for all types of transportation improvements.
- The River Valley tax district was one of three districts to pass the TIA referendum in 2012.

Projects
- River Walk Completion
- Intercity Express Park-n-Ride
- Follow Me Trail
- US 27/Custer Road Interchange
- Spider web
- I-185 – Buena Vista Road Interchange Diverging Diamond
- I-185 – Cusseta Road Interchange

Grand Total = $387,254,730
Muscogee County = $129,529,850
**TIA**

Project Number: RC08-000062  
Project Name: US 27/Custer Road Interchange Reconstruction/Modification at Fort Benning

**GDOT ID:**

**Project Description:** This project would reconstruct the US 27/Custer Road Interchange.

**Regional Commission:** River Valley  
**County:** Muscogee County

<table>
<thead>
<tr>
<th>Phase</th>
<th>Total Project Cost</th>
<th>Total TIA Amount</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td></td>
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<tr>
<td>CST</td>
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<tr>
<td>Total</td>
<td>$20,000,000</td>
<td>$20,000,000</td>
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The property is located within the City of Columbus. The property in question is bounded by US 27 to the south, I-185 to the west, and Cusseta Road to the north and east, which is the western boundary of Fort Benning at this location. Public access to this property is currently restricted by the US ARMY for security reasons. The project will reconstruct the existing interchange to accommodate future growth of Fort Benning due to BRAC and provide permanent public access to the proposed development that will not interfere with Base security.

**Public Benefit**  
Ensuring Safety and Security: This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.

**Additional Benefits**  
This project would benefit the traveling public by alleviating the congestion at the main entrance to Fort Benning by providing additional access to the largest activity center in Muscogee County. Additional benefits would potentially decrease the frequency and severity of crash incidents. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management.
**Project Number:** RC06-000057  
**Project Name:** Intersection Improvements along Buena Vista Road (Columbus Spider Web Network)

**GDOT ID:**

**Project Description:** The project will include road realignments and/or a possible overpass on Buena Vista Road due to a Norfolk Southern Railroad Crossing. The project limits on Buena Vista Road are between Martin Luther King Jr Blvd and St. Marys Rd.

**Regional Commission:** River Valley

**County:** Muscogee County

<table>
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<th>Phase</th>
<th>Total Project Cost</th>
<th>Total TIA Amount</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>PE</td>
<td>$2,522,522</td>
<td>$2,522,522</td>
<td>Construction of project will include road realignments and a possible overpass. Approximately seven (7) trains a day cross Buena Vista Road daily. Of the seven, six are through trains that travel through Columbus during the daytime (3) and evening (3). There are seven (7) roads that are impacted and are heavily congested when the trains are traveling through this area.</td>
</tr>
<tr>
<td>ROW</td>
<td>$8,648,648</td>
<td>$8,648,648</td>
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<tr>
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<td>UTL</td>
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<td>Total</td>
<td>$40,000,000</td>
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**Public Benefit**

Maximizing the value of Georgia's Assets

This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits

This project would benefit the traveling public by alleviating the congestion at the critical convergence of several arterial roadways in Southeast Columbus by removing the existing at-grade railroad crossing. Currently, the Buena Vista Road corridor has approximately 27,130 cars per day that are regularly delayed by slow moving trains blocking the roadway for extended periods. The benefit of a new flyover bridge would decrease average travel times and improve emergency services response time by eliminating the delays created by the regular train blockages.
### Project Number: RC08-000555  Project Name: Cusseta and Old Cusseta Road Improvements

**GDOT ID:**

**Project Description:** The proposed project consists of improvements on Cusseta Road/Old Cusseta Road/OR 62 from Fort Benning Road to Staunton Drive. Project length is approximately 1.72 miles.

**Regional Commission:** River Valley

**County:** Muscogee County

<table>
<thead>
<tr>
<th>Phase</th>
<th>Total Project Cost</th>
<th>Total TIA Amount</th>
<th>Comments:</th>
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</thead>
<tbody>
<tr>
<td>ROW</td>
<td>$41,402,448</td>
<td>$41,402,448</td>
<td>The existing two-lane roadway from Fort Benning Road to Farr Road would be improved to a four-lane roadway with curbs and gutters; a 20’ raised grass median, sidewalk in each direction, and bicycle lanes in each direction. The existing two-lane roadway from Farr Road to Staunton Drive would be improved to a two-lane roadway with curbs and gutters, sidewalks, a center turn lane, and bicycle lanes in each direction.</td>
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<tr>
<td>CST</td>
<td>$16,866,964</td>
<td>$16,866,964</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$58,269,412</strong></td>
<td><strong>$58,269,412</strong></td>
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**Public Benefit**

<table>
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<tr>
<th>Notes</th>
<th>Maximizing the value of Georgia’s Assets</th>
<th>Ensuring Safety and Security</th>
<th>Supporting Economic Growth/Competitiveness</th>
<th>Additional Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g., operational improvements) and optimizing capital asset management (e.g., resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.</td>
<td>This project would benefit the public by potentially reducing the occurrence of crashes along this roadway segment, corridor, and/or intersection.</td>
<td>This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight/cargo movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.</td>
<td>This project would benefit the traveling public by alleviating the congestion on Cusseta Road and Old Cusseta Road in the vicinity of I-185 in Southeast Columbus. Additional benefits would potentially decrease the frequency and severity of crash incidents. Currently, the Old Cusseta Road corridor has a level of service of D, and has approximately 7,360 cars per day traveling on it. An additional benefit will be providing a smoother surface for travel along with optimizing capital asset management. This project has been in the MPO’s LRTP for a number of years, but funding shortfalls have prevented the project from moving forward.</td>
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Balanced Transportation

- Opportunities
  - C-1
    - Better Land Use-Transportation Coordination
      - IS.58 Continue to improve access control requirements, such as medians, turn lanes and supportive local ordinances, in developing areas, including. Such controls help improve the driving atmosphere, preserve existing character, and improve safety for bikers and pedestrians.
      - IS.61 Update Greenway Master Plan to connect existing trails to neighborhoods, preserve green space from future development and promote exercise.
  - C-2
    - Rising Gasoline Prices and Community Awareness of the Need for More Sustainable Energy Practices
      - IS.63 Improve the connectivity of streets, sidewalks, and paths between activity centers, neighborhoods and greenways to promote alternative modes of transportation. Implementation should focus on overlay districts.
      - IS.65 Conduct a comprehensive operational analysis for transit to identify underserved transit market, determine hours of service, identify capital needs and maximize efficiencies. Focus should be placed on providing transit options for the City’s growing senior population.
Balanced Transportation

- **Issues**
  - C-5
    - Incomplete Pedestrian Networks
      - IS.71 Actively maintain an inventory of pedestrian facilities in GIS, including a record of their condition.
  - C-8
    - Balance between New and Existing Road Infrastructure
      - TIA!
  - C-9
    - Traffic Signalization
      - IS.64 Develop a formalized policy for implementing appropriate Transportation System Management (TSM) techniques throughout the city. A formalized policy should be created by completing the following steps: (1) categorizing intersections by volume levels and (2) establishing specific techniques and equipment that should be incorporated within each category of intersections. The following TSM techniques should be considered: inter-connected signals, turn signals, autoscope video detection methods (to actuate traffic signals), security sensors, and surveillance equipment. TSM activities should be managed from the Traffic Management Center (TMC).
Implementation of Balanced Transportation

- Alternative Transportation Plan
- Metra Intercity Express Bus Study
- Complete Streets Policy
- Columbus RiverLink (PATH Foundation)
- Updated Sidewalk Inventory (GIS)
- Columbus–Atlanta High Speed Rail Feasibility Study

- Fountain City Cycling Mobile App
- Bicycle Friendly Community Bronze Designation
- Bicycle Parking in Lieu of Minimum Parking
- Dragon Fly Trail Projects
- Bike Lane Resurfacing Program
- Minimum Grid Project
- Bicycle Facilities Inventory (GIS)
- Buena Vista Spider web
Preserving and Enhancing the Natural Environment

- **Opportunities**
  - **D–1**
    - The Chattahoochee River is the main stream of ecological health for the region.
      - IS.78 Continue to expand the Columbus River walk to link to a city-wide system trail and pathway system. The City should work towards connecting the River walk to the existing and planned sidewalk network as well as adjacent parks and neighborhoods.
  - **D–3**
    - Protecting a green corridor along I 185
      - Scenic Byway Designation
Preserving and Enhancing the Natural Environment

- **Issues**
  - D–6
    - Protecting the City’s tree canopy
  - D–7
    - Monitoring and protecting water quality as the city grows.
  - D–8
    - Protecting deep slopes and fragile soils.
  - D–9
    - Noise impacts of Fort Benning’s Future Missions
20 Year Comprehensive Parks & Recreation Master Plan

“Columbus Community Vision....to achieve common goals in which individuality and diversity are embraced and respected.”

The 2014 Parks and Recreation Master Plan will set a vision for ensuring that Columbus’ parks, multi-purpose trails, recreation facilities, and programming maintain their presence as a core entity within the community.

Parks and recreation facilities help create a sense of place and are vital to the concept of live, work, and play. They strengthen the structure, connectivity, and image of the city as well as the region.
Ewart Park

Work will continue with a Free Little Library.
Standing Boy Creek WMA

- Currently there are efforts underway to construct 20 miles of mountain biking and hiking trails for the public
- The GA DNR prefers the City to be the land manager
- The construction of a mountain bike trail will greatly enhance tourism especially for the outdoor audience who already visits Columbus to experience the urban whitewater course.
- The Southern Off-Road Bicycle Association (SORBA) is hiring TrailSolutions, a professional engineering group that solely focuses on designing and building state of the art mountain biking trails in a sustainable way.
- Currently in the fundraising and organizational phase but negotiations to transfer ownership of the lands is expected to be brought before city council

- 1579 acres
- Owned by the GA Department of Natural Resources (DNR)
GROWTH IMPACTS
Managing Impacts of Growth

Opportunities:
  ◦ E-1: Growth increases tax base and municipal revenues.
    • “Thaw the Freeze” = DOA
  ◦ E-2: Garnering Public Trust in new funding mechanisms.
    • Two words: Local Government
  ◦ E-3: Columbus Champions
    • Uptown
    • Midtown
    • Coalition for Sound Growth
    • Trees Columbus
    • Chattahoochee Land Trust
    • Fort Benning
    • Chattahoochee River Keeper
    • Columbus Community Foundation
Managing Impacts of Growth

Issues:
- E–4: Increasing Number of School Children
  - Never happened.
- E–5: Low-Density Residential Zoning
  - Infill only in 2017.
- E–6: Garnering Public Trust in Capital Project Delivery
- E–7: Potential Impacts of Raising City Revenues
  - That’s funny.
- E–8: Inadequate Revenues
- E–9: Level of Service
Old Town
Living In Old Town

- Less than 20 SF housing units.
- Many styles of single family residential homes offered, as well as apartments. Phase 1 has 19 single family lots, 11 are under contract already. Swallowtail apartments is 100% occupied, with 140 lots.
- Old Town has its own by-laws, covenants, and residential guidelines.
- Old Town also offers locations for offices, retail, and restaurants.
Old Town “Main Street Shops”
Old Town Community Outreach

- They have pocket parks, pools, a town hall, and host events for all of Columbus like Christmas tree lightings and Easter egg hunts on the lawn.
- Southern Living Community.
Currently Existing in Old Town

[Map of Old Town showing various locations and developments]
REGIONAL COORDINATION (TOURISM)
Tourism

Opportunities

- F-5: Increased Tourism - Columbus has a strong base of tourist sites both historic and recent. Columbus State University’s expansion downtown and the National Infantry Museum are two great examples of growth and a draw for people and tourism.
Public Engagement

2015 Visitors Guide & Map

DOWNLOAD THE OFFICIAL COLUMBUS, GA APP NOW!

WHITETWATER COLUMBUS, GA

PlanFirst Community
COLUMBUS PLANNING DEPARTMENT
Using Your Plan for Development

HOW DO YOU DEFINE “EFFECTIVELY”?
Comprehensive Plan

Resource Assessment

An effective plan starts with a baseline – a frank perusal of the resources at hand and the stark reality of impediments.

Focused Aspirations

An effective plan dreams BIG – establishing not funding-based goals and objectives but outcome-oriented strategies.

Incremental Achievements

An effective plan outlines measured steps – the known tasks as well as a few blanks and a mote of flexibility as to be pragmatic.
Comprehensive Plan

USING PLANNING EFFECTIVELY FOR DEVELOPMENT

- Areas Requiring Special Attention Map (2009)

2 DISINVESTMENT AREAS

- General Idea... Address Slum & Blight

RE-DEVELOPMENT

- First Leg of the Journey & What to Pack

DURA (Legislation)
URA (Leader)
URP (Plan)
IGA (Funding)
Downtown Urban Redevelopment Area (DURA) – 500 Acres +/-
IN GENERAL
- Glean, Don’t Copy
- Tailor - One-Size Does Not Fit All
- Identify Quick Items
- Determine Strategies
- Ask for Help
- Think Loss-Leaders
- Recognize Partners
- Be “Plan Stubborn”
- BUT….Be Open to Opportunity
- Plan to be Patient
Assessment

RESOURCES

- Historic Buildings
- Usable Buildings
- Streets & Utilities
- Streetscape
- Extant Businesses
- Property Owners
- Public Property
- Natural Resources
- Proximity Factors
Assessment

IMPEDIMENTS

- Dilapidated Structures
- Vacancies
- Code Issues
- Nuisance Factors
- Businesses
- Property Owners
- Tax Base Issues
- Poor Parcel Division
- Poor Land Uses
Aspirations

PURPOSE & INTENT

- Primary Goal
  > 1 sentence summary
  > foundation paragraph

- Clear Objectives
- What is Valued
- Change that is invited
- Change to be avoided
- Change to be guided – how?
CHARACTER AREA PLANNING

- Sense of Place – are you preserving, reinforcing, creating

- Focal Point(s)

- What buildings go or stay and what new stuff looks like… and why

- How it is served matters – access, parking, sanitation
CHARACTER AREA PLANNING

• Economic Climate – are you maintaining, augmenting, building

• Activity Center (s)

• What land uses go or stay …what new ones get introduced

• How it is connected matters – sidewalks, trails, street trees, parks, amenities
This is a historic and prominent corridor entrance into the community. Re-establishment of an attractive residential appearance (not necessarily land use) is the primary goal. Development proposals shall execute one or more of the following:

- Demolition of all non-historic structures;
- Rehabilitation of the five (5) viable historic residential structures as identified on the map;
- Construction of new infill cottages, reflective of the extant residential structures (scale, footprint, spacing, materials, etc.) and meeting Historic Preservation guidelines;
- Creation of a gateway point park, reflective of other intersection point parks;
- Realignment of intersection to address traffic at Fifth Street;
- Development of a shared/cross-access parking lot behind new cottages;
- Connectivity to public sidewalk system;
- Installation of a five (5) foot public sidewalk and street trees every twenty-five (25) linear feet of frontage along public rights-of-way.
Incremental ACHIEVEMENTS

- Tools (New & Use)
- Land Assembly
- Blight Removal
- Environmental Initiatives
- Catalyst Projects
- Sustain Programs
- Investments
- Partnerships
- Volunteer Hours
- Funding/Grants
- Donations
- Recognition
• GA Environmental Finance Authority
  $1.6M – 20 yrs – 1%
  **Planning Ahead is Rewarded**
  $477 interest savings
  $323 principal

• Local Skin in Game
  $350 Local (3.58%)
  $85 SPLOST
EFFECTIVE REDEVELOPMENT:

165,000 sq.ft.
3 Strong Sentinel Gateway-Defining Mixed-Use Warehouses
93 Residential Units
12 Professional Units
(5 live/work options)
1 Catalyst – Trailhead
$2.3 > $15 M Tax Base
2 Businesses/ 6 Jobs > 25 Businesses/100 Jobs

****ANNUAL REPORT****
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A Program of the Georgia Department of Community Affairs