

City of Madison Urban Redevelopment Plan

Downtown Urban Redevelopment Area (DURA)

Amendment



**W. WASHINGTON STREET GATEWAY
CANAAN HISTORIC NEIGHBORHOOD
N. SECOND STREET AREA
AIRPORT INDUSTRIAL AREA
N. MAIN STREET GATEWAY
N. MAIN STREET NEIGHBORHOOD**

April 2014

City of Madison, Georgia: Planning & Development
Downtown Development Authority of Madison

Overall Area Development and Buildout

The **Overall Area Development and Buildout** plan for the **Downtown Urban Redevelopment Area (DURA)** is formed by the text and maps of this section. In addition to referencing the aforementioned local growth management tools, the DDA shall use these DURA-specific tools to market, guide, and review redevelopment with the DURA:

- Character Area Goals & Maps *[FIGURES 11, 12 & 13]*
- Infrastructure & Connectivity Map *[FIGURE 14]*
- Openspace & Connectivity Map *[FIGURE 15]*

Character Area Goals & Maps

The six subareas used to evaluate existing conditions informed the creation of the Character Area Maps, so that the DDA can outline expectations for redevelopment per subarea.

W. WASHINGTON STREET GATEWAY

CHARACTER AREA 1 *[SEE FIGURE 11, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 1]*

This is a historic and prominent corridor entrance into the community. Restablishment of an attractive residential appearance (not necessarily land use) is the primary goal. Development proposals shall execute one or more of the following:

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

CHARACTER AREA 2 *[SEE FIGURE 11, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 1]*

This is an area adjacent to the City Cemetery and including One Mile Branch, currently flanked by vegetation and located within a flood plain area. Since most of the area is below street level and challenging to all but a few uses, the primary goal shall be to create low-visibility, congregate, and future parking and maximize the recreational and tourism opportunities. Development proposals shall execute one or more of the following:

- 1) Development of a shared/cross-access parking lot behind the new cottages;
- 2) Development of parking garage;
- 3) Construction of a plaza and pedestrian bridge across the One Mile Branch.

CHARACTER AREA 3 [SEE FIGURE 11, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 1]

This is an area for higher density residential. Having close proximity but no relationship nor connectivity to Downtown and hampered by lots too small to accommodate automobiles, the primary goal is to create new connectivity and allow for alternative housing options. The area is buffered by the lower-scale historic development pattern along Highway 83 (Character Area 2). Development proposals shall execute one or more of the following:

- 1) Completion of the street connecting to W. Jefferson Street and Fifth Street;
- 2) Development of residential units having an historic single-family appearance, but including some combination of single-family detached, single-family attached (garden flat or patio home), duplex, or apartment house.
- 3) Development of residential units having an historic multi-family appearance.
- 4) Installation of a five (5) foot public sidewalk and street trees every twenty-five (25) linear feet of frontage along public rights-of-way.

CHARACTER AREAS 4 & 5 [SEE FIGURE 11, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 1]

This is an area that is heavily vegetated, has some challenging slopes and water resources, and is a known historic site. The primary goals are to establish a community building, preserve the historic and natural resources of the site, maximize recreational and tourism opportunities, and utilize portions thereof for a collective openspace or stormwater initiative to serve the adjacent areas. Development proposals shall execute one or more of the following:

- 1) Development of a non-commercial community building (not necessarily public);
- 2) Development of stormwater, greenspace, or trail amenities;
- 3) Conservation of existing vegetation and any historic site features;
- 4) Retention of the historic institution and consideration of a shared parking facility;
- 5) Installation of a five (5) foot public sidewalk and street trees every twenty-five (25) linear feet of frontage along public rights-of-way.

CHARACTER AREA 6

[SEE FIGURES 11 & 12, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 1 & 2]

This area is distinct because it not an automobile-based corridor, rather it flanks the railroad and has an very different industrial appearance. The primary goal is to align new development between a new version of Bull Street and the Railroad and reinforce and build upon the industrial character. Development proposals shall execute one or more of the following:

- 1) Demolition of all non-historic structures;
- 2) Rehabilitation of the one (1) viable historic industrial structure as identified on the map;
- 3) Relocation and rehabilitation of the historic depot as identified on the map;
- 4) Construction of new two (2) new sentinel warehouses, reflective of the extant brick warehouse structures (scale, bulk, materials, lack of ornamentation, etc.) and meeting Historic Preservation guidelines (note: a Downtown “storefront” appearance is not industrial);
- 5) Construction of a new warehouse structure, reflective of frame warehouses near the railroad;
- 6) Creation of a boardwalk, creating connectivity and linkage along the railroad;
- 7) Completion of the street connecting to W. Jefferson Street and Fifth Street;
- 8) Realignment and construction of a new segment of Bull Street to create a new cross-axis;
- 9) Development of a shared/cross-access parking lot in front of new buildings;
- 10) Connectivity to public sidewalk system;
- 11) Installation of a five (5) foot public sidewalk and street trees every twenty-five (25) linear feet of frontage along public rights-of-way.

Please note that Character Area 6 overlaps onto: **[SEE FIGURE 12, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 2]**.

RESOLUTION OF THE
MAYOR & CITY COUNCIL OF THE CITY OF MADISON, GEORGIA
TO AMEND THE URBAN REDEVELOPMENT PLAN

Whereas, the City of Madison has created a local Urban Redevelopment Plan in accordance with the Georgia Urban Redevelopment Act (O.C.G.A. 36-61 et. seq.) to foster the rehabilitation, conservation, or redevelopment of a defined geographical area; and,

Whereas, the Urban Redevelopment Plan has been developed to include an area, found by this body to suffer from slum and blighting influences (as defined under local standards) that are detrimental to the health, safety, and welfare of the public and that negatively affect the sound growth of the community, that is fully defined within the reference document; and,

Whereas, the Urban Redevelopment Act can be used alone, or in combination with many of Georgia's other legislative redevelopment tools to support local comprehensive planning, revitalize faltering commercial corridors, recruit and nurture small businesses, rehabilitate older homes and neighborhoods, ensure architecturally compatible infill development, and generate new adaptive reuses for old industrial and agricultural facilities and the City of Madison intends to achieve all of the above mentioned objectives identified in the Act; and,

Whereas, the City of Madison resolved on May 9, 2011 to adopt the Urban Redevelopment Plan for the downtown area in accordance with O.C.G.A. 36-61 et. seq., which also provides for plan modification; and,

Whereas, an Amendment to the Urban Redevelopment Plan has been duly prepared and recommended for consideration and adoption by the City's Urban Redevelopment Agency, the Downtown Development Authority of Madison; and,

Whereas, the Mayor and Council of the City of Madison deem it necessary to ensure the rehabilitation, conservation, and redevelopment of this area in order to foster the elimination and prevention of blighting influences to the surrounding area and that these actions are necessary to further the public health safety, and welfare of the City of Madison and its residents; and

Now, therefore be it resolved, that the City of Madison hereby adopts the above reference documents as an amendment to the Urban Redevelopment Plan; and

Adopted this 14 day of April, 2014

**CITY OF MADISON
MAYOR AND CITY COUNCIL**

By: Fred Perriman
Fred Perriman, Mayor

Richard H. Blanton
Richard H. Blanton, Councilmember

Joseph V. DiLetto
Joseph V. DiLetto, Councilmember

Carrie Peters-Reid
Carrie Peters-Reid, Councilmember

Robert Crawford
Robert Crawford, Councilmember

Chris Gilbert Hodges
Chris Gilbert Hodges, Councilmember

Attest: Mellie A. Thomas
Mellie A. Thomas, City Clerk

