



2012 Annual Update
Capital Improvements Element
Comprehensive Plan (2004, Amended)



Prepared by City of Madison
Planning & Development

Presented March 12, 2012

							Note Provider, Area of Comp Planning
							Monica Callahan, Community Development
Housing 1	Strengthen ordinance and regulations to insure that planned unit developments with housing are allowed alternative mixtures and/or density of land use <u>only</u> in conjunction with protection of significant natural or cultural resources and efficiency of energy, land, and services.	2012	2012	N/A	Planning Department	General Funds	CARRIED OVER. From 2009-2012 STWP.
Housing 2	Research and develop program for the construction and/or renovation of identified low- and moderate-income housing options, focusing on Areas of Disinvestment.	2013	2014	\$25,000	Planning Department	General Funds, CBDG Funds / Private Funds	CARRIED OVER. From 2009-2012 STWP.
Housing 3	Amend ordinance and regulations to insure that traditional subdivisions with more than 25 units must seek review to insure adequacy of connectivity, greenspace, and infrastructure.	2014	2017	N/A	Planning Department	General Funds CBDG Funds / Private Funds	CARRIED OVER. From 2009-2012 STWP.
							Monica Callahan, Planning & Zoning
Land Use 1	In conjunction with the County, develop existing regulations and ordinances to establish an area adjacent to Madison's limits with shared zoning, design, and service agreements for mutual benefit.	2014	2017	N/A	City, County, & Planning Department	N/A	CARRIED OVER. From 2009-2012 STWP.
Land Use 2	In conjunction with the County, review and where appropriate strengthen codes and ordinances related to construction and design (design guidelines) in order to preserve the high quality and integrity of the built environment.	2014	2017	\$2,000	Planning Department & Development, Consultants	General Funds & Grants if available	CARRIED OVER. From 2009-2012 STWP.
Land Use 3	Revise ordinances to require buffering or transitional spaces between adjacent higher and lower intensity land uses.	2013	2014	\$0	Planning Department	N/A	CARRIED OVER. From 2009-2012 STWP.
Land Use 4	Improve negative stormwater conditions in at least one low-moderate income neighborhood.	2012	2013	\$300,000	Planning Department	CBDG Grant, General Funds	
Land Use 5	Review and amend as necessary ordinances to prevent the filling, obstruction or destruction of natural drainage areas.	2014	2015	\$0	Planning Department	N/A	CARRIED OVER. From 2009-2012 STWP.
Land Use 6	Revise regulations and ordinances to require that all new developments manage storm water runoff so that they hold the first inch of rainfall on site, runoff at build-out is not greater than that prior to development, and contaminants are not introduced into water bodies.	2014	2015	\$0	Planning Department	N/A	CARRIED OVER. From 2009-2012 STWP.
Land Use 7	Revise regulations and ordinances to establish parking design standards and appropriate limits on the number of spaces.	2013	2013	\$0	Planning Department	N/A	CARRIED OVER. From 2009-2012 STWP.

City of Madison Urban Redevelopment Plan

Downtown Urban Renewal Area



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

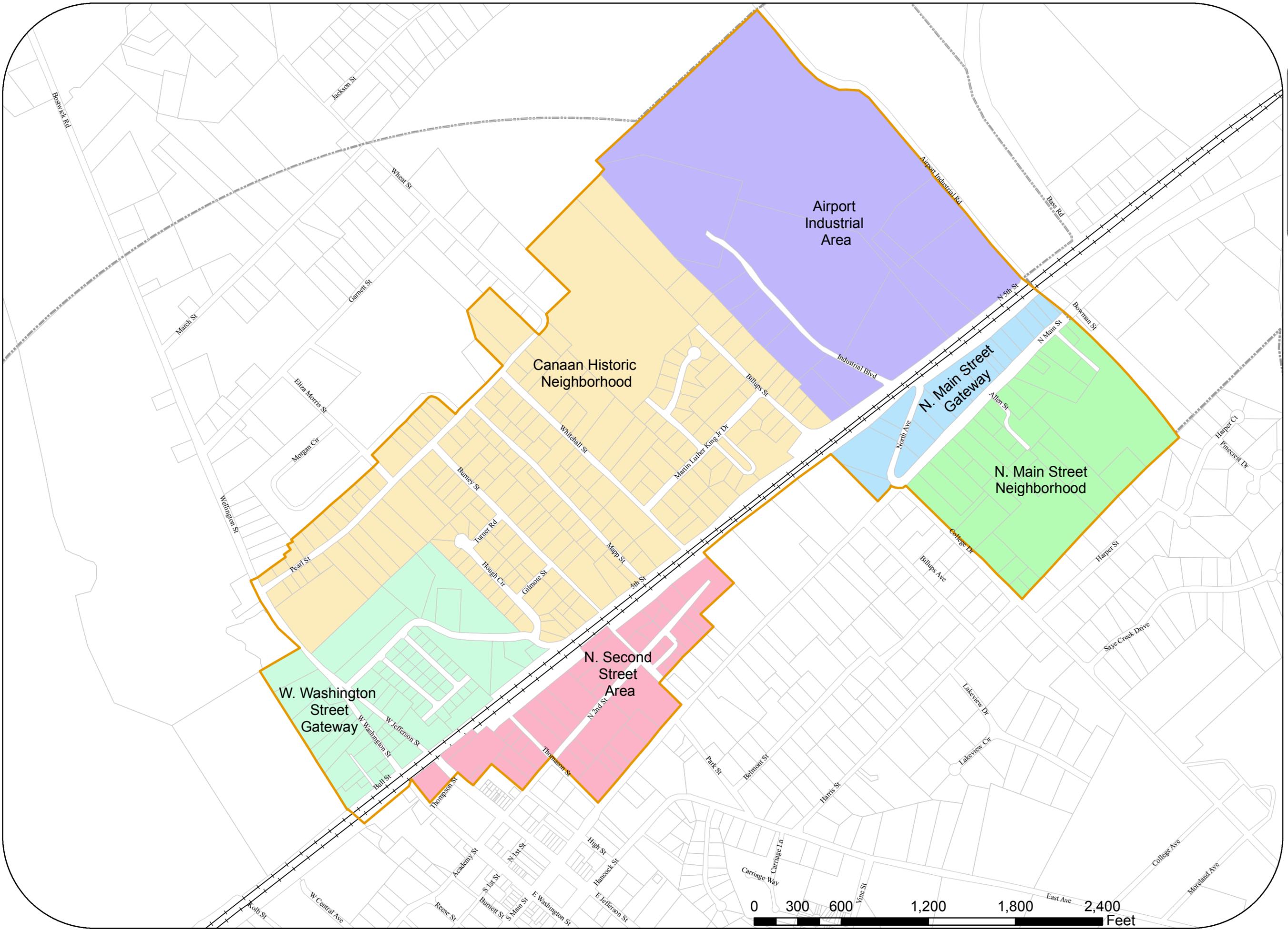
Spring 2011

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

Legend

- DURA Boundary
- Subareas
 - W. Washington Street Gateway
 - Canaan Historic Neighborhood
 - N. Second Street Area
 - Airport Industrial Area
 - N. Main Street Gateway
 - N. Main Street Neighborhood
- 2010 Tax Parcels
- Railroads
- Current City Limits

FIGURE 3:
Downtown Urban
Redevelopment
Area
with Six Distinct
Subareas



Property Inventory – Age, Integrity & Vacancy

The purpose of an age, integrity, and vacancy inventory is to document the visible conditions – structures and premises – from the public rights-of-way. No inspection of the premises was conducted as part of the field documentation. Numerous property conditions within **Downtown Urban Redevelopment Area (DURA)** were identified and determined to be detrimental to the economic and social well-being of the community, photographic evidence [*APPENDIX E*].

The most significant issue was the incidence of vacant and/or dilapidated structures, which are safety liabilities and can contribute havens or shelter for various criminal activities. These conditions, located in the major community gateways and abutting neighborhoods are found to be a blighting influence and constitute a liability under present conditions. The presence of substandard or dilapidated housing units, vacant storefronts, junk properties, and potential brownfields has a lasting negative effect on visitors to the area and impairs the community’s ability to attract and retain residents, businesses, and other investment in the DURA.

SUBAREAS: BRIEF SYNOPSIS OF PROPERTY INVENTORY

W. WASHINGTON STREET GATEWAY

Deteriorated, boarded, and burned out structures line a commercial strip which has continuous pavement adjoining the public sidewalk, thus obscuring driveways (if any) visually widening the road, and inducing higher speeds. Loitering, trespassing, vandalism, littering, and poor public conduct are associated with a centrally-located package store but are readily apparent on most adjacent properties. The majority of historic resources are in abject disrepair. One of the two former mobile home park site attempted to redevelop but has stalled and experienced vandalism. Only two businesses operate steadily in the subarea.

[Comprehensive Plan Update: identified as Area of Disinvestment 3 & as Area with Redevelopment Needed for Aesthetics]

CANAAN HISTORIC NEIGHBORHOOD

Most of these modest turn-of-the-century and mid-century residences are in fair to good condition. However, benign neglect and poor rental conditions are emerging conditions. The subarea suffers from the poor condition of the public stormwater system, evidenced by periodic yard flooding and hazardous street conditions during extreme rains. The subarea also lacks adequate sidewalks, streetscape improvements, and connectivity to the rest of the community.

N. SECOND STREET AREA

Several substantial historic structures continue to deteriorate and other suffer from poor rental conditions. Speculative development of a planned unit development has extremely high vacancy. Public properties in the area are now vacant and are in need of full redevelopment.

AIRPORT INDUSTRIAL AREA

Poorly-designed streets and an at-grade railroad crossing create a difficult area for current industry and deter future investment in the subarea without proper transportation and access. Vacancies and dilapidated buildings are present, and there are few if any aesthetic public improvements.

CANAAN HISTORIC NEIGHBORHOOD

This is a historic residential neighborhood. The primary goals are to reinforce housing within the area, create an abutting neighborhood commercial/service center, and improve neighborhood connectivity and amenities. Development proposals shall execute one or more of the following:

- 1) Rehabilitation of viable residential structures;
- 2) Development of neighborhood service/commercial structures;
- 3) Development of neighborhood amenities;
- 4) Improvement of stormwater systems in the neighborhood;
- 5) Connectivity to public sidewalk system;
- 6) Installation of a five (5) foot public sidewalk and street trees every twenty-five (25) linear feet of frontage along public rights-of-way.

N. SECOND STREET AREA

CHARACTER AREA 6 [SEE FIGURE 12, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 2]

Please note that Character Area 6 overlaps onto [SEE FIGURE 11, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 1]. See notes above.

CHARACTER AREA 7 [SEE FIGURE 12, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 2]

This area is a historic residential area with both large and small houses; however, there is a weak pedestrian connection between W. Jefferson and N. Second streets that is impairing connectivity and business expansion. The primary goals are to reinforce residential character, resolve traffic (vehicular and pedestrian) conflicts, and rebuild connectivity for the area. Development proposals shall execute one or more of the following:

- 1) Retention of all historic structures;
- 2) Demolition of all non-historic structures;
- 2) Rehabilitation of historic structures (not necessarily used for residential purposes);
- 3) Construction of new infill cottages, reflective of the extant residential structures (scale, footprint, spacing, materials, etc.) and meeting Historic Preservation guidelines;
- 4) Construction of congregate and shared access rear parking areas;
- 5) Completion of a limited section of a new street entitled Autry Street;
- 6) Allow for expansion of non-conforming warehouses, provided that traffic and connectivity concerns can be addressed;
- 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 8 [SEE FIGURE 12, OVERALL AREA DEVELOPMENT AND BUILDOUT - MAP 2].

This area is located in the Madison Historic District along N. Main Street and there are not additional improvements proposed for this area. The primary goal is to include this area for it to capitalize on economic benefits of participation. Existing growth management tools shall govern this area.

AIRPORT INDUSTRIAL AREA

This area is located adjacent to the airport and there are not additional improvements proposed for this area. The primary goal is to include this area for it to capitalize on economic benefits of participation. Existing growth management tools shall govern this area.

Implementation Schedule

Upon adoption of the Urban Redevelopment Plan (URP), the Downtown Development Authority of Madison (DDA) shall immediately determine a process by which they will implement the above-described Development Management function within ninety (90) days of the URP's adoption. All City of Madison departments and the members of other City-appointed boards are directed to provide such staff support as may be necessary or desirable for the DDA in accomplishing this task within ninety (90) days of this plan's adoption by the City Council.

Once this function is in place the DDA shall develop a **1-Year** and **3-Year Work Plan** to address the redevelopment activities described above and:

- DDA, in conjunction with the Planning Department and/or other appropriate departments shall initiate an application for the Downtown Urban Redevelopment Area (DURA) to be designated an Opportunity Zone under the Georgia Department of Community Affairs' Opportunity Zone Program.
- DDA, in conjunction with the Planning Department and/or other appropriate departments shall explore the feasibility and interest of other local governments for an application for the Downtown Urban Redevelopment Area (DURA) to be designated an Enterprise Zone under the Georgia Department of Community Affairs' Enterprise Zone Program.
- DDA, in conjunction with the Planning Department and/or other appropriate departments shall develop a program for the DURA, which will qualify as a Redevelopment Area Strategy as defined by the Georgia Department of Community Affairs' Redevelopment Area Strategy program and submit the required application materials.
- DDA, in conjunction with the Planning Department with assistance from the University of Georgia or other such agency shall schedule a neighborhood workshop with design charette inviting residents and property owners in the Canaan Historic Neighborhood to discuss the potential formation of a neighborhood center and its integration as part of the DURA.
- DDA, in conjunction in conjunction with the Community Development Department and/or other appropriate departments shall initiate research to maximize and seek grant funding opportunities, specifically the Community Development Block Grant (CBDG) to address stormwater and infrastructure issues in the neighborhood subareas.