

PARCEL INTELLIGENCE REPORT

FULTON COUNTY RESIDENTIAL OWNER

227 WILBUR AVE SE · Fulton County

With 110 days until ROW authorization on October 15, 2026, this property owner has a narrow window to document existing conditions, understand their rights under OCGA 22-1-12, and engage counsel before GDOT's appraisers and negotiators establish the terms of this acquisition.

Prepared by: Proving Ground Property Advisors | propertytakings.com

Classification: Confidential

PROPERTY

This 0.36-acre residential parcel sits in Fulton County along the Hosea Williams Drive corridor in southeast Atlanta. The property is modest in size but represents a primary residence for the owner. Its location within a multi-corridor signal improvement project places it directly in the path of infrastructure changes affecting local traffic patterns.

Parcel ID	14 001300100913
Site Address	227 WILBUR AVE SE
Mailing Address	227 WILBUR AVE SE, ATLANTA GA 30316
Acreage	0.36 acres
County	Fulton
Property Usage	N/A
Ownership	Owner-occupant: mailing matches site address

CORRIDOR

GDOT District 7 is undertaking Project 0018033, a comprehensive signal and traffic control improvement initiative spanning Ralph D Abernathy Boulevard, Hosea Williams Drive, Boulevard, Georgia Avenue, McDaniel Street, and Atlanta Avenue. The project includes signal equipment upgrades, fiber communications installation, and notably, the conversion of some signalized intersections to all-way or two-way stop control. With a ROW budget of \$354,000 and authorization scheduled for October 2026, this project affects over 30,000 parcels across DeKalb and Fulton Counties.

Corridor	Signals, DeKalb, Fulton County (PI 0018033)
GDOT PI	0018033
County / State	DeKalb, Fulton, Georgia
ROW Auth Date	2026-10-15
Total Parcels	30,472
Work Type	Signals
DOT District	District 7

SIGNAL EVIDENCE — SOURCED FROM OFFICIAL DOT PROJECT RECORDS

The following infrastructure impacts are documented in official DOT project records. Each confirmed impact may constitute a compensable damage to affected properties under applicable state law.

- **Utility Relocation:** 4G or Fiber traffic communications installation requires utility work
- **Signal Modification:** signal equipment upgrades, detection upgrades, and signal timing optimization; conversion of signalized intersections to AWSC or TWSC
- **Left Turn Elimination:** conversion of signalized intersections to all-way stop or two-way stop control implies elimination of protected left turn phases

OWNER ENTITY ANALYSIS

No Secretary of State entity match was returned for this owner, indicating this is an individual property owner rather than holding title through a corporate entity. This simplifies the condemnation process for GDOT, as there is no corporate veil or registered agent complexity. However, it also means the owner may be less familiar with eminent domain proceedings and could benefit from early legal guidance.

JOINDER OPPORTUNITY

This owner holds two parcels in Fulton County within this corridor (14 008700030558 and 14 001300100913), both classified as residential use. Consolidated representation across both properties creates negotiating leverage, as GDOT must address the cumulative impact on a single owner. Joint representation also reduces legal costs per parcel and allows counsel to present a unified damages theory that accounts for the owner's total exposure within the project area.

FULTON COUNTY RESIDENTIAL OWNER: 2 parcels in corridor

DAMAGES ASSESSMENT

This parcel faces moderate damages exposure with confirmed infrastructure impacts in official project records. The left turn elimination and signal conversion represent the highest-consequence signals, as they permanently alter traffic patterns and intersection behavior. The owner's status as a multi-parcel holder in the corridor strengthens their position for consolidated damages claims.

<p>Leasehold Interest</p>	<p>As an owner-occupant of residential property with no corporate entity structure, leasehold interest damages are unlikely unless the owner has tenants. The data does not indicate rental use. If any portion of the property is leased, the documented signal modifications and left turn elimination could affect tenant access and property desirability, creating a compensable claim.</p>
<p>Business Damages</p>	<p>The property appears residential with no business entity registered to the owner. Business damages in the traditional sense are not applicable. However, if the owner operates any home-based business, the documented left turn elimination could impair customer access and delivery logistics.</p>
<p>Severance Damages</p>	<p>At 0.36 acres, any partial taking would disproportionately affect the remainder. While no direct driveway impact or frontage change is documented for this parcel, the corridor-wide signal modifications and left turn elimination will alter traffic patterns that affect property access. If GDOT acquires any portion of this parcel, the remainder's value must account for the changed intersection controls documented in project records.</p>
<p>Access Impairment</p>	<p>Official project records confirm three infrastructure impacts affecting this corridor. Left Turn Elimination is documented: "conversion of signalized intersections to all-way stop or two-way stop control implies elimination of protected left turn phases." Signal Modification is documented: "signal equipment upgrades, detection upgrades, and signal timing optimization; conversion of signalized intersections to AWSC or TWSC." Utility Relocation is documented: "4G or Fiber traffic communications installation requires utility work." These confirmed changes will alter how the owner and visitors access the property, particularly during construction and permanently at converted intersections.</p>

RECOVERY POTENTIAL

Medium

- > Owner-occupant status provides strong standing for access impairment and inconvenience claims
- > Multi-parcel ownership (2 parcels in corridor) enables consolidated negotiation and cumulative impact analysis
- > Documented left turn elimination will permanently alter intersection access patterns
- > Signal modification from protected signals to stop control reduces traffic flow efficiency near property

- > Residential classification limits business damages but supports quality-of-life impact arguments
- > No direct driveway impact or frontage change documented, which constrains certain damage categories

RECOMMENDED NEXT STEPS

1. Contact the property owner at 227 Wilbur Ave SE to discuss their rights under OCGA 32-3-1 and 32-3-14 before GDOT initiates contact
2. Request project maps and preliminary ROW plans from GDOT District 7 for PI 0018033 to determine exact impact on both parcels (14 008700030558 and 14 001300100913)
3. Conduct site inspection of both parcels to document current access patterns, particularly left turn movements that will be eliminated
4. Photograph and video existing traffic signal operations at nearest intersections before conversion to AWSC or TWSC
5. Evaluate whether either parcel has rental income or home-based business activity that would expand damages categories
6. Prepare consolidated representation agreement covering both parcels to maximize negotiating position

STATUTORY BASIS

OCGA 32-3-1	DOT acquisition authority; just compensation required
OCGA 32-3-14	Condemnation procedure; special master proceedings
OCGA 22-1-12	Consequential damages to remaining property
OCGA 22-1-9	Just and adequate compensation

This owner holds two residential parcels in a 30,000-parcel corridor where GDOT has already documented the infrastructure changes that will alter their daily life. The government has a head start on your client. Until now.