



Livable Centers Initiative and Community Choices 2014 Application

In the interest of promoting greater innovation for community planning and implementation, ARC is soliciting applications from local governments, Community Improvement Districts (CIDs) and other non-governmental organizations through this combined application for the following:

- ❖ Livable Centers Initiative New Studies
- ❖ Livable Centers Initiative Supplemental Studies
- ❖ Community Choices

Introduction

The Livable Centers Initiative (LCI) is a program that awards planning grants on a competitive basis to local governments and nonprofit organizations to prepare and implement plans for the enhancement of existing centers and corridors consistent with regional development policies. The program also provides transportation infrastructure funding for projects identified in LCI plans, in a separate call for applications.

Please read through the application and appendices carefully – there have been many changes. In an effort to streamline resources and efficiency for local jurisdictions, ARC has combined solicitations for LCI and Community Choices assistance. Through the Community Choices Implementation Assistance Program, ARC provides cities and counties with the tools, technical assistance, and resources to help them create communities that best suit their unique visions as identified in LCI plans and other local plans and initiatives.

Eligibility:

For LCI or other transportation related application, funding and technical assistance is available to local governments and non-profit organizations in the 18-county Atlanta Metropolitan Planning Organization (MPO) boundary, which includes all of 13 counties and portions of 5 additional counties.

For applications requesting services that are non-transportation related, applicants should be within the 10-County Regional Commission area (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale). However, if the applicant is within the MPO (18-County area) but not the 10-County regional commission, you may still submit an application and ARC staff will reach out to the appropriate regional commission to provide assistance, if selected.

ALL applicants: In order for a jurisdiction to be considered for a funding award, the local government must maintain Qualified Local Government (QLG) status, or show progress toward reinstating QLG status, through the Georgia Department of Community Affairs (DCA).

Projects must be consistent with LCI and PLAN 2040 goals and objectives (See Appendix B).

ALL APPLICANTS COMPLETE THE FOLLOWING:

Please check the most appropriate assistance type. You may check multiple boxes as some projects may merit multiple types of assistance.

☐ **LCI - New Studies:**

Please see APPENDIX A – LCI New Study Application for more specific eligibility criteria for new study areas, and to complete the additional information required.

Additional Eligibility Criteria:

- Proposals must be eligible for federal transportation funding.
- To be eligible, new study areas must be located in an area targeted for more concentrated growth as identified on the regional Unified Growth Policy Map (UGPM).
- Type of assistance provided: Funding assistance. Typical plans historically have cost between \$100,000 - \$150,00, however, applicants may apply for up to \$400,000 if warranted. ARC will reimburse invoices up to 80% of the project cost.



LCI Supplemental Studies:

Additional Eligibility Criteria:

- Proposals must be eligible for federal transportation funding.
- Type of assistance provided: Funding assistance. Typical studies historically have cost between \$80,000 - \$100,000, however applicants can apply for up to \$400,000 if warranted. ARC will reimburse invoices up to 80% of the project cost.
- The majority of the study area should be within an existing LCI area, however study areas may extend beyond the LCI area boundaries for logical termini (to include key destinations or traffic generators for instance) or to connect to other LCI areas.
- The study must be identified in the 5-Year Implementation/Action Plan from the most recent LCI Study or LCI Plan Update, or must directly support a project identified in the plan.
- The LCI Study, or its most recent LCI Plan Update (if applicable) must have been adopted by resolution by the locally elected body. For LCI studies completed within the past 6 months: If the study has not yet been adopted, applications may still be eligible if the applicant can show documentation that the resolution/motion to adopt is on an upcoming agenda.

Requirements for Supplemental Studies:

- Attach the *LCI Report of Accomplishments* from your most recent LCI plan or plan update to your application

- Attach the *LCI 5-Year Implementation Plan (aka 5-YR Action Plan)* from your most recent LCI plan or plan update. Highlight the action/item to which this application relates.
- Attach a map of the proposed supplemental study area. Include the LCI area boundaries, as well as any adjacent LCI boundaries if applicable, on the map.
- Attach a copy of the Council/Commission resolution adopting the LCI Study (or most recent LCI Plan Update). For recently completed plans not yet adopted, please provide documentation showing that the plan adoption/resolution is scheduled on an upcoming agenda.

☐ **Community Choices:**

Additional Eligibility Criteria:

- Proposals do not need to be transportation-related.
- Type of assistance provided: Primary means of assistance for Community Choices will be technical assistance in the form of graduate level interns, ARC multi-disciplinary staff teams, or partner organizations providing a service to the applicant (such as preparing a code audit). If the project is eligible for transportation funds, it may be eligible to receive LCI funding. Small amounts of funding for non-transportation projects or studies may also be available, such as to pay an artist commission or hire a landscape architect for a charrette process.
- Disclaimers:
 - If project is located within the 18-county MPO boundary, but outside of the 10-County Regional Commission boundary, ARC may not be able to provide assistance if it does not qualify for MPO/transportation-related funds. In the event this is the case, ARC will reach out to the applicable regional commission to provide assistance with the project.
 - I understand that I am requesting technical assistance performed by ARC staff or interns, or personnel working in partnership with ARC, and there is no expectation of funds being paid directly to the applicant/sponsor: **(please initial)** _____

Examples of Projects:

The following list of projects are solely intended as examples, and are not intended as exclusive list of eligible project types. ARC challenges local governments to come up with innovative, high-impact, cost-effective projects that further the concept of livability.

- Creative Placemaking pilot projects that may include: Tactical urbanism demonstrations, such as pop up retail, restaurants, or galleries; “Better Block” projects; Public art improvements or installations; Repurposing of underutilized public spaces or parking spaces into active spaces through installations of planters, seating, outdoor furniture, public art, and/or playground equipment, etc.
- Code audits
- Cultural district plans
- Historic resources surveys

- Plans: Urban Redevelopment Plans, Comprehensive Plans, Wayfinding plans
- TDR (Transfer Development Rights), conservation programs or plans or projects that support nodal/village development that will reduce pressure on key transportation corridors.
- Vacant housing inventories
- Visioning workshops and charrettes

Applicant Information:

Name of responsible organization: City of Avondale Estates
(eligible applicants include governmental entities, CIDs, and 501(c)3 non-profit organizations)

Name of contact person: Keri Stevens

Title: City Planner and Community Development Officer
Department: Administration

Address/City/State/Zip: 21 N. Avondale Plaza

Telephone: 404-294-5400

E-mail: kstevens@avondaleestates.org

Study/Project Information:

Name of Study or Project: Roundabout/Road Diet Feasibility Study

Location/jurisdiction(s) of project/study: City of Avondale Estates

Is the study/project within an existing LCI area (check one)? ☒ **YES** ☐ **NO**.

If YES, which LCI Study Area(s)?: Avondale Estates Downtown Master Plan and Expanded Master Plan Update

Has this study/project been identified in a Comprehensive Plan or another study (check one)?

☐ **YES** ☐ **NO**.

If YES, please name the study/studies: Walkability Study (2013)

Please provide a **brief description** of the proposed study or project, and the specific tasks with which you are requesting assistance. **Do not** include the project need or outcome in this description (you will have the opportunity later in the application). **(75 words or less):**

The Feasibility Study will examine the options for a road diet along US 278 and a roundabout at the intersection of US 278 and N. Clarendon as identified in the Walkability Study (2013) and Downtown Master Plan (2014). The concept of a road diet in concert with a roundabout and on its own complete with background, technical analysis including safety, capacity and environmental screening, public involvement and conceptual plans and scoping report will be included.

Please describe how this project/study addresses a need in your community and what you hope it will achieve **(150 words or less):**

The City has conducted a number of studies in the very recent past which had overwhelming public support and participation with mitigation of the negative effects of US 278 on the top of the community's list. The roadway is difficult to cross based on speed, configuration, and width and is excessively noisy for businesses. Plans point to the the following goals: calm traffic on US 278, improve walkability and bikeability, connect the residential and commerical parts of the City as was planned in 1926, improve aesthetics, build a stable economic environment and promote redevelopment. Determining the key components and best practices for the current conditions, intended to enhance intersection and roadway operation and providing a complete street plan for the City's Main Street is the highest priority. The City would like to have community support and a realistic, operationally sound project to pursue for funding through the LCI program.

Please describe how this project/study supports regional priorities, such as PLAN 2040 goals and objectives, LCI program goals, Lifelong Communities principles, the Regional Economic Competitiveness Strategy or ARC's Arts and Culture Initiative. For your reference, see goals and objectives in Appendix B **(150 words or less):**

Avondale Estates' Main Street (US 278) is configured and used as a highway. It discourages quality development in the commerical district. The Feasibility Study will provide a blueprint of appropriate travel modes accomodating more than just automobiles, to promote accessibility to a variety of housing, shopping and recreational uses while taking into account the proximity to transit. Community and stakeholder participation and support is essential to the success of the project and future implmentation. For these reasons, the project supports the goals of the LCI program and Lifelong Communities Principles, adopted by the City in 2012. The short and long term impacts of the project support Objective 1 of Plan 2040, increasing mobility; Objective 2, by promoting healthy lifestyles; Objective 3, by promoting places with easy access and the promotion of compact development and Objective 5 by promoting economic development on a local level and promoting its implementation long term.

BUDGET:

For LCI New Study or Supplemental Study only:

Total study/project budget: \$40,000

Funds requested: \$32,000 Sponsor Cash Match: \$8,000

Please note the following fund matching requirements:

- All LCI studies must include at least 20% cash match of the total study budget.
- The maximum funding request is \$400,000 (which equates to \$500,000 total budget, \$400,000 fed/\$100,000 local), however scopes and budgets in the \$100,000 to \$200,000 range are preferred.

COMMITMENT:

- All applications should include a letter of commitment from the Mayor or City/County Manager, or a Council Resolution, indicating commitment to the implementation of the project and the matching funds (if applicable).
- Non-governmental organizations applying for funds shall include a letter of commitment to the implementation of the project and for matching funds (if applicable) from its Executive Director or Board Chairperson, as well as a letter of support from the underlying jurisdiction.
- If entities other than the applicant are providing matching funds, please include letters of commitment to the matching fund from those funders.

Applicant:



Date:

11/1/13

CONSULTANT PREPARATION OF APPLICATIONS:

Consultants that prepare the LCI study application on behalf of the sponsor will not be eligible to compete for or be awarded the LCI contract should the study be selected. Federal funds require that procurement of professional services be a fair and open process, therefore, the firm that prepared the application for the very project on which they will be bidding gives them "prior knowledge" and an unfair advantage in the procurement process.

It is important to emphasize the unique characteristics of your community. If a community utilizes outside help in preparing the LCI application, local staff should still be involved in the process to ensure the character and needs of the local community are accurately reflected. When feasible, local governments are encouraged to complete the application themselves. If assistance is needed with mapping or other technical data, contact the ARC for assistance.

SUBMITTAL:

Submit applications to Marisa Ghani, Community Development Division,
mghani@atlantaregional.com by 5:00 p.m., **Friday, November 1, 2013.**

Applications should be signed and initialed, scanned and converted to a single/combined PDF document and submitted electronically (via disk, travel drive, email or FTP). You may use ARC's FTP site if the file is too large for email: <http://transfers.atlantaregional.com/>. No password is needed. Put Marisa Ghani's email under "recipient address" and "LCI Application" in the message.

PLEASE PROVIDE ENTIRE APPLICATION PACKAGE AS A SINGLE PDF DOCUMENT WITH THE NAME OF YOUR STUDY AREA IN THE FILE NAME.

ATTENTION:

**PLEASE SEE APPENDICES A & B. COMPLETE THE
ADDITIONAL DOCUMENTATION (IF APPLICABLE).**



Appendix

1. Commitment Letter from City Manager
2. Project Map
3. Resolutions:
 - a. Lifelong Communities
 - b. Adoption of 5-year Update
 - c. Support for Project
4. Handout from Downtown Master Plan Meeting #2-Roadway Options
5. Downtown Master Plan Meeting #1 and Meeting #2 Summary
6. Downtown Master Plan Survey Results
7. Portions of the Walkability Study: Addressing US 278-Road Diet and Roundabout Recommendations
Link to the Walkability Study:
<http://www.avondaleestates.org/resources/pdfs/Walkability%20Report%20and%20Timeline.pdf>
8. Photographs of the Area
9. 5-Year Action Plan
10. Report of Accomplishments
11. Visualization from Walkability Study

BOARD OF MAYOR
AND COMMISSIONERS

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CITY ATTORNEY
STEPHEN W. NICHOLAS
CITY JUDGE

October 29, 2013

Atlanta Regional Commission
Attn: Marisa Ghani
40 Courtland Street
Atlanta, GA 30303

Re: LCI Supplemental Application

Dear Ms. Ghani:

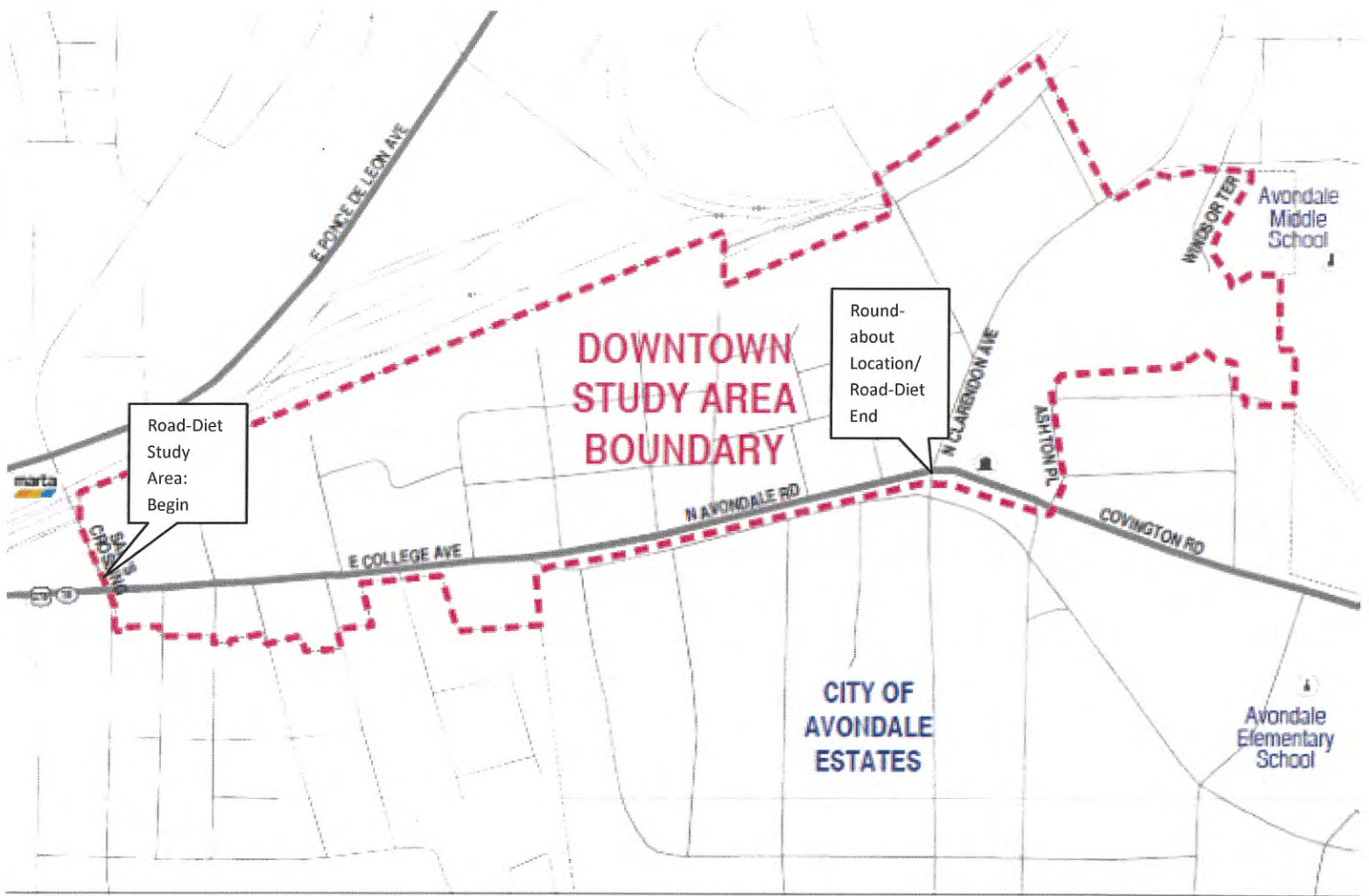
Please accept this letter of commitment for the Livable Centers Initiative (LCI) Supplemental Studies Program for a Feasibility Study to examine the feasibility of the construction of a roundabout at the intersection of US 278 and N. Clarendon Avenue and a road diet along US 278. A total project cost of \$40,000 with the LCI program funding \$32,000 and the City providing \$8,000 as a match, is anticipated. The City supports recent planning activities including the Walkability Study and the adoption and implementation of principles of Lifelong Communities through installation of crosswalks and studying current zoning to explore options to incorporate housing options. Recommendations in the Walkability Study include a roundabout and road diet along US 278 as well as designating an Opportunity Zone. In addition, the City has been investigating these options for US 278, the City's Main Street, through the Downtown Master Plan Update scheduled to be completed in early 2014. To capitalize on the community momentum surrounding completed planning activities and the Updated Downtown Master Plan, this study is critical.

The roundabout and road diet was not listed in the original Downtown Master Plan in 2004 but over the past few years, mitigating the negative effects of US 278 has become a community priority. The new Downtown Master Plan will not be completed until 2014 but there is community support and momentum to tackle this problem, not identified in 2004. The Board of Mayor and Commissioners adopted a resolution in support of this study and the two community meetings and a survey, associated with the Downtown Master Plan, indicate support for this effort. The City asks that the Atlanta Regional Commission take into account the recent activity and support for the effort, evidenced in the appendix of the application, in lieu of the project being listed in the Short Term Work Program from the 2004 Master Plan. It is evident from recent community discussions that US 278 is a high priority and will be included in the 2014 Downtown Master Plan Update.

In the interest of time, efficiency and continuing momentum, we hope you will support our application. Please let me know if you have any questions.

Sincerely,

Clai Brown, City Manager



RESOLUTION

WHEREAS, the City of Avondale Estates recognizes the importance of aging in place; and

WHEREAS, the City of Avondale Estates also recognizes that over 30% of the population of Avondale Estates is 55 years old or older and the median age is 45 years of age; and

WHEREAS, the City of Avondale Estates' infrastructure (sidewalks, roads, etc.), programs, organizations and access to goods and services has a definitive impact on an individual's quality of life as they age; and

WHEREAS, the percentage of older adults in the community offers the City of Avondale Estates the opportunity to address long standing challenges and to re-imagine the way we live together; and

WHEREAS, older adults, whether they choose to live in their existing home or look for alternatives, require a wide range of housing options that are accessible, affordable and close to services; and

WHEREAS, older adults may require mobility options to ensure that they can access basic service and remain independent; and

WHEREAS, access to basic and preventive healthcare and opportunities to engage in regular physical activity are essential to healthy living and healthy aging; and

WHEREAS, older adults and caregivers must be educated and empowered to make the best choices and have to access the resources that they and their families need; and

WHEREAS, Lifelong Communities are communities that provide a full range of options to residents, ensure a high quality of life for all, and are places where individuals can live throughout their lifetimes; and

BE IT RESOLVED that the City of Avondale Estates hereby adopts as City policy its goal to transform the City of Avondale Estates into a Lifelong Community by:

- Promoting Housing and Transportation Options; and
- Encouraging Healthy Lifestyles; and
- Expanding Information and Access to Services.

SO RESOLVED, this 20th day of August, 2012.


~~Ed Rich, Mayor~~
Terry D. Gieger Mayor Pro Tem

ATTEST:


Juliette Sims-Owens, City Clerk

**RESOLUTION FOR TRANSMITTAL OF THE 5 YEAR PLAN UPDATE AS
REQUIRED BY THE ATLANTA REGIONAL COMMISSION (ARC) UNDER THE
LIVABLE CENTERS INITIATIVE (LCI) PROGRAM FOR THE DOWNTOWN
MASTER PLAN FOR THE CITY OF AVONDALE ESTATES**

WHEREAS, the Downtown Master Plan for the City of Avondale Estates was completed in 2004 and grandfathered by the ARC to participate in the LCI Program in 2006; and

WHEREAS, the ARC requires local governments to transmit and adopt, by resolution, a five (5) year update that includes an Evaluation and Appraisal Report, a Report of Accomplishments and an updated five (5) year Action Plan to be submitted five (5) years after the plan is approved by ARC ; and

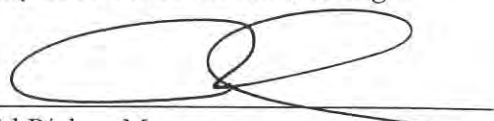
WHEREAS, the LCI 5-Year Update Plan is now due to the ARC for the Downtown Master Plan for the City of Avondale Estates; and

WHEREAS, the Planning and Zoning Board, Downtown Development Authority and the Board of Mayor and Commissions have reviewed the 5-Year Plan Update; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Mayor and Commissioners hereby authorizes the transmittal of the LCI 5-Year Plan Update.

So Resolved, this 24 day of October, 2011

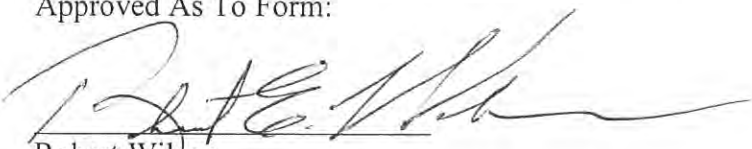
Board of Mayor and Commissioners
City of Avondale Estates, Georgia


Ed Rieker, Mayor

ATTEST:


Karen Holmes
Acting City Clerk

Approved As To Form:


Robert Wilson
City Attorney

A RESOLUTION

WHEREAS, US 278 is a very busy State Route located between the residential and commercial areas of the City, which is an impediment to economic development;

WHEREAS, US 278 has experienced significant high speeds and cut-through traffic, which endangers the citizens and property of Avondale Estates residents living near or using US 278; and

WHEREAS, the City of Avondale Estates Walkability Study has identified the corridor as an obstacle to promoting a pedestrian friendly environment; and

WHEREAS, the 2013 Walkability Study recommended a roundabout at the intersection of US 278/Clarendon Avenue;

WHEREAS, the Board of Mayor and Commissioners recognizes that the LCI Update will not be complete until the Spring of 2014;

WHEREAS, the Board of Mayor and Commissioners supports investigating the feasibility of the proposed roundabout and associated road diet and/or road reconfiguration;

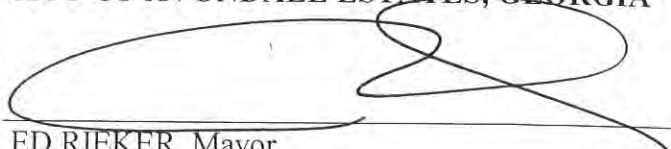
WHEREAS, the Board of Mayor and Commissioners will recommend that the roundabout and associated road diet and/or road reconfiguration be included in the Short Term Work Plan for the LCI Update;

WHEREAS, the Board of Mayor and Commissioners supports an application to the Atlanta Regional Commission (ARC) for Livable Centers Initiative Supplemental Study funds to conduct a Feasibility Study for the proposed roundabout and associated road diet and /or road reconfiguration; and

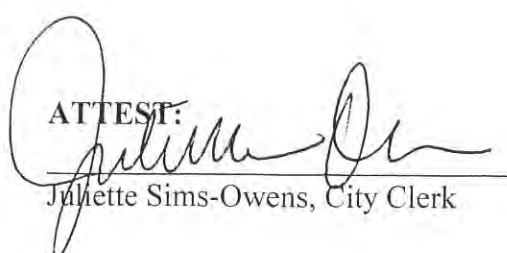
NOW, THEREFORE, BE IT RESOLVED by the Board of Mayor and Commissioners of the City of Avondale Estates that the City of Avondale Estates hereby notifies the ARC of its intention to pursue the proposed roundabout and associated road diet and /or road reconfiguration and include the proposal in future planning activities and documents.

RESOLVED this 21st day of October, 2013.

**BOARD OF MAYOR AND COMMISSIONERS
CITY OF AVONDALE ESTATES, GEORGIA**


ED RIEKER, Mayor

ATTEST:


Juliette Sims-Owens, City Clerk



LAND USE



COMMUNITY IDENTITY



PUBLIC SPACE



ECONOMIC DEVELOPMENT



MOBILITY



AVONDALE ESTATES

Downtown Master Plan 2014

COMMUNITY MEETING 2

Design Charrette

Wednesday October 23, 2013

6:00 - 9:00 pm | City Hall

MEETING AGENDA

Opening Presentation 6:00 - 7:00

Process: Where We Are, Where We're Going

Summary: Vision, Goals, SWOT Analysis, Survey

Market Context

Architectural Elements

Mobility & Connectivity Issues & Opportunities

Group Exercise: Design Workshop 7:00 - 8:30

Present Group Designs 8:30 - 9:00

MULTI-USE TRAIL OR GREENWAY



ROUNDBOUT



US 278: EXISTING CONDITIONS AND PRELIMINARY POTENTIAL OPTIONS

US 278 is the primary east-west connection in Avondale Estates, providing access west to Atlanta and southeast to I-285, I-20, and other areas in DeKalb County and beyond. Currently, it consists of four travel lanes (two east-bound and two west-bound), a center turn lane, an incomplete and inconsistent 5' sidewalk on the north side, and a tall abelia hedge on the south side buffering

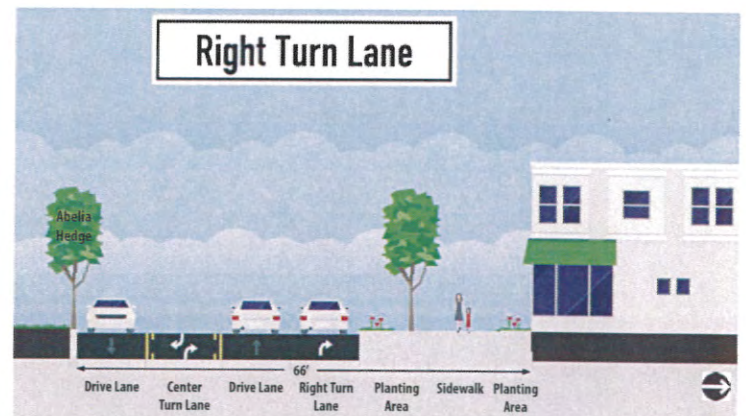
S. Avondale Road. Preliminary concepts for improving pedestrian safety and user experience on 278 include reducing the number of lanes in each direction from 2 to 1, adding bicycle lanes or a cycle track, adding a wider sidewalk, adding parallel parking, and/or adding a right turn lane. See below for detailed drawings of these preliminary concepts.

POTENTIAL OPTIONS FOR 278

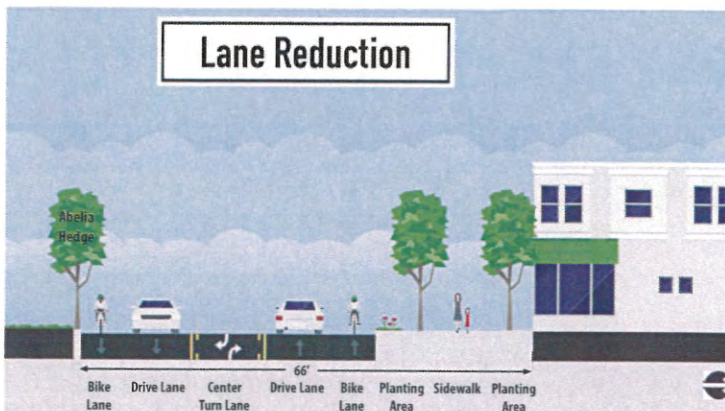
On-Street Parking



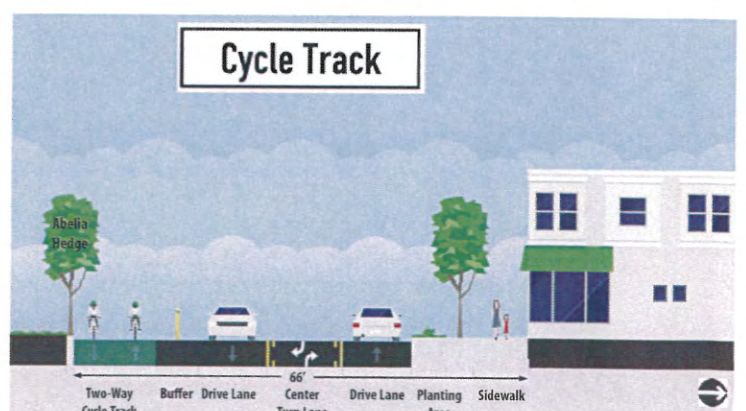
Right Turn Lane



Lane Reduction



Cycle Track





Meeting Agenda

Interactive Exercise – Where do you live/work, Vision

Introductions and Welcome

Presentation

- Purpose, Process, Importance of Placemaking

- Previous Plans and Studies and Goals

- Existing Conditions: observed conditions, opportunities and constraints

- Interactive Discussion: Goals and Issues to Address

Meeting Summary

The first community meeting for the Avondale Estates Downtown Master Plan 2014 was held on Thursday September 19th, from 6:30 to 8:00 p.m. at Avondale Estates City Hall (21 North Avondale Road). Close to 100 individuals gathered at the kick-off meeting, which began with several interactive exercises, with constituents identifying where they live and work in the city and providing their vision for the downtown's future.

Mayor Rieker invited the public to participate in exploring what direction the downtown should take, both in the short term and over the next ten years, through a series of community meetings. He also invited interested citizens to join the ad hoc committee, a volunteer advisory committee that will help with outreach and fact checking. Joel Reed from Pond then talked about the Livable Centers Initiative program from the Atlanta Regional Commission (ARC), which helped to fund this project (along with the City) and provides funds for transportation improvements. This update to the original 2004 LCI could identify transportation projects that would potentially be eligible for funding by the ARC.

The consultant team described the Placemaking approach, which uses a framework for development focused on use, scale, and design. The group then discussed existing conditions, including an overview of previous plans and studies. Reed discussed some of the goals that had been identified by previous studies, then the community contributed their desired goals for the study. Richard Fangmann (Pond) presented results from the initial assessment of transportation conditions. The study will identify needed improvements to create a good multi-modal transportation network. The meeting attendees then shared their concerns and goals specifically related to mobility.

Joel Reed wrapped up the meeting by announcing the next meeting dates and times and inviting the community to take the survey, available on the project website.

Discussion Items

Study Goals

- Safer crossings to residential neighborhood
- Connect to the PATH
- Wider sidewalks, so they become places to be social
- Canopy street trees
- Connect to both MARTA stations: Avondale and Kensington
- Complete Streets – mobility for all users
- Green infrastructure and low-impact development
- More recreational opportunities, like indoor tennis or outdoor gathering spaces
- Intergenerational activities
- Inclusive and diverse



- Balance traffic calming and increased traffic
- Improve connectivity throughout city (multi-modal) to move cars from 278
- Office and industrial uses
- Parking (especially in front of Good Karma)
- Lots of green for visual appeal
- Create a sense of place that fits Avondale
- Reconsider the 278 bypass – if most of the traffic is through traffic, the bypass will help
- More resident-serving businesses that don't close early – places you need on a regular basis
- Low maintenance infrastructure using native vegetation
- Density is not an issue in Avondale Estates
- Sustainable
- More live/work options and more places to work
- Find out why development did not happen from 2004-2007 and really market this plan
- Encourage businesses to build outdoor spaces with codes and ordinances
- Housing options – include end-of-life options like assisted living and nursing homes
- Use public/private partnerships to fund infrastructure
- Tudor Village serves as a gateway but it is run down – maintain it better
- Are we planning for growth? What improvements are for new projected growth and what is for existing residents?
- We need the critical mass to support businesses with housing on Laredo Drive.
- People are going to Decatur – let's have them stay here for restaurants and shopping.
- Pet friendly – dog park, dog stations
- Hotel near MARTA would serve music crowd, Decatur, colleges
- Make sure parking is sufficient for businesses
- Explore a pedestrian bridge over 278
- Parking should be hidden – no huge parking lots
- Create a large greenspace in the Fenner Dunlop property

Mobility Issues

- Crossing 278 is a huge challenge – you're taking your life into your hands – it's a barrier to walking
- Bike boulevards – make it more attractive and inviting to ride your bike on side streets with wide paths
- Explore roundabouts and road diets (look at Ponce as an example)
- Could 278 and Franklin become a one-way pair?
- Narrow 278 with a road diet
- Functioning pedestrian crossing buttons are needed; there is no walking man signal at N. Clarendon at 278
- Allow golf carts across 278
- Create options for people to drive and park downtown, then walk once they get there.

This summary constitutes the author's understanding of the items discussed and conclusions reached. If there are any errors or omissions, please notify this author in writing.



Meeting Agenda

Introductions and Welcome

Presentation

- Process: Where we are and where we're going
- Summary: Vision, goals, SWOT analysis, and survey
- Present: Market Context
- Discuss: Architectural Elements
- Mobility and Connectivity Issues & opportunities
- Preliminary Districts and Charrette Lead-In

Group Design

Present Group Designs

Meeting Summary

The second community meeting for the Avondale Estates Downtown Master Plan 2014 was held on Wednesday October 23rd from 6:00 to 9:00 pm at Avondale Estates City Hall (21 North Avondale Road). Close to 100 individuals gathered at the design charrette, which began with a presentation of the study area existing conditions, a hands-on design workshop in small groups, and a final presentation of each group's results.

Mayor Rieker invited the public to imagine what downtown Avondale Estates might look like in ten years, in terms of land uses, mobility, open space, and architectural elements. Joel Reed from Pond then talked about the Livable Centers Initiative program from the Atlanta Regional Commission (ARC), which helped to fund this project (along with the City) and provides funds for transportation improvements. The Pond team presented a summary of the existing conditions that have been previously identified by objective analysis and by community input at meetings and through the survey. Marketek presented a summary of the current market conditions and projected demand for residential, commercial, and office space over the next ten years. Pond's Director of Transportation, Richard Fangmann summarized the existing conditions of transportation related elements and encouraged the community to think of where and what future enhancements would look like. Historical Concepts described existing architectural styles and building types. Joel wrapped up the presentation by describing the five preliminary "districts" that had been identified within the study area and explained how the design workshop would take place.

The meeting broke into groups of about 10-12 people, each led by a facilitator from the project management team. The groups spent over an hour sketching concepts for transportation improvements, building mass and scale, open space, and urban design within the study area.

Joel Reed wrapped up the meeting by displaying a photo of each group's sketch and asking a representative from each table to explain their team's five biggest concepts. Community members from each table presented their top 5 big ideas back to the group. The meeting ended with Pond thanking the community and reminding them of the next meeting on Community Meeting 3: Thursday November 14th, 6:00 – 8:00 pm to review draft plans and to help prioritize projects.

Design Group Results: Big Ideas

Table 1

- Roundabout at North Clarendon and 278
- Road diet with bike lanes



- Roundabout sounds good, but can we connect the two oval parks?
- Road diet – reconstruct the historic marker
- Signalize crosswalks and add more
- Parallel parking on North Avondale, remove angled parking
- Address the billboard law

Table 8

- Change the focus from 278 to Franklin. Connect it through the city, make it pedestrian only, 2-3 story mixed use
- Greenspace on the vacant bankrupt block
- Western Gateway: change the road name from E. College to N. Avondale, high density office, commercial, healthcare
- MARTA property: clean it up and add greenspace
- No new Tudor Village – make the streetscape consistent, but not the architecture

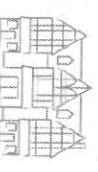
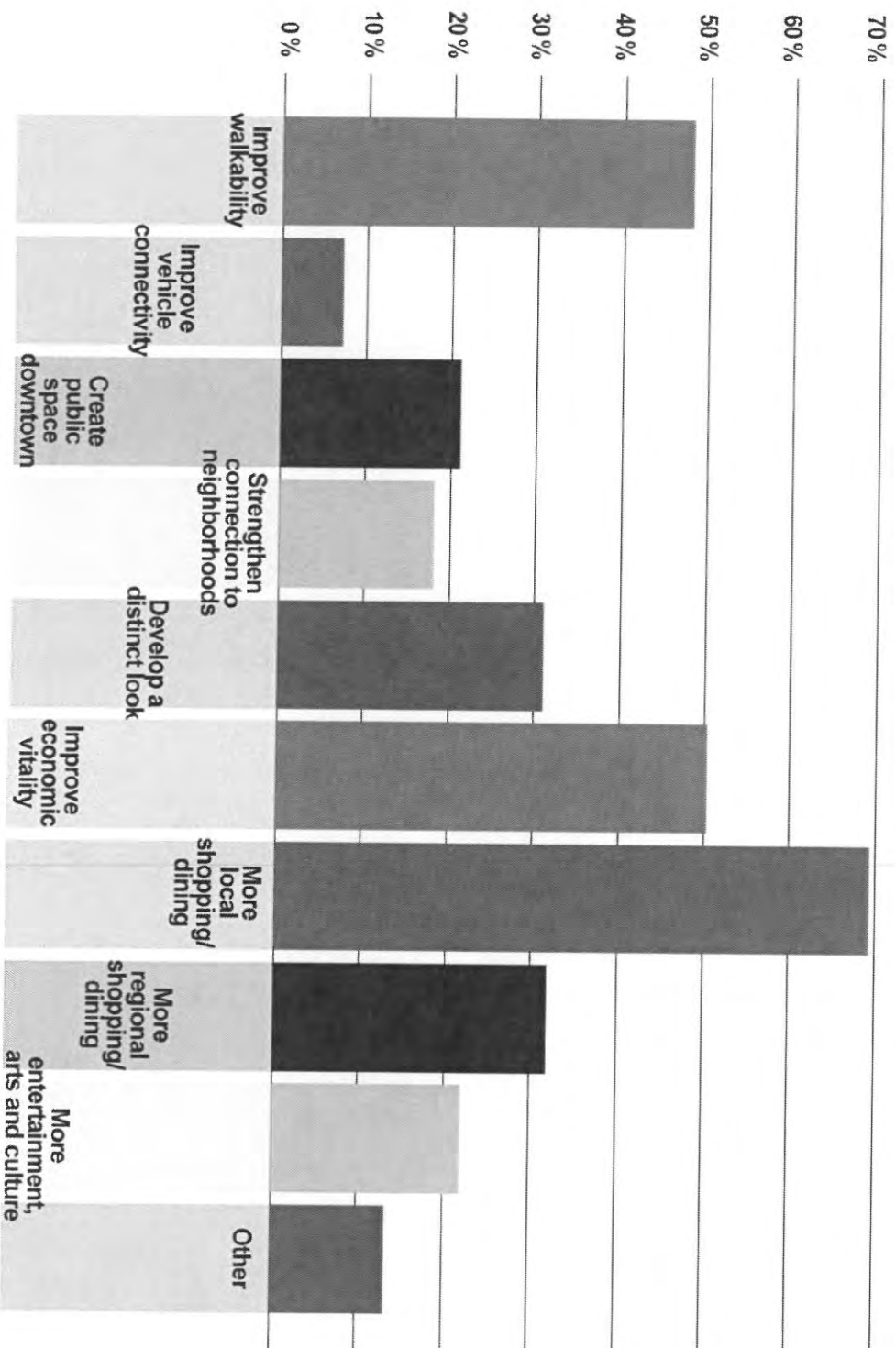
Next Steps

Community Meeting 3: Thursday November 14th, 6:00 – 8:00 pm

This summary constitutes the author's understanding of the items discussed and conclusions reached. If there are any errors or omissions, please notify this author in writing.

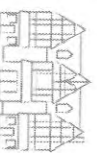
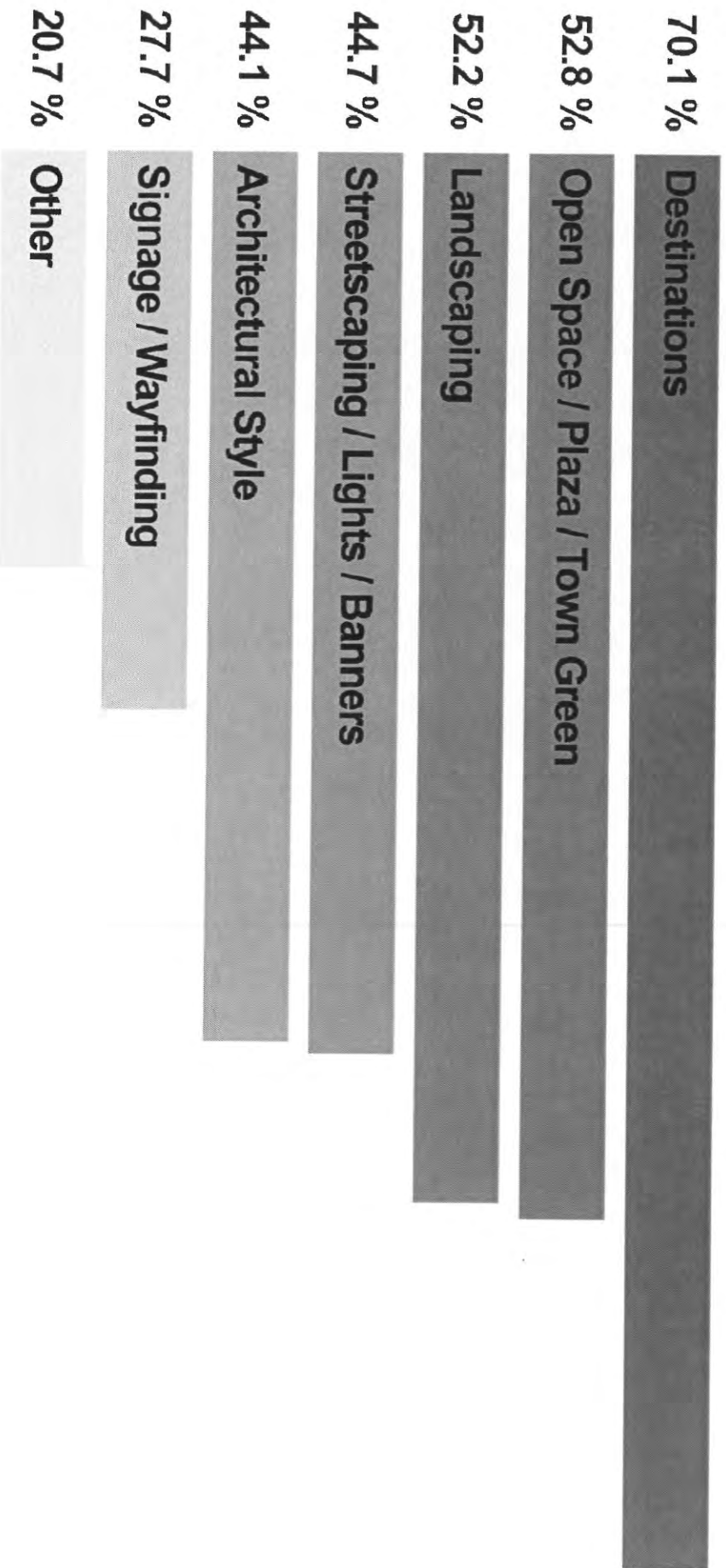
AVONDALE ESTATES DOWNTOWN MASTER PLAN 2014

SURVEY RESULTS | What Should Be Our Highest Priority?



AVONDALE ESTATES DOWNTOWN MASTER PLAN 2014

SURVEY RESULTS | What Would Improve Downtown Identity?



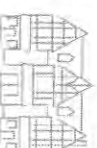
AVONDALE ESTATES DOWNTOWN MASTER PLAN 2014 SURVEY RESULTS | What Businesses Would You Like More Of?

60% or more of respondents selected (in order, most popular to least):

- Sit-down restaurants without a drive through
- Commercial/retail services
- Entertainment (movie theater, club/bar)
- Specialty shops (boutiques, unique services)

10% or less of respondents selected (in order, most popular to least):

- Large professional service offices
- Fast food restaurants with a drive through
- Auto-related business (gas station, repair shop)
- No businesses are appropriate; residential uses only



AARP Active Living Workshop: *Avondale Estates, GA*

Walkable and Livable Communities Institute
March, 2013



Participants of the A.L.W.



parency—occupied buildings and homes with windows and doors at the street level—so occupants can watch over the street.

Further, when cities and towns provide equitable access to a complete transportation system, they send the message that people—not just cars—belong. No matter one's age, income, ability, or mode of transport, the place works and the benefits are tremendous.

Given all this, it is very promising that Avondale Estates, GA is embarking upon this process to develop better streets that include active transportation as a key component to paving a more livable community; more prosperous future.

Executive Summary

Sponsored by AARP, and funded by the Atlanta Regional Commission (ARC), Grantmakers in Aging, Pfizer Foundation and the City of Avondale Estates, the Walkable and Livable Communities Institute—led by Dan Burden and Samantha Thomas—facilitated an Active Living Workshop on March 11, 2013 in Avondale Estates, GA. The Active Living Workshop aims to help communities identify how to improve economic vitality and social equity by addressing obstacles to active transportation.

Participants were guided through an educational

presentation and discussion of best design practices, took to their feet during a walking audit and collaborated during interactive sessions to identify the area's assets and opportunities. The primary goal of the workshop was to engage the community in transportation decision-making by walking together to evaluate existing conditions. Based on this evaluation, workshop participants determined next steps for encouraging active living. This report provides a summary of findings from the Active Living Workshop and provides recommendations to improve walkability and livability.

Key recommendations include:

- Improve overall support for active living by installing and fixing crosswalks, filling in sidewalk gaps, adding bike lanes, implementing a “road diet” on N. Avondale Road/College Ave/Hwy 278, adjusting traffic signals, updating and adding signage, and accommodating users of all abilities.
- Capitalize on the vacant 20 acre property by first reviewing and revising zoning ordinances, and then creating a plan for the area to establish a truly pedestrian-friendly, mixed-use village that will help revitalize the entire area.
- Implement the strategies prioritized by the workshop participants as part of the Recommendation and 100-Day Challenge section described later in

Key Concepts

Active Transportation: Also known as non-motorized transportation, this includes walking, bicycling, using a wheelchair or using “small-wheeled transport” such as skates, a skateboard or scooter. Active modes of transportation offer a combination of commuting options, recreation, exercise and transportation. (See Victoria Transport Policy Institute, www.vtpi.org.)

Aging in Place: Also called “living in place,” this is the ability to live in one’s home safely, independently and comfortably, regardless of age, income or abilities, in a familiar environment, with opportunities to participate in family and other community activities. (See National Aging in Place Council, www.ageinplace.org.)

Charrette: [pronounced, “shuh-RET”] A collaborative session to solve urban-design problems that usually involves a group of designers working directly with stakeholders to identify issues and solutions. It can be more successful than traditional public processes because it focuses on building “informed consent.” (See www.walklive.org.)

Complete Streets: Roads that are designed for everyone, including people of all ages and abilities. They are accessible, are comfortable for walking and biking, and include sidewalks, street trees and other amenities that make them feel “complete.” (See National Complete Streets Coalition, www.completestreets.org.)

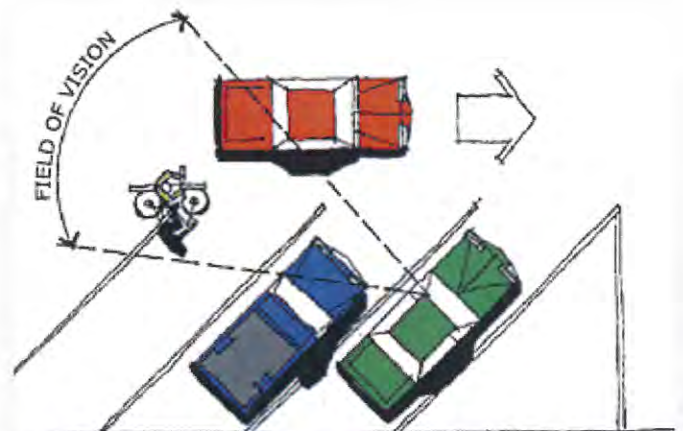
Head-Out Angled Parking: Also called “back-in” or “reverse” angled parking, this is arguably the safest form of on-street parking. It offers multiple benefits, including creating a sight line between the driver and other road users when “un-parking.” Additionally, head-out parking allows the driver to load their trunk from the curb, instead of adjacent to the travel lane. And for drivers with young children, seniors or others who need extra help, the open car doors direct passengers to the safety of the sidewalk behind the car, not into traffic. Getting into a head-out angled spot is simple—a driver signals their intention, slows, pulls past the spot and then backs into it, which is roughly equivalent to making only the first maneuver of parallel parking. (Watch a brief video about head-out angled parking at www.walklive.org.)

Livability: In the context of community, livability refers to the factors that add up to quality of life, including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and culture, entertainment and recreation possibilities. (See Partners for Livable Communities, www.livable.org.)

Median Crossing Island: A short island in the center of the road that calms traffic and provides pedestrian refuge. They can be six to 12 feet wide and 20 to 80 feet long. They should be landscaped with low, slow-growth ground cover, and tall trees without branches or leaves at ground height that help motorists see the islands well in advance but don’t obstruct sight lines.

Sharrows: A “shared roadway marking”—usually paint—placed in the center of a travel lane to alert motorists and bicyclists alike to the shared use of the lane. They help position bicyclists away from the opening doors of cars parked on the street, encourage safety when vehicles pass bicyclists and reduce the incidence of wrong-way bicycling.

Safe Routes to School: A national program to improve safety and encourage more children, including children with disabilities, to walk, bike and roll to school. The program focuses on improvements through the five E’s: engineering, education, enforcement, encouragement and evaluation. (See National Center for Safe Routes to School, www.saferoutesinfo.org.)



Above: This diagram from the City of Northampton, MA illustrates one of the benefits of head-out angled parking: a driver’s ability to see oncoming traffic as they pull into the travel lane from their parking spot.

Road Diet: On an overly wide road that has too many vehicle travel lanes to be safe, lanes can be removed and converted to bike lanes, sidewalks, a buffer between the travel lanes and sidewalks, on-street parking, a landscaped median or some combination thereof. A common road diet transforms a four-lane road without bike lanes into a three-lane road (one travel lane in each direction with a center turn lane or median) with bike lanes and street trees. (See Project for Public Spaces, www.pps.org/reference/rightsizing/.)

Sidewalks: With some exceptions, sidewalks, trails, walkways and ramps should be on both sides of streets. Where gaps exist or ramps are missing, fix them on a priority basis, working out block-by-block from schools, medical facilities, town centers, and other areas where people should be supported in walking and biking. Sidewalks in people-rich areas should be at least eight feet wide and separated from the curb by a zone that can accommodate planter strips, tree wells, hydrants, benches, etc.

Street Trees: Street trees not only provide shade and a nice environment, but also help protect people walking and bicycling. When placed within four to six feet of the street, trees create a vertical wall that helps lower vehicle speeds and absorb vehicle emissions. They also provide a physical buffer between moving cars and people. On streets with a narrow space between the sidewalk and curb, trees can be planted in individual tree wells placed between parking stalls, which further reduces travel speeds. Depending on the species, they should be spaced 15 to 25 feet apart.

Traffic Calming: Using traffic engineering and other tools designed to control traffic speeds and encourage driving behavior appropriate to the environment. Examples include street trees, bulb outs, medians, curb extensions, signage, road diets and roundabouts. Traffic calming should encourage mobility for all modes.

Walking Audit: Also called a “walking workshop,” this is a review of walking conditions along specified streets conducted with a diverse group of community members. Participants experience firsthand the conditions that either support or create barriers to walking and biking. (See more about walking audits, see the Walkable 101 series of resources at www.walklive.org.)

Roundabouts, Mini Circles and Rotaries

Roundabouts: Modern roundabouts navigate cars around a circulating island, usually 50 to 135 feet in diameter. They are ideal for collector and arterial roads, on Main Streets, and at freeway on-off ramps. They eliminate the need for cars to make left turns, which are particularly dangerous for pedestrians and bicyclists. Properly designed, roundabouts hold vehicles speeds to 15 to 20 mph and reduce injury crashes by 76 percent and reduce fatal crashes by 90 percent compared to signalized intersections. (See <http://www.iihs.org/research/topics/roundabouts.html>.) Roundabouts also can increase capacity by 30 percent by keeping vehicles moving. When installing roundabouts in a community for the first time, take care to make roadway users comfortable with the new traffic pattern and to educate them about how use roundabouts properly. (See the educational video at <http://bit.ly/fhwasafetyvideo>.)



A modern, single-lane roundabout in San Diego, CA calms traffic, improves safety, and supports people walking and biking, all while carrying about 25,000 vehicles per day.

Mini Circles: Often used in neighborhoods, these intersections navigate vehicles around a small island—eight to 15 feet in diameter—that can be either lightly domed or raised. If raised, they should be visible from hundreds of feet away, creating the feeling of a small park in the neighborhood. They should be designed to reduce speeds to 15 to 18 mph at each intersection.

Rotaries and Traffic Circles: These can be as big as football fields and might include stop signs and signals. Rotaries can be cumbersome and complicated and often induce higher speeds and crash rates. Many rotaries in North America and Europe are being removed and replaced with modern roundabouts.

From urban...



COMPLEX INTERSECTION

Avondale Road and Clarendon Avenue create a complex intersection due to many turning movements and the absence of marked crossings, signage and other pedestrian infrastructure.

COMPLETE STREETS ARE MISSING

Our streets need to be designed to support all users. Currently, motorist behaviors are aggressive towards cyclists who are on the road.

WIDE TURNING RADII

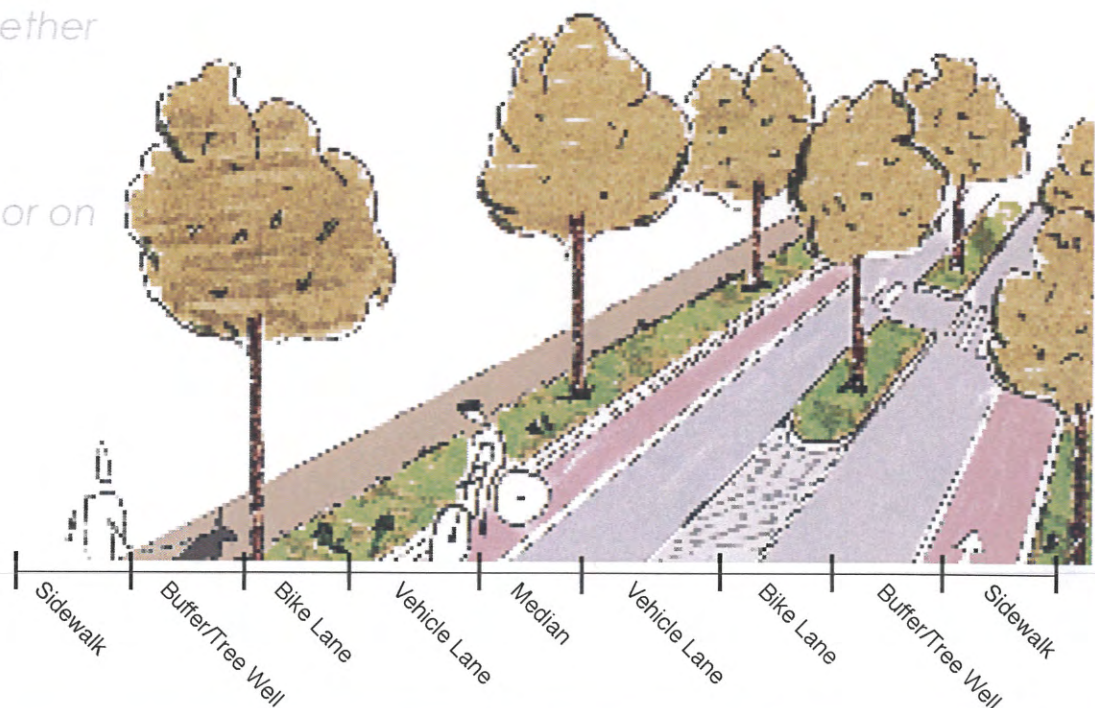
Wide turning radii at pedestrian crossings encourage high-speed conflicts.

PEDESTRIAN CROSSINGS ABSENT

Pedestrian crossings are absent from two sides of this major intersection. The built environment should reflect access for all modes of transportation.

Key Findings, Recommendations & Next Steps

A Complete Street is a street designed for safe, comfortable and convenient travel for all users, whether they choose to travel by car, bicycle, public transportation, or on foot.

**Trees:**

Tall trees of a species appropriate for the area are spaced 15 to 25 feet apart. The vertical wall helps calm traffic and encourages lower vehicle speeds.

Buffer:

If the buffer includes trees, they should be set back from the curb at least four feet and the total buffer should be at least six feet.

Bike lane:

To function well, bike lanes should be at least six feet wide.

Wide stripes:

Mark bike lanes with thermoplastic stripes eight to twelve inches wide.

Median widths:

Medians typically are six to eight feet wide, but can vary to allow for landscaping, maintenance and adequate "refuge" for pedestrians crossing.

Vehicle lanes:

Lane width analysis indicates that narrower lanes are associated with lower crash frequencies. Ten foot travel lanes reinforce a 25-35 mph design speed.

to sub-urban.



**NEED FOR A
DEFINED EDGE
AND STREET
TREES**

Tree-lined streets create a sense of enclosure to protect pedestrians and reduce vehicle speeds.

**LACK OF NATURAL
SURVEILLANCE**

The present development is scaled to cars with buildings set back from the streets. This design fails to honor the street or watch over people.

**OPPORTUNITY FOR
LINER BUILDINGS**

Liner buildings transform a setback to a village. Buildings that front the street create a sense of enclosure and place "eyes on the street" that helps to support active modes of transportation and economic development.

**NEED FOR ON-
STREET PARKING**

Off-street parking takes up three times more space than on-street parking. On-street parking visually narrows streets and brings down traffic speeds, while providing the most sustainable and affordable parking.

1 Endorse a Complete Streets Policy

A Complete Streets policy ensures choices are available to the community by making walking, bicycling and taking public transportation convenient, easy and safe. Changing policy so that transportation systems consider the needs of pedestrians, bicyclists and transit users means that people of all ages and abilities are included in the planning and design processes.

Land use and transportation policy can either contribute to or detract from community building. When thoughtfully integrated, land use and transportation policies and strategies can jointly preserve and even enhance natural and cultural resources and create better built environments that are walkable, livable and sustainable. Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets Policy.

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.

- Is understood by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.

Resources

Rural by Design by Randall Arendt

The Timeless Way of Building and A Pattern Language by Christopher Alexander

Sprawl Repair Manual by Galina Tachieva

National Complete Streets Coalition at <http://www.completestreets.org/complete-streets-fundamentals/resources/>

2 Encourage 20 to 30 MPH Speeds with Right-Size Streets

About Right-Sized Streets

Fewer than one-third of drivers drive the speed limit on urban and suburban arterials. Rather, drivers tend to travel at the road's "design speed." Therefore, road design should be consistent with the "target," or desired, vehicle speed.

A general practice in the transportation profession has been to set design speeds higher than the target speed. It is now recognized that such actions tend to induce greater speeds, which can cause a significant rise in crashes, especially to the most vulnerable roadway users. Urban area design speeds should match the desired target speed. A lower target speed is a key characteristic of thoroughfares in walkable, mixed use, traditional urban areas. The following are design features that have been found to affect operating speeds:

- **Horizontal and Vertical Curvature** — A tight curve radius has a greater impact on reducing operating speed than any cross-section or roadside element.
- **Sight Distance** — As sight distance decreases, so do operating speeds.
- **Street Trees** — Street trees in planting strips have a traffic-calming benefit.
- **Lane Widths** — Narrower lane widths are associated with lower speeds.
- **Total Roadway Widths** — Narrower roadway widths are associated with lower operating speeds.
- **Access Density** — Higher density of access points is associated with lower operating speeds.
- **Signal Density** — Higher signal density is associated with lower operating speeds.
- **Median** — Roadways without medians have lower speeds than roadways with medians.
- **On-Street Parking** — On-street parking leads to lower speeds, due to side friction between moving and passing vehicles.
- **Curbs** — Speeds appear to be lower on streets with curbs than streets without curbs.
- **Pedestrian Activity** — Speeds are lower on roadways with higher pedestrian activity.

- **Roadside Development** — Speeds are lower in residential areas than commercial areas. Building setbacks also influence speed.

Wide travel lanes encourage faster driving. Adding a colorized bike lane, higher intensity crosswalk markings and increased signage can assist all modes in recognizing the parts of the street, other users and how to respond. The goal should be to reduce traffic speeds so that there is less speeding between traffic lights and improve corridor efficiency through new intersection treatments. Roundabouts, mini circles and traffic calming features can move cars through an area with lower speeds but improved efficiency.

Also known as the "desired operating speed" of a street, "target speed" is the speed desired on the roadway to ensure that all modes (vehicular traffic, transit, freight/delivery, pedestrians and bicyclists) can operate efficiently, effectively, safely and with enjoyment. Designing to a target speed means including only those design elements that best reflect the function of the roadway and its land uses.

Major arterials have the poorest walking conditions, due to higher traffic volumes, high traffic speeds, wider streets, and complex intersections.

Selection of an appropriate target speed is based on a number of factors and reasonable driver expectations. Factors include:

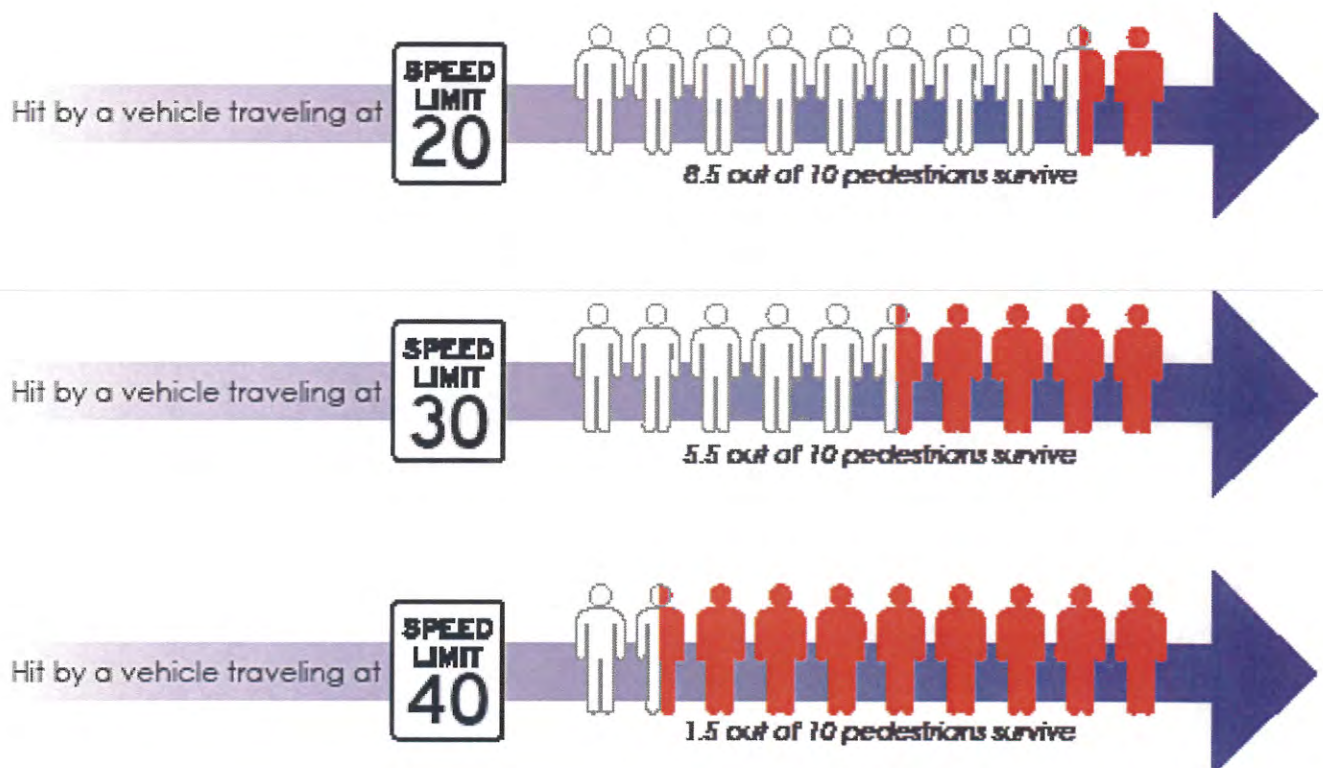
- transition from higher- to lower-speed roadways
- terrain
- intersection spacing, access to adjacent land
- type of roadway median
- presence of curb parking, and
- level of pedestrian activity.

A person's decision to walk is influenced by many factors, including distance, perceived safety and comfort, convenience, and visual interest of the route. Pedestrians feel exposed and vulnerable when walking directly adjacent to a high-speed travel lane. Vehicle noise, exhaust and the sensation of passing vehicles reduce pedestrian comfort. Factors that improve pedestrian comfort include a separation from moving

Safety in Numbers

traffic and a reduction in speed. In walkable urban environments, a buffer zone that improves pedestrian comfort can be achieved through furnishings, landscaping, bike lanes and on-street parking.

The graphic below shows a pedestrian's likely survival rate if hit by a vehicle traveling 20, 30, 40 miles per hour.



Source: *Smart Transportation Guide, Planning and Designing Highways and Streets that Support Sustainable and Livable Communities*. Chapter 6. *Designing the Roadway*

<http://www.state.nj.us/transportation/community/mobility/pdf/smarttransportationguidebook2008.pdf>

3 Address Fat Streets: Adopt a Road Diet

About Road Diets

In 1999, Dan Burden and Peter Lagerwey coined the term “road diet” to explain road conversion measures to right-size travel lanes and to remove excess lanes from streets. A road diet typically involves converting an undivided four-lane roadway into three lanes made up of two through lanes and a center “two-way left-turn” lane. But road diets have been completed on roadways comprising more lanes, and the number of lanes after the intervention can vary. What is constant is that the reduction of the number of lanes and/or lane width allows the roadway space to be reallocated for other uses such as bike lanes, pedestrian crossing islands, buffered sidewalks, and parking.

A road diet can improve the performance and safety of the corridor and encourage active transportation. Benefits include:

- Decreasing the number and width of vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat collision.
- Improving safety for bicyclists when bike lanes are added and also creating a buffer space between pedestrians and vehicles.
- Providing the opportunity for on-street parking, which buffers pedestrians and vehicles and enhances retail success.
- Reducing rear-end and side-swipe collisions.
- Improving speed limit compliance and decreasing collision severity when collisions do occur.

When excess lanes are removed and lane widths are narrowed to 10 feet, the existing right-of-way can be re-allocated to support more modes. Sometimes, this can be done by simply moving the paint and conducting an educational campaign. Drivers base their travel speed on what feels comfortable given the street design and collisions tend to increase with higher travel speeds. So reducing the width and number of lanes has an effect both on speeds and collision rates. In general, the wider the road in front of us, the faster we tend to drive. And the faster a car is going, the more severe the injuries in a collision.

Reconfiguring a roadway for lane reductions depends on the current configuration, user needs, desired operational and safety outcomes. The majority of four-lane roadways were built or widened to accommodate peak

vehicle traffic volumes, but for the remaining 22 hours each day, they are underutilized. On these four-lane roads with excess capacity, motorists notice that there are empty lanes in their direction. Speeds are often higher than the posted speed limit and

dangerous conditions are created when cars stop in travel lanes waiting to turn left or right and a last-minute lane change by another motorist hoping to preserve momentum, creates a serious rear-end collision. Four lane undivided highways also have blind spots created by multiple lanes of traffic.

Additionally, 4-lane undivided highways are particularly dangerous to pedestrians because of the potential for multiple-threat crashes, in which one vehicle stops and screens the pedestrian, while another motorist continues on in the other through lane. The pedestrian and motorist cannot see each other, but because the motorist in one lane has stopped to allow the crossing, it does not necessarily mean that the motorist in the next lane can see the pedestrian or will respond in the same way.

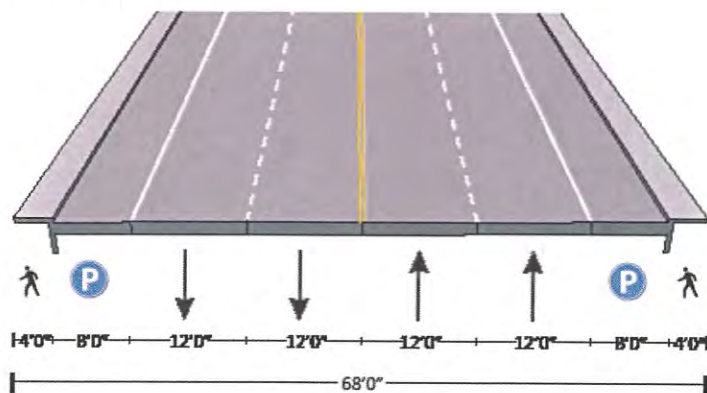
Road diets have been successfully implemented on streets carrying a wide variety of average daily traffic volumes. Roads with 8,000 to 15,000 vehicle trips per day are generally considered to be good candidates for road diets. If a roadway does not provide sufficient infrastructure for alternative forms of transportation, a road diet may create the extra space needed to provide or improve infrastructure for cyclists, pedestrians, or transit riders. Roadways in areas with surrounding land uses that attract pedestrians, cyclists, visitors, and residents are also good road diet candidates. These can include historic streets, scenic drives, main streets, schools, an entertainment district. Because a complete street can be provided within the existing right of way after removing or narrowing vehicle travel lanes, road diets are less expensive than widening roads, have fewer negative im-

*Sometimes a road diet
can be as simple as
just moving the paint.*

pacts on adjacent properties, and interrupt traffic for less time during the conversion than a road widening project would. Road diets may also be considered if the following conditions exist:

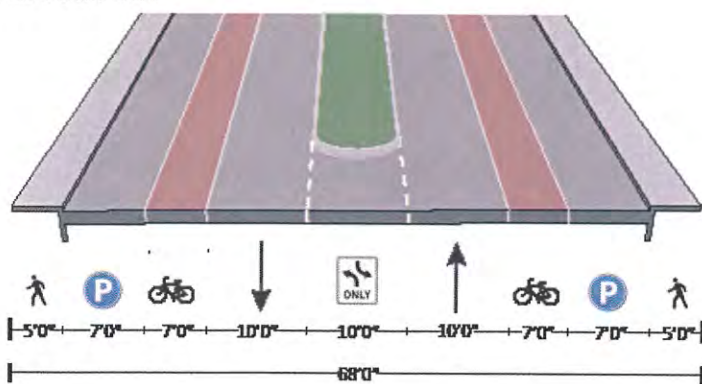
- A high number of left-turning movements
- Roads with safety issues or high crash rates
- Availability of transit
- Proximity to schools or hospitals
- The road diet features will better integrate with adjacent roadway segments
- Support of the community is in place

Before Road Diet

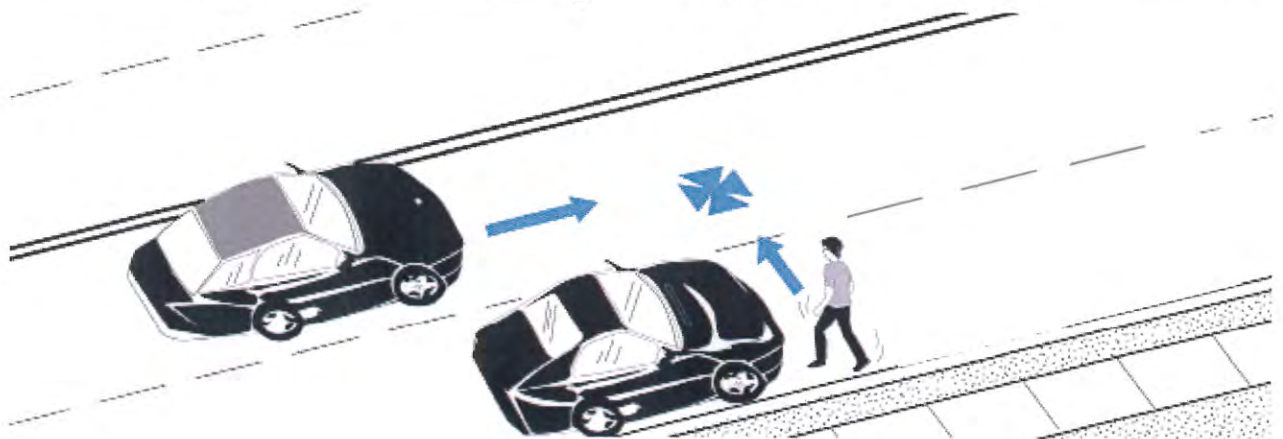


A road diet re-allocates the existing right-of-way to better support all modes of transportation: pedestrians, bicyclists, motorists, transit and freight/delivery. After a road diet, one vehicle travel lane in each direction allows a prudent driver to set the prevailing speed for all cars following them. On-street parking and comfortably wide bike lanes create buffers of two kinds: between motorists and the edge of the road, and between pedestrians and moving traffic. The center lane can be used for left turns, pedestrian crossing islands or delivery bays.

After Road Diet



The illustration below shows the danger of “multiple threat” crashes on multi-lane roadways. Four-lane undivided highways are particularly dangerous to pedestrians because of the potential for multiple-threat crashes, in which one vehicle stops and screens the pedestrian, while another motorist continues on in the thru lane. The pedestrian and motorist cannot see each other, but because the motorist in one lane has stopped to allow the crossing, it does not necessarily mean that the motorist in the next lane can see the pedestrian or will respond in the same way.



Candidate Location

For a Road Diet in Avondale Estates

Traffic numbers show that N. Avondale Road is a good candidate for a road diet as a means of improving support for active modes of transportation, increasing safety for all roadway users, and enhancing the area's sense of place and economic development opportunities. To achieve a road diet, however, Georgia Department of Transportation needs to be at the table.



N. Avondale Road (Hwy 278). Traffic volumes here don't seem to warrant so many vehicle lanes, and the abundance of residences and activity on the streets creates a demand for easy crossings and calm traffic.

Start in sections; a road diet can be done as a mid-range project from the intersection at Clarendon Avenue to Pine Street. The road diet would transform this section of N. Avondale Road from 4 travel lanes and a center turn lane to two travel lanes—the eastbound lane would be 11 feet and westbound lane would be 10 feet— with a 10 foot colorized center turn lane. The remaining right-of-way would be reallocated to include a 5 foot bike lane with a 4 foot buffer with the remaining space used for parallel parking. The 9 feet of buffered bike lane also acts as a transition lane. If the city can work with property owners, head-out angled parking can be achieved. Learn more here: <http://www.walklive.org/project/videos/>



Best practice: colorized center turn lane, which allows for emergency vehicles to safely and efficiently navigate the road.

About Modern Roundabouts

Modern roundabouts increase safety, reduce delays at intersections, and reduce crashes, traffic delays, fuel consumption, air pollution, construction costs and maintenance costs. Roundabouts enhance the beauty of intersections and effectively control speeds. Compared to signalized intersections, studies show that roundabouts provide a:

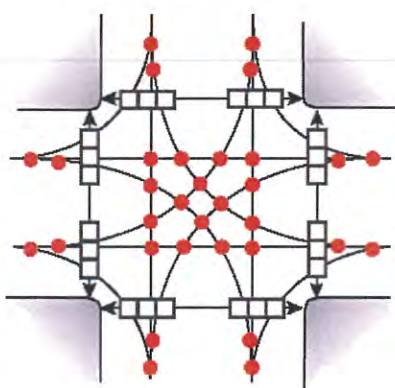
- 90-percent reduction in fatal crashes
- 75-percent reduction in injury crashes
- 30- to 40-percent reduction in crashes involving pedestrians

Roundabouts are inherently safer because they reduce the number of points of conflict within the intersection, as shown in the illustrations.

Also, when designed properly, roundabouts result

in safe vehicle speeds—between 15 and 25 mph, depending on the size and objective of the roundabout—which increases drivers' ability to judge and react to other vehicles and pedestrians. The slower vehicle speeds also are one of the keys that make roundabouts work for pedestrians: drivers are more inclined to yield as required when they're already going slowly. Despite the slower speeds, though, roundabouts tend to increase traffic efficiency—sometimes by as much as 50 percent—because they keep traffic flowing.

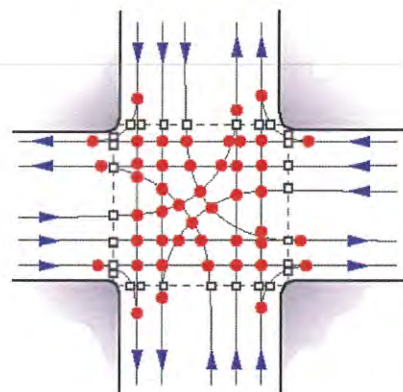
Roundabouts also reduce environmental and noise impacts, and require much less maintenance and repair than signalized intersections. In some places, including the Bird Rock neighborhood of San Diego, CA, single-lane roundabouts successfully carry 25,000 vehicle trips per day.



Conflicts at a conventional intersection with single lanes in each direction

- 32 vehicle-to-vehicle conflicts
- 24 vehicle-to-person conflicts

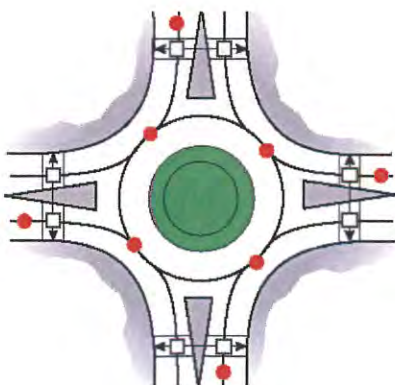
The Walkable and Livable Communities Institute and Alternate Street Design



Conflicts at a conventional intersection with double-lanes and left-turn lane in each direction

- 46 vehicle-to-vehicle conflicts
- 28 vehicle-to-person conflicts

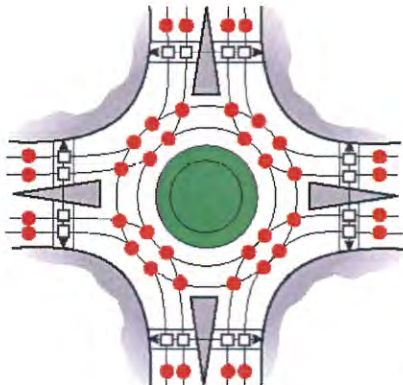
The Walkable and Livable Communities Institute and Alternate Street Design



Conflicts at a single-lane, modern roundabout

- 8 vehicle-to-vehicle conflicts
- 8 vehicle-to-person conflicts

The Walkable and Livable Communities Institute and Alternate Street Design



Conflicts at a double-lane, modern roundabout

- 24 vehicle-to-vehicle conflicts
- 16 vehicle-to-person conflicts

The Walkable and Livable Communities Institute and Alternate Street Design

Short-Term Projects

Right-Size Bike Lanes

Clarendon Avenue heading into the neighborhood is overly wide, with the travel lane measured at 15 feet. Narrow the vehicle travel lanes on Clarendon to the recommended 10 to 11 feet and use the remaining space for a five to seven foot bike lane. Or allow for parallel parking and mark the road with a sharrow.



There is plenty of lane width to reallocate road space to accommodate bicyclists.



Driver vigilance is increased with bold edge stripes and bike lanes, while bicyclists feel welcome, safe, and included.

Add Bike Lanes

Many bicyclists were observed riding through Avondale Estates. A bike lane with buffer should be placed heading eastbound on S. Avondale Road and westbound on N. Avondale Road. Bike lanes should be added on Clarendon road to connect the neighborhood to the Central Business District; to the regional bicycle trail, PATH, and; to the Dekalb Farmer's Market off Laredo Drive.



S. Avondale Road is wide enough to support a colorized bike lane heading eastbound.



Best Practice: Colorized bike lanes with a painted buffer in Boston, MA.

Trim Abelia Hedge

The current abelia hedge hides pedestrians and reduces driver's sight distance and ability to see pedestrians at the intersection of Avondale Road and Oak Street. In order to provide safe crossings and intersections for all users, the hedges should be trimmed to 3 feet for a distance of 300 feet in both directions from the intersection.



The abelia hedges block sightlines for both pedestrians and drivers at key intersections.

Transform the Intersection of N. Avondale Road and Clarendon Avenue

At N. Avondale Road and Clarendon Avenue is an opportunity to enhance the sense of arrival and sense of place as people using all modes of transportation pass City Hall and enter the Central Business District core, through the transformation of the intersection to a modern roundabout.

The benefits of modern roundabouts discussed on page 27 of this report. Given the operational difference, though, between a roundabout and a signalized intersection, consider an educational campaign that will allow local drivers to become familiar and comfortable with roundabouts. By bringing people together to work toward a shared vision, effective community engagement also has the power to build social capital. Social capital refers to “the social networks and interactions that inspire trust and reciprocity among citizens.” A community with a high level of social capital is characterized by a culture of neighbors knowing each other, interest and participation in local politics, high rates of volunteerism and diversity in social connections. These characteristics foster a sense of community, engender trust, enhance innovative problem solving and increase the likelihood that stakeholders will support financial investments in community projects.



The conceptual photo vision to the right illustrates what a modern roundabout could look like in the existing right-of-way at N. Avondale Road and Clarendon Avenue. A traffic study would determine feasibility; any such study should be undertaken by an engineering firm with strong experience in designs for modern roundabouts in downtown or main-street settings.

A Photo Vision of N. Avondale Road and Clarendon Avenue Intersection



Avondale Estates will enrich the charm of its center, and the lives of its people, making its legacy buildings a focal point for walking, social engagement and added pride of community. In the immediate foreground, the intersection shrinks in size and complexity -- note an attractive mini-circle that slows traffic and keeps it flowing naturally. At the very center of N. Avondale Road a full size roundabout brings down traffic speeds and noise, ends long traffic queues, and makes it easier to park and un-park. A well chosen center piece to the roundabout accents landscaping.

With the increased quiet created by the roundabout, outdoor eating can again be popular and pleasant. The rebuilt intersection removes unwanted storage lanes, and permits large vehicles to make their turns with less intrusion on corners. Overhead wires are removed, allowing visual accent to be on a stronger sense of place, and an enrichment of community character. Finally, color is added to the greater intersection area, with a lightly rumbling brick treatment ... truly a town that restores its former self.







Transportation Projects

Description	Type of Improvement	Engineering Year	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	City Amount
New Franklin Street - Land Acquisition - 116 Center St (PID 15 249 15 011)	pedestrian, roadway operations	n/a	\$12,540	n/a	\$83,800	\$96,140	City	TAD	City	\$96,140
New Franklin Street - Land Acquisition - 6 Lake St (PID 15 249 15 004)	pedestrian, roadway operations	n/a	\$15,600	n/a	\$104,000	\$119,600	City	TAD	City	\$119,600
New Franklin Street - Land Acquisition - 4 Oak St (PID 15 249 16 004)	pedestrian, roadway operations	n/a	\$21,990	n/a	\$146,600	\$168,590	City	TAD	City	\$168,590
New Franklin Street - Land Acquisition - 60 N. Avondale Rd (PID 15 249 16 002) - Rear portion only	pedestrian, roadway operations	n/a	\$32,775	n/a	\$218,500	\$251,275	City	TAD	City	\$251,275
New Franklin Street - Land Acquisition - 70 N. Avondale Rd (PID 15 249 16 001) - Rear portion only	pedestrian, roadway operations	n/a	\$17,528	n/a	\$116,850	\$134,378	City	TAD	City	\$134,378
New Franklin Street - Land Acquisition - 10 N. Clarendon Ave (PID 15 249 11 014)	pedestrian, roadway operations	n/a	\$34,845	n/a	\$232,300	\$267,145	City	TAD	City	\$267,145
New Franklin Street - Land Acquisition - 121 Center St (PID 15 249 11 007)	pedestrian, roadway operations	n/a	\$16,620	n/a	\$110,800	\$127,420	City	TAD	City	\$127,420
2583 Perry St (PID 15 249 11 003) - Rear portion only	pedestrian, roadway operations	n/a	\$9,000	n/a	\$60,000	\$69,000	City	TAD	City	\$69,000
New Franklin Street - Land Acquisition - 131 Center St (PID 15 249 11 005)	pedestrian, roadway operations	n/a	\$17,985	n/a	\$119,900	\$137,885	City	TAD	City	\$137,885
New Franklin Street - Land Disposition - Lake St Abandonment north of new Franklin St	pedestrian, roadway operations	n/a	n/a	2009	-\$20,000	-\$20,000	City	Private Redeveloper	n/a	-\$20,000
New Franklin Street - Land Disposition - Old Franklin St Abandonment	pedestrian, roadway operations	n/a	n/a	2009	-\$65,000	-\$65,000	City	Private Redeveloper	n/a	-\$65,000
New Franklin Street - Roadway Improvements - 1,100 Linear Feet	roadway operations	2008	\$28,875	2009	\$192,500	\$221,375	City	TAD	City	\$221,375
New Franklin Street - 10' Sidewalk Clear Zone - 2,200 Linear Feet	pedestrian	2008	\$16,500	2009	\$110,000	\$126,500	City	TAD, LCI, SAFTEA	City	\$38,500
New Franklin Street - 5' Brick Street Furniture and Tree Planting Zone - 2,200 Linear Feet	pedestrian	2008	\$24,750	2009	\$165,000	\$189,750	City	TAD, LCI, SAFTEA	City	\$57,750
New Franklin Street - Street Trees - 44	pedestrian	2008	\$3,960	2009	\$26,400	\$30,360	City	TAD, LCI, SAFTEA	City	\$9,240
New Franklin Street - Pedestrian Lights - 44	pedestrian	2008	\$23,100	2009	\$154,000	\$177,100	City	TAD, LCI, SAFTEA	City	\$33,900
Relocated Center Street - Land Acquisition - 90 N. Avondale Rd (PID 15 249 15 009)	pedestrian, roadway operations	n/a	\$21,360	n/a	\$142,400	\$163,760	City	TAD, DDA	City	\$163,760

Transportation Projects

Description	Type of Improvement	Engineering Year	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	City Amount
Relocated Center Street - Roadway Improvements - 250 Linear Feet	roadway operations	2009	\$6,563	2010	\$43,750	\$50,313	City	TAD, DDA	City	\$50,313
Relocated Center Street - 10' Sidewalk Clear Zone - 500 Linear Feet	pedestrian	2009	\$3,750	2010	\$25,000	\$28,750	City	TAD, LCI, SAFTEA	City	\$8,750
Relocated Center Street - 5' Brick Street Furniture and Tree Planting Zone - 250 Linear Feet	pedestrian	2009	\$5,625	2010	\$37,500	\$43,125	City	TAD, LCI, SAFTEA	City	\$13,125
Relocated Center Street - Street Trees - 10	pedestrian	2009	\$900	2010	\$6,000	\$6,900	City	TAD, LCI, SAFTEA	City	\$2,100
Relocated Center Street - Pedestrian Lights - 10	pedestrian	2009	\$5,250	2010	\$35,000	\$40,250	City	TAD, LCI, SAFTEA	City	\$12,250
Extended Elm Street - Land Acquisition - 2804 E. College Ave (PID 15 248 21 008)	pedestrian, roadway operations	n/a	\$2,235	n/a	\$14,900	\$17,135	City, Private	TAD, DDA, Private	City, Private	\$17,135
Extended Elm Street - Land Acquisition - 2808 E. College Ave (PID 15 248 21 018)	pedestrian, roadway operations	n/a	\$11,025	n/a	\$73,500	\$84,525	City, Private	TAD, DDA, Private	City, Private	\$84,525
Extended Elm Street - Roadway Improvements - 375 Linear Feet	roadway operations	2009	\$9,844	2010	\$65,625	\$75,469	City, Private	TAD, DDA, Private	City, Private	\$75,469
Extended Elm Street - 5' Sidewalk Clear Zone - 750 Linear Feet	pedestrian	2009	\$2,813	2010	\$18,750	\$21,563	City, Private	TAD, LCI, SAFTEA	City, Private	\$6,563
Extended Elm Street - 7' Grass Street Furniture and Tree Planting Zone - 750 Linear Feet	pedestrian	2009	\$788	2010	\$5,250	\$6,038	City, Private	TAD, LCI, SAFTEA	City, Private	\$1,838
Extended Elm Street - Street Trees - 16	pedestrian	2009	\$1,440	2010	\$9,600	\$11,040	City, Private	TAD, LCI, SAFTEA, Private	City, Private	\$3,360
Greenway - Stone Mtn Trail to Ashton Place - 1300 Linear Feet	multi-use facility	2007	\$15,600	2008	\$104,000	\$119,600	City, PATH Foundation	SAFTEA, Private	City, Private	\$39,520
Greenway - west side of Ashton Pl - 380 Linear Feet	multi-use facility	2007	\$4,580	2008	\$30,400	\$34,980	City, PATH Foundation	SAFTEA, Private	City, Private	\$11,552
Sidewalk - north side Franklin St between Olive and Locust Sts - 5' Clear + 1' Grass - 775 Linear Feet	pedestrian	2006	\$3,488	2007	\$23,250	\$26,738	City	SAFTEA, LCI	City	\$8,835
Sidewalk - south side Franklin St between Olive and Oak Sts - 5' Clear + 1' Grass - 890 Linear Feet	pedestrian	2006	\$4,005	2007	\$26,700	\$30,705	City	SAFTEA, LCI	City	\$10,146
Sidewalk - both sides Olive, Pine, Locust, Oak south of Franklin - 5' Clear + 1' Grass - 2330 Linear Feet	pedestrian	2007	\$10,485	2008	\$69,900	\$80,385	City	SAFTEA, LCI	City	\$26,562
Sidewalk - both sides Lake St south of Franklin - 5' Clear + 1' Grass - 620 Linear Feet	pedestrian	2007	\$2,790	2007	\$18,600	\$21,390	City	SAFTEA, LCI	City	\$7,068

Transportation Projects

Description	Type of Improvement	Engineering Year	Engineering Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	City Amount
Sidewalk - east side Maple St - 5' Clear + 1' Grass - 590 Linear Feet	pedestrian	2008	\$2,655	2007	\$17,700	\$20,355	City	SAFTEA, LCI	City	\$6,726
Sidewalk - north side Washington St - 5' Clear + 1' Grass - 960 Linear Feet	pedestrian	2008	\$4,320	2007	\$28,800	\$33,120	City	SAFTEA, LCI	City	\$10,944
Sidewalk - south side Washington St - 5' Clear + 1' Grass - 1100 Linear Feet	pedestrian	2008	\$4,950	2007	\$33,000	\$37,950	City	SAFTEA, LCI	City	\$12,540
Sidewalk - both sides Olive, Pine, Locust, Oak north of Franklin - 5' Clear + 1' Grass - 3660 Linear Feet	pedestrian	2009	\$16,560	2008	\$110,400	\$126,960	City	SAFTEA, LCI	City	\$41,952
Sidewalk - east side Laredo Dr - 5' Clear + 1' Grass - 660 Linear Feet	pedestrian	2010	\$2,970	2009	\$19,800	\$22,770	City	SAFTEA, LCI	City	\$7,524
Sidewalk - both sides Franklin St west of Olive St - 5' Clear + 1' Grass - 1500 Linear Feet	pedestrian	2011	\$6,750	2010	\$45,000	\$51,750	City	SAFTEA, LCI	City	\$17,100
Install striped "piano bar" crosswalks at up to 10 intersections	pedestrian	2006	\$1,500	2007	\$10,000	\$11,500	City	SAFTEA, LCI	City	\$3,800
Laredo Dr, Parry St, N. Clarendon Ave Intersection - Land Acquisition	roadway operations	n/a	\$6,000	n/a	\$40,000	\$46,000	City	TAD	City	\$15,200
Intersection reconfiguration - Laredo Drive, Parry Street, N. Clarendon Ave - Roadway	roadway operations	2010	\$20,000	2011	\$210,000	\$230,000	City	SAFTEA	City	\$66,000
Center St pedestrian zone/paseo	pedestrian	2011	\$22,500	2011	\$150,000	\$172,500	City	SAFTEA, LCI	City	\$57,000
Franklin St traffic circles at Pine and Locust Sts	roadway operations	2007	\$900	2008	\$6,000	\$6,900	City	SAFTEA	City	\$2,280
Explore the feasibility of the proposed possible Avondale Bypass	planning	2005	Staff Time	n/a	Staff Time	Staff Time	City	n/a	n/a	n/a
Provide 10 bike racks at key commercial sites throughout the Study Area.	bicycle	2005	\$450	2006	\$3,000	\$3,450	City, Private	TAD, Private	City, Private	n/a
Work with GDOT, Decatur, and DeKalb Co. to redesignate SR 10/US 278 out of Avondale Estates	planning	2005+	Staff Time	n/a	Staff Time	Staff Time	City	n/a	n/a	n/a
Work with MARTA to provide one or two shelters with posted schedules along N. Avondale Rd	transit	2005	Staff Time	n/a	Staff Time	Staff Time	City	n/a	n/a	n/a

Totals	\$478,141	\$3,179,275	\$3,657,416
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\$2,451,133

Marketing Projects

Description/Action	Cost	Year	Responsible Party	Funding Source
Prepare Real Estate Inventory				
Prepare an inventory of existing sites/buildings within the redevelopment area that includes ownership, condition, use, value of land, lease rates/terms, etc.	Staff Time	2005	City	City
Based on the real estate inventory, rank sites according to near term or long term initiatives based on their locational importance and/or potential	Staff Time	2005	City	City
Prepare collateral specification sheets for each targeted site	Staff Time	2005	City	City
Implement a Public Relations Program				
Create a brand identity for the study area to be used in all marketing initiatives	Staff Time/\$5,000	2005	City/Vendor	City
Develop collateral marketing materials (i.e., CD-ROMs, market opportunity fact sheets, prospect packages, etc.) specifying potential redevelopment opportunities in the study area	\$25,000	2005-2006	Vendor	City
Work with the local media to keep primary target markets, realtors, developers and prospective businesses up to date on development activity	Staff Time/Volunteer	2005+	City	City
Organize a speaker's bureau with an ongoing presentation schedule to publicize the effort, progress and results of the redevelopment plan	Staff Time	2005-2006	City	City
Initiate a Businesses Recruitment Campaign				
Assemble a business development team	Staff Time	2005	City	City
Target businesses based on the findings of the market study and rank them as near term and long term prospects	Staff Time	2005	City	City
Prepare a business recruitment package based on the findings of the market analysis	Staff Time/\$20,000	2005-2006	City/Vendor	City
Create and maintain referral networks with area brokers, economic development agencies, developers, etc.	Staff Time	2005+	City	City
Develop a database to track prospects	Staff Time	2005+	City	City
Implement advertising/direct mail campaigns with follow-up call programs	\$50,000+	2006+	Vendor	City
Provide Development/Relocation Incentives				
Offer relocation assistance to businesses/uses poorly suited for the study area	Staff Time	2004-2005	City	City

Description/Action	Cost	Year	Responsible Party	Funding Source
If possible, bring available land "to the table"	Staff Time	2005+	City	City
Consider economic incentives such as low interest loans or tax breaks	Staff Time	2004+	City	City
Develop an Internet Presence				
Continue to promote www.avondalestates.org as a website that communicates its identity to existing and prospective businesses, residents and customers.	Staff Time	2005-2006	Vendor	City
Use the website to post development progress, business listings, residential and commercial real estate information, special events, development incentives, etc.	Staff Time	2005+	City	City
Enable developers and prospective businesses to access downloadable recruitment material and applications	Staff Time	2005+	City	City
Ensure that Resources are Set Aside on an Annual Basis to Maintain Ongoing Marketing Initiatives	Staff Time	2005+	City	City
Totals	\$95,000			

Other Local Initiatives

Description/Action	Cost	Year	Responsible Party	Funding Source
Town Green - Land Acquisition - 64 N. Avondale Rd (PID 15 249 16 008) - 0.75 ac	\$740,000	2007	Private, City	Private, City
Town Green - Improvements - 0.75 ac	\$150,000	2007	Private, City	Private, City
Ashton Place Park - Improvements - 0.5 ac	\$15,000	2005	Private, City	Private, City
Franklin Street Eastern Plaza - Improvements - 0.15 ac	\$60,000	2009	City	City, TAD
Oak and Washington Sts Park - Land Acquisition - 2804 Washington St (PID 15 248 26 004) - 0.15 ac	\$70,000	2009	Private, City	Private, City
Oak and Washington Sts Park - Land Acquisition - 2910 Washington St (PID 15 248 26 005) - 0.25 ac	\$117,000	2009	Private, City	Private, City
Oak and Washington Sts Park - Improvements	\$40,000	2010	Private, City	Private, City
Relocated Post Office	\$1,250,000	2011	US Postal Svc, City	US Postal Svc, City
Relocated Fire Station (excluding land)	\$2,500,000	2005	DeKalb County, City	DeKalb County, City
Totals	\$4,942,000			

**City of Avondale Estates
Report of Accomplishments
Downtown Master Plan/Avondale Estates Town Center LCIS**

[illegible]

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	New Franklin Street- Land Acquisition-4 Oak Street (PID 15 249 16 004)	Pedestrian, Roadway Operations	2016	2017		X			The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street- Land Acquisition 68 N. Avondale Road (PID 15 249 16 002)- Rear portion only	Pedestrian, Roadway Operations	2016	2017		X			The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street- Land Acquisition 70 N. Avondale Road (PID 15 249 16 001)- Rear portion only	Pedestrian, Roadway Operations	2016	2017		X			The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street- Land Acquisition 10 N. Clarendon Ave (PID 249 11 014)	Pedestrian, Roadway Operations	2016	2017		X			The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	New Franklin Street- Land Acquisition- 121 Center Street (PID 15 249 11 007)	Pedestrian, Roadway Operations	2016	2017		X			The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street- Land Acquisition- 2983 Parry Street (PID 15 249 11 003)- rear portion only	Pedestrian, Roadway Operations	2016	2017		X			The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street- Land Acquisition-131 Center Street- (PID) 15 249 11 005)	Pedestrian, Roadway Operations	2016	2017		X			The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	New Franklin Street-Land Disposition-Lake Street Abandonment north of new Franklin Street	Pedestrian, Roadway Operations	2016	2017					The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street-Land Disposition-Old Franklin Street Abandonment	Pedestrian, Roadway Operations	2016	2,017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street-Roadway Improvement-1,100 Linear Feet	Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street-10' foot Sidewalk Clear Zone-2,200 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	New Franklin Street- 5' Brick Street Furniture and Tree Planting Zone-2,200 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street- Street Trees-44	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	New Franklin Street- Pedestrian Lights- Street Trees-44	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Relocated Center Street-Land Acquisition-90 N. Avondale Rd (PID 15 249 15 009)	Pedestrian, Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street relocation has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Relocation Center Street-Roadway Improvement-250 Linear Feet	Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street relocation has been involved in a multi-year bankruptcy.
	Relocated Center Street-10' Sidewalk Clear Zone-500 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street relocation has been involved in a multi-year bankruptcy.
	Relocated Center Street-5' Brick Street Furniture and Tree Planting Zone - 250 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street relocation has been involved in a multi-year bankruptcy.
	Relocated Center Street-Street Trees- 10	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street relocation has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Relocated Center Street-Pedestrian Lights-10	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street relocation has been involved in a multi-year bankruptcy.
	Extended Elm Street-Land Acquisition-2804 College Ave (PID 15 248 21 008)	Pedestrian, Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Extended Elm Street-Land Acquisition-2806 East College Ave. (PID 15 248 21 018)	Pedestrian, Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Extended Elm Street-Roadway Improvements-375 Linear Feet	Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Extended Elm Street- 5' Sidewalk Clear Zone-750 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Extended Elm Street- 7' Grass Strip, Furniture and Tree Planting Zone-750 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Extended Elm Street- Street Trees-16	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Greenway-Stone Mtn. Trail to Ashton Place-1300 Linear Feet	Multi-use Facility	2016	2017			X		The City is interested in this connection. The Zoning Ordinance for the Mill District requires the new developments connect to this amenity

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Greenway-west side of Ashton Pl-380 Linear Feet	Multi-use Facility	2016	2017			X		The City is interested in this connection. The Zoning Ordinance for the Mill District requires the new developments connect to this amenity
	Sidewalk-north side of Franklin Street between Olive and Locust Sts-5' Clear + 1' Grass -775 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Sidewalk-north side of Franklin Street between Olive and Oak Streets-5' Clear +1' Grass-890 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.
	Sidewalk-both sides Olive, Pine, Locust, Oak South of Franklin-5' Clear + 1' Grass-2330 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Sidewalk-both sides Lake St south of Franklin-5' Clear + 1 Grass-620 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.
	Sidewalk-east side Maple Street-5' Clear + 1' Grass-590 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.
	Sidewalk-north side Washington Street- 5' Clear-1' Grass- 960 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.
	Sidewalk-south side Washington Street- 5' Clear + 1' Grass 1100 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Sidewalk-both sides Olive, Pine, Locust, Oak, north of Franklin-5' Clear + 1' Grass-3680 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.
	Sidewalk-east side Laredo Drive-5' Grass + 1' Grass 660 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.
	Sidewalk-both sides Franklin Street west of Olive Street-5' Clear + 1' Grass- 1500 Linear Feet	Pedestrian	2016	2017			X		The majority of land surrounding this proposed streetscaping has been involved in a multi-year bankruptcy.
	Install striped 'piano bar' crosswalks at up to 10 intersections	Pedestrian	2016	2017		X			City staff is working with DeKalb County to provide stripping for at least two cross walks identified by citizens and business owners.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Laredo Drive, Parry Street, N. Clarendon Ave. intersection- Land Acquisition	Roadway Operations	n/a	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Intersection reconfiguration- Laredo Drive, Parry Street, N. Clarendon Ave.-Roadway	Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Center Street pedestrian zone/paseo	Pedestrian	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.
	Franklin Street traffic circles at Pine and Locust Streets	Roadway Operations	2016	2017			X		The majority of land surrounding this proposed street extension has been involved in a multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Explore the feasibility of the proposed Avondale Commercial Corridor including discussions with DeKalb County/GDOT	Planning	2012	2013		X			The Downtown Development Authority is interested pursuing this roadway option.
	Implement the Avondale Commercial Corridor	Roadway Operations	2014	2017-and beyond			X		
	Provide 10 bike racks at key commercial sites throughout the study area	Bicycle	2012	2017		X			The City has provided a bike rack at City Hall and a business owner has been approved for one. Any new development in the Central Business District or the Mill District will be required to provide bike racks.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Work with GDOT, Decatur, and DeKalb County to re-route SR 278 out of Avondale Estates	Planning	2012	2017			X		
	Work with MARTA to provide one or two shelters with posted schedules along N. Avondale Road	Transit	2012	2017			X		

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
Other Local Initiatives									
	Town Green-Land Acquisition-64 N. Avondale Road (PID 15 249 16 008)-.75 ac	Open Space	n/a	2017			X		The City is unsure what type of development will happen in the CBD given the newly annexed land and the multi-year bankruptcy.
	Town Green Improvements-.75 acres	Open Space	n/a	2017			X		The City is unsure what type of development will happen in the CBD given the newly annexed land and the multi-year bankruptcy.
	Ashton Place Park Improvements-.5 acres	Open Space	n/a	2017			X		The City is unsure what type of development will happen in the CBD given the newly annexed land and the multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Franklin Street Eastern Plaza- Improvements-0.15 acres	Open Space	n/a	2017			X		The City is unsure what type of development will happen in the CBD given the newly annexed land and the multi-year bankruptcy.
	Oak and Washington Streets park-Land Aquisition- 2904 Washington Street (PID 15 248 26 005)- 0.25 acres	Open Space	n/a	2017			X		The City is unsure what type of development will happen in the CBD given the newly annexed land and the multi-year bankruptcy.
	Oak and Washington Streets Park-Land Acquisition-2910 Washington Street (PID 15 248 26 005)- .25 acres	Open Space	n/a	2017			X		The City is unsure what type of development will happen in the CBD given the newly annexed land and the multi-year bankruptcy.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Oak and Washington Streets Park-Improvements	Open Space	n/a	2017			X		The City is unsure what type of development will happen in the CBD given the newly annexed land and the multi-year bankruptcy.
	Update Entire Master Plan including, market study, transportation, vision, study boundary, possible annexations and other associated plan components	Planning	n/a	2012-2013		X			The City is applying for LCI Funds in 2012 for 2013 funding.

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
Marketing Programs									
	Prepare Real Estate Inventory								
		Prepare an inventory of existing sites/buildings within the redevelopment area that includes ownership, condition, use, lease rates/terms, etc.	n/a	2012	X				
		Prepare collateral specification sheets for each targeted site	n/a	2012-2017		X			
	Implement a Public Relations Program								

Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Expand the brand identity for the study area to be used in all marketing initiatives	n/a	2012		X			
	Develop collateral marketing materials (i.e. market opportunity fact sheets, prospect packages, etc.) specifying potential redevelopment opportunities in the study area	n/a	2012-2017		X			DDA and staff are working on this. There is a promotional brochure.
	Work with local media to keep primary target markets, realtors, developers and prospective businesses up to date on development activity	n/a	2012-2017		X			

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
Initiate a Business Recruitment Campaign									
		Prepare an updated market study	n/a	2012		X			Staff has applied for an LCI Grant to accomplish this.
		Target businesses based on the findings of the market study and rank them as near and long term prospects.	n/a	2013		X			The DDA and staff have targeted businesses but not based on the market study.
		Prepare a business recruitment package based on the findings of the market analysis.	n/a	2013		X			

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
		Create and maintain referral networks with area brokers, economic development agencies, developers and others.	n/a	2012		X			
									Staff has started to maintain a contact list of parties interested in development in the City.
		Develop a database to track prospects.	n/a	2012		X			

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
		Implement advertising/direct mail campaigns with follow up-call programs.	n/a	2012-2017			X		
	Provide Development Incentives								
		Consider highlighting available economic incentives such as low interest loans. Assist businesses in accessing state/federal funding options	n/a	2012	X				
		Investigate the Main Street/Better Home Town Program.	n/a	2012		X			Staff has submitted Step I to DCA to become a Better Hometown (2011).

Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
Develop an Internet Presence								
	Continue to promote www.avondalestates. org as a website that communicates its identity to existing and prospective businesses, residents and customers. In addition promote the newly created facebook page.	n/a	2012-2017	X				
	Use the website to post development progress, business listings, residential and commercial real estate information, special events, development incentives, etc.	n/a	2012-2017	X				

Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
	Enable developers and prospective businesses to access downloadable recruitment material and applications	n/a	2012-2017		X			The promotional brochure is on the website. Staff is working on a DDA webpage which will highlight other economic development options and show available properties.
	Create a specific DDA Page	n/a	2012		X			
	Re-develop a wayfinding signage program	n/a	2012			X		The DDA has discussed this but no formal plan has arisen. The existing wayfinding signage is not effective. There is no funding for this project at this time.
	Implement the wayfinding signage program	n/a	2013			X		

	Improvement/ Project	Description	PE Year	Construction/Project Year	Complete	Underway	Not Started	Not Relevant	Notes
		Ensure that resources are set aside on an annual basis to maintain on-going marketing initiatives, including the Community Participation Program (CPP)	n/a	2012-2017		X			The City provides \$10,000-15,000 annual to promote local events.

