



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.

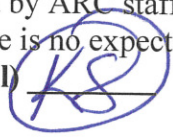
Requirements for Supplemental Studies:

- 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.

X **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, Avondale Estates Ga 30002](#)

Telephone: [404-294-5400](#)

E-mail: kstevens@avondaleestate.org

Study/Project Information:

Name of Study or Project: [Central Business District Transformed: Tactical Urbanism](#)

Location/jurisdiction(s) of project/study: [Avondale Estates](#)

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

If YES, which LCI Study Area(s)?: [Downtown Master Plan Avondale Estates](#)

Has this study/project been identified in a Comprehensive Plan or another study (check one)?
☒ **YES** ☐ **NO**.

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

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 planning and implementation of one or two tactical “Better Blocks”urbanism projects on Franklin Street and Potter Avenue. Options for proposed infrastructure, sidewalk details, trees, vegetation, landscaped areas, parks, and possible road delineations which may include parking or small roundabout and need to be programmed based on existing information and set-up the day of the event. The City also requests assistance contacting vendors that may donate items such as trees, vegetation and seating.

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 needs to alter the way the community looks at two specific areas identified in the Walkability Study(2013) by visualizing the potential in a real life fun scenario, inspiring incremental change and developing social capital between diverse members of the community which will set the stage for long-term change. A large number of participants will test new concepts before making political and financial commitments. This is a deliberate phased approach to instigate change and local ideas for planning challenges with short term commitment and realistic expectations. Involving the public in the physical testing of ideas may offer insight from the users to further focus the implementation the plan. In addition, this will continue the momentum gained in the Walkability Study and associated implemented projects and a proposed streetscape designed by a local group, who will participate in the plan. This allows the community to further participate in planning their community.

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):**

The project focuses on determining appropriate design and range of travel modes to promote optimal access, which will transform an underutilized part of the City to a more ped/bike friendly zone while accomodating cars, promoting access to all users. Community and stakeholder participation and support 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 term 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 Objective 5 by promoting economic development on a local level and promoting its implementation long term. The recources available from Community Choices allow the limited staff to continue to garner support by continuing action in support of planning implementation.

BUDGET:

For LCI New Study or Supplemental Study only:

Total study/project budget:

Funds requested: [Click here to enter text.](#) **Sponsor Cash Match:** [Click here to enter text.](#)

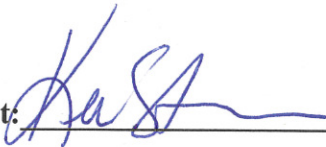
Please note the following fund matching requirements:

- 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:

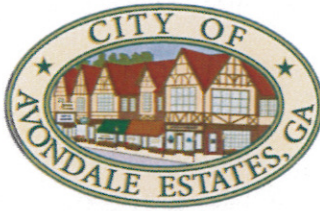
Submit applications to Marisa Ghani, Community Development Division,
mghani@atlantaregional.com by 5:00 p.m., **Friday, November 1, 2013.**

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. Resolution:
 - a. Lifelong Communities
4. Portions of the Walkability Study: Addressing Tactical Urbanism and Franklin Street and Potters Avenue
Link to the Walkability Study:
<http://www.avondaleestates.org/resources/pdfs/Walkability%20Report%20and%20Timeline.pdf>
5. Photographs of the Area
6. Community Drafted Landscape Development Plan for Franklin Street/Rail Arts District

BOARD OF MAYOR
AND COMMISSIONERS

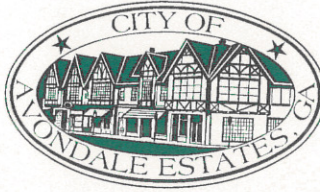
ED RIEKER
MAYOR

TERRY GIAGER
MAYOR PRO TEM

LINDSAY FORLINES
COMMISSIONER

GENE LEE
COMMISSIONER

JOHN QUINN
COMMISSIONER



R. CLAI BROWN
CITY MANAGER
JULIETTE SIMS-OWENS
CITY CLERK

ROBERT E. WILSON
CITY ATTORNEY
STEPHEN W. NICHOLAS
CITY JUDGE

October 29, 2013

Atlanta Regional Commission

Attn: Marisa Ghani

40 Courtland Street

Atlanta, GA 30303

Re: Community Choices Application

Dear Ms. Ghani:

Please accept this letter of commitment for a Community Choices application. The City supports recent planning activities including the Walkability Study and implementation of principles of Lifelong Communities through the installation of crosswalks and studying current zoning to possibly incorporate housing options. To continue the community momentum surrounding these projects and the Updated Downtown Master Plan, due to be completed in the Winter/Early Spring of 2014, the City would like assistance implementing two "Better Block" projects in the Central Business District. The area around Franklin Street is home to the burgeoning Rail Arts District and a community group has already started some complete streets planning and Potters Avenue was identified as a "B" street, both identified in the Walkability Study. The property around Potters Avenue has been purchased by active responsible owners and the arts and businesses around Franklin Street remain active with some neglected properties so the time is right to engage the community.

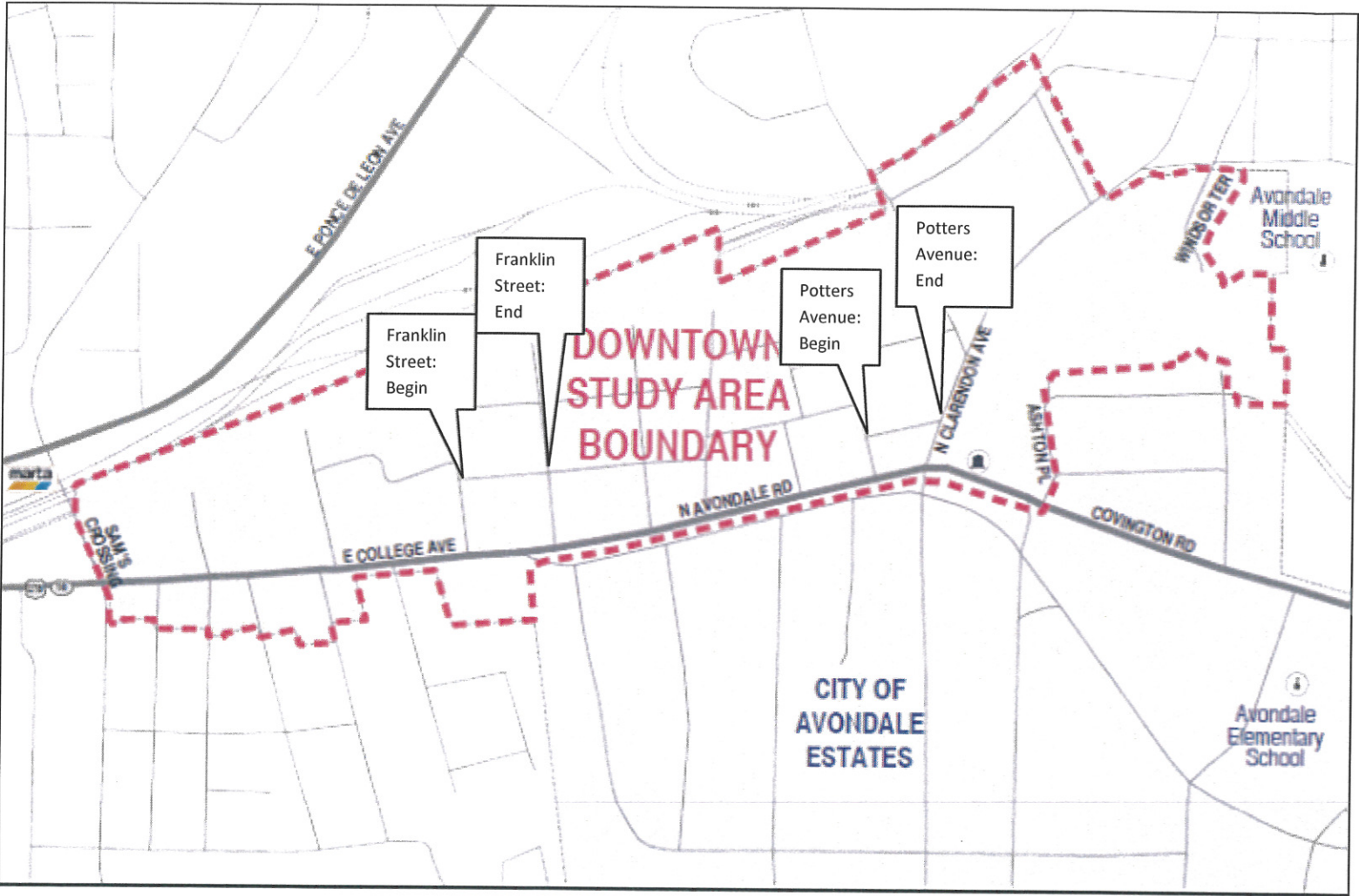
The "Better Blocks" type of project allows the City to engage the community with flexibility and little cost. It also allows the community to identify possible pitfalls or missing pieces before a project is implemented.

The City is committed to community supported, quality growth which tactical urbanism projects support.

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 Rickman, Mayor~~
Terry D Gieger Mayor Pro Tem

ATTEST:


Juliette Sims-Owens, City Clerk

AARP Active Living Workshop: *Avondale Estates, GA*

Walkable and Livable Communities Institute
March, 2013



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/>

Mid-Term Projects

Install Mini Circles in Neighborhoods

Mini circles can help calm traffic and enhance the sense of place in neighborhood locations and along smaller streets. Consider replacing stop signs with mini circles in important places like at the intersection of Locust and Franklin Street.



Intersections like Locust and Franklin are good candidates for mini circles, as walking audit participants envision.



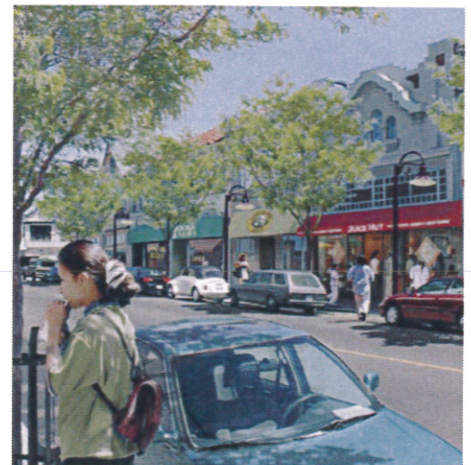
All planned improvements should honor the community and add to the sense of place, as seen in Holland, MI

Add On-Street Parking

We have harmed many communities in America by insisting that we need massive amounts of off-street parking. Off-street parking takes up three times more space than on-street parking. On-street—parallel or head out angled—parking is recommended for N. Avondale Road. In order for head out angled parking to be implemented the city would need to work with property owners to gain access to right-of-way. On-street parking visually narrows streets and brings down traffic speeds, while providing the most sustainable and affordable parking. Speeds are brought down even more when tree wells are used to provide a canopy to the street. It also frees up land that can be redeveloped with the proper uses to support the community. On-street parking belongs on center city streets, serving as a buffer between pedestrians and moving cars as a natural traffic calming tool. But the primary reason for maximizing parking on street is to help civilize streets that were overbuilt for speed.



Off-street parking takes up three times more space than on-street parking.



On-street parking is safer, more cost efficient and the amount of asphalt is reduced.



Motorists leaving a spot can see bicyclists, other motorists and pedestrians with head out angled parking.



Tree wells can green the street, provide shade, slow street speeds, and provide inset parking. It also creates a sense of enclosure to calm streets.

Celebrate and Connect the Arts District

Avondale Estates has an emerging arts district with many sought after shops and art spaces. The area is mostly nondescript and fails to celebrate the arts district as an important part of Avondale Estates and the greater region. Thus, as a first step to celebrate and promote the district, make it part of the wayfinding program to be developed and implemented. But go beyond that: engage local artists in creating public art. Brand the area and apply sidewalks and street treatments that tell people they are arriving as in the examples below. Also, install a mini circle at intersections like Pine and Franklin Street to calm traffic and create a sense of arrival.



Mid-Term Projects



Turn “B” Streets into “A” Streets with Alleys, Plazas, Paseos

Primary streets in a downtown core are the “A” streets, and in too many places, the “B” streets are left only for parking and deliveries, which doesn’t produce revenue or contribute to a sense of place. In Avondale Estates, there are many opportunities to convert B streets into places where walking trips are important, commerce can take place and people will feel more safe parking.

Reinvestment in alleys, in spaces between buildings, and in other public space brings added value to all buildings and homes in a town center. Placemaking, like interior

Above: Could these back entrances someday be restored to a storefront, by turning this “B” street into a people-friendly “A” street with an alley, plaza or paseo? Below: How can these spaces be rejuvenated to spur new activity with a pocket park or civic plaza? A water fountain? Converting the one-way

decorating, must create a strong, compelling sense that makes time spent in these spaces rewarding and memorable. Consider the public and private realm of a town center as a public/private partnership. Places can be funky and relaxed, but they must be thoughtful, sensitive to place, and maintained.

Plaza spaces must be carefully crafted to bring about proper levels of enclosure, transparency, human scale, complexity, imageability and comfort. See illustrations on the opposite page for examples.





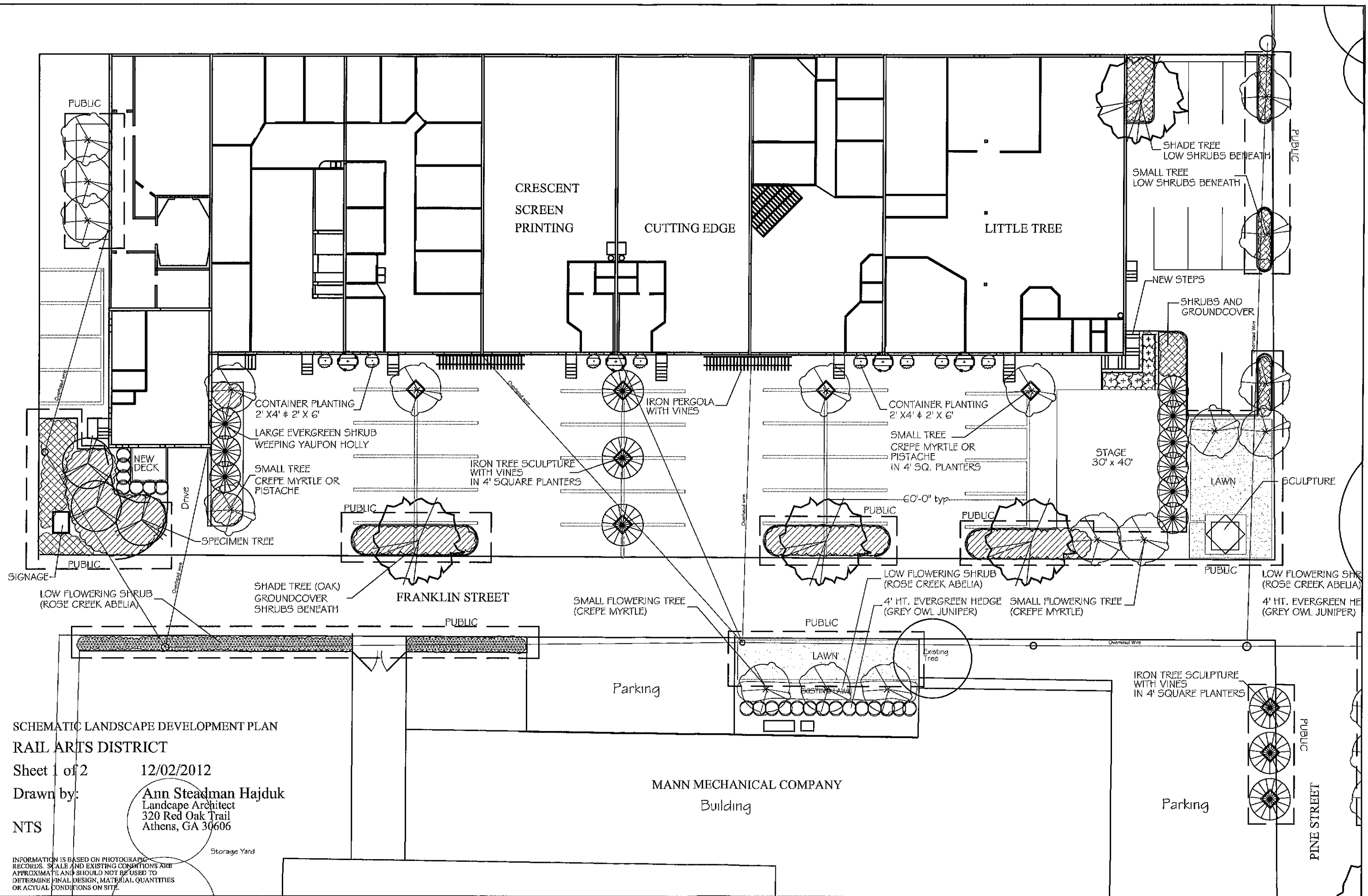
Above: An “alley” in Asheville, NC has become a people-rich place. Below left: In Vancouver, British Columbia, a nicely landscaped walkway draws people to a “B” street. Below right: a former “B” street in Santa Cruz, CA enhances security on the sides of buildings that otherwise would be neglected, helps keep streets connected, and provides economic development opportunities.











SCHEMATIC LANDSCAPE DEVELOPMENT PLAN
RAIL ARTS DISTRICT

Sheet 1 of 2

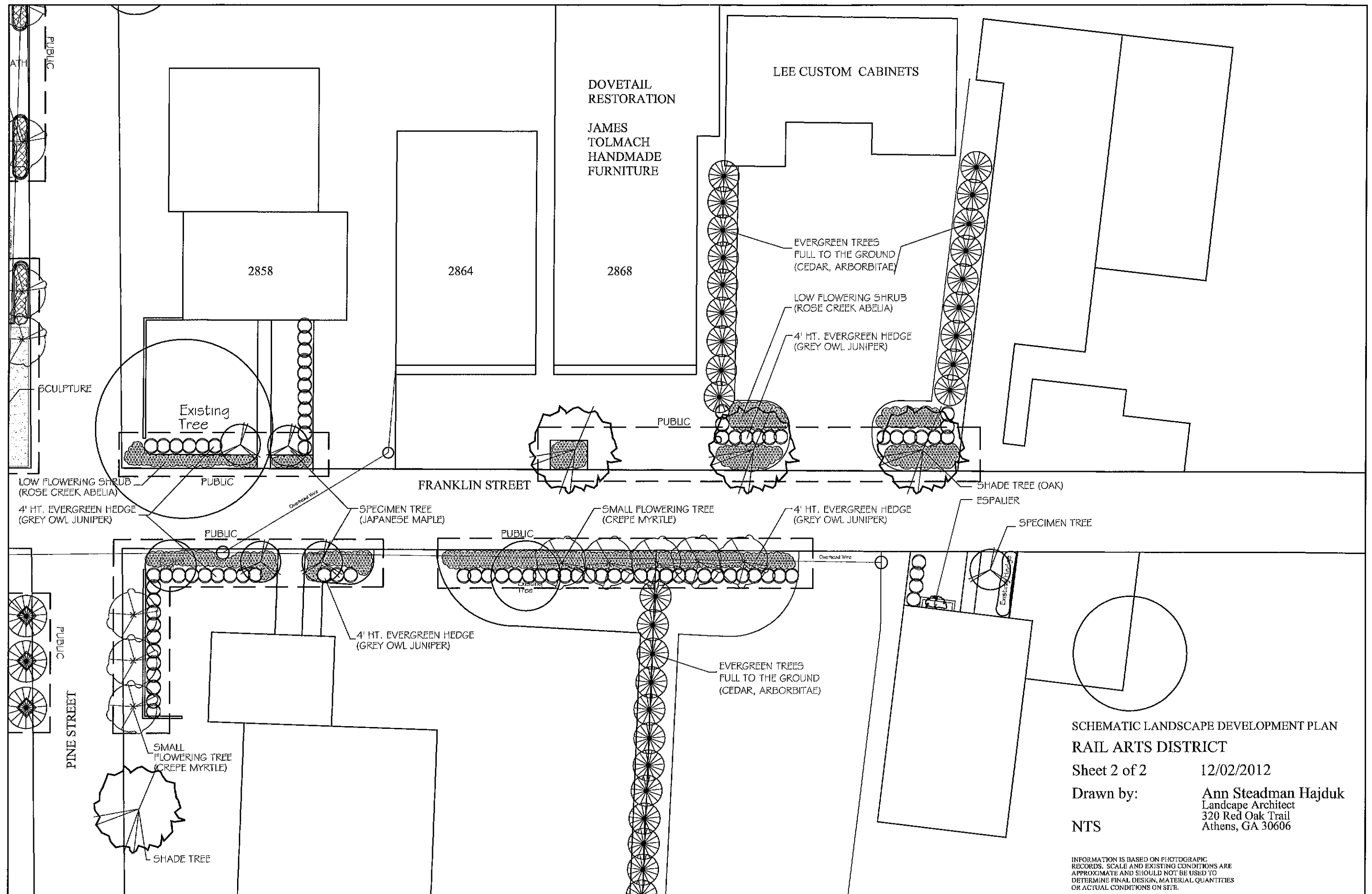
12/02/2012

Drawn by:

Ann Steadman Hajduk
Landscape Architect
320 Red Oak Trail
Athens, GA 30606

NTS

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RECORDS. SCALE AND EXISTING CONDITIONS ARE
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OR ACTUAL CONDITIONS ON SITE.



SCHEMATIC LANDSCAPE DEVELOPMENT PLAN
RAIL ARTS DISTRICT
Sheet 2 of 2 12/02/2012
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