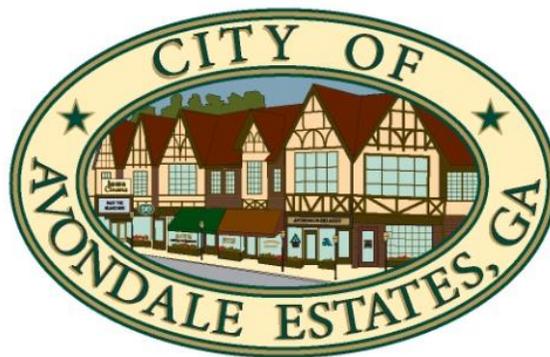


**The City of Avondale Estates:**  
**Revised Urban Redevelopment Plan (URP)-June 2019**



Prepared by the City of Avondale Estates Administration Department with support from the Board of Mayor and Commissioners, the Downtown Development Authority, Public Works Department, Police Department

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## **Section I: Avondale Estates History**

The City of Avondale Estates was founded in 1924 by George F. Willis, a self-made millionaire in patent medicines. Willis discovered the pastoral farmland known as Ingleside, and the surrounding area, and determined that he would create “the seat of an ideally perfect social and political life.” Ingleside, founded in 1893, was considered to be a picturesque retreat and one of Atlanta’s most attractive suburban residential areas. In 1895, the Atlanta Journal Constitution characterized the community as the “liveliest village in the Piedmont Heights” and a “little town of lively residences with all the comforts and conveniences which create an ideal home, away from the busy marts of trade.”

Willis hired internationally renowned experts in civic engineering, landscape architecture and city planning. Included in the prestigious group were Atlanta engineer O.F. Kauffman and Philadelphia landscape architect Robert Cridland. By 1926, considerable progress had been made, including the construction of the roads, commercial buildings, approximately 50 houses, a park with a pool, pool house, tennis courts and playground equipment. The lake and clubhouse were constructed in 1928. The Great Depression and WWII slowed and eventually stopped construction. By that time approximately 1/3 of Willis’ planned community had been completed. This is now generally the boundaries of the National Register District and included in the local Historic District. Avondale Estates was recognized for cohesive planning, including architecture, landscape and circulation.

The City is located along the former Stone Mountain Trolley Line, which provided alternative modes of transportation for residents. The City was planned from the beginning as an independent City and is still independent today. This is unique for early 20<sup>th</sup> century suburban development. The planning team integrated all the amenities a resident could want including a business district, lake, swimming pool, riding stables, bridle paths, athletic fields, easy access to the adjacent golf course, pocket and large parks, playgrounds, educational facilities, a dairy, vegetable gardens, plant nursery, and paved streets with easy access to Atlanta. The City remains true to its original plan but unfortunately the commercial area was never fully implemented and incompatible uses in auto oriented patterns grew up around the City from the 1950’s until today.

The City plan was unique for its time and a precursor to the popular “new urbanist” movement.

## **Section II: Avondale Estates Today**

The City of Avondale Estates is about 1.23 square miles, with approximately 3,400 people calling the City home. It is located in the heart of the Atlanta-Metropolitan area, less than seven (7) miles by car to Atlanta or minutes by mass transit. There are two mass transit stations in close proximity to the City center, one within 3/4 mile and one within (1) mile. Avondale Estates is known for its Tudor Revival style, and high quality, stable housing, inspired by England’s Stratford-Upon-Avon.

The City of Avondale Estates has an engaged citizenry of long-time and new residents who enjoy community spirit, resident connectivity and family-friendly values. While proud of its history, the City of Avondale Estates is eager for the future with property in the business district available for redevelopment and a business-friendly staff. Despite all the positive attributes, the business district

has not fully redeveloped, although some progress has been made on the west and north side of the Central Business District (CBD). Many of the incompatible uses are active or abandoned and deteriorating. The City has a few stable specialty retailers and businesses but deteriorating building stock and infrastructure has negatively impacted redevelopment interest and efforts. This constitutes a serious growing menace, injurious to the public health, safety, morals and welfare of the residents of the City and surrounding area. In addition, the conditions are also detrimental to the long-term viability of existing businesses and limited residences in the area.

The annexation of the Fenner Dunlop Mill property in 2010 illustrates a large assemblage, over 13 acres, which is still vacant almost 10 years later. The “Western Gateway” area which was annexed in 2012 and featured 24 properties also illustrates stagnation as many are still considered blighted.



The “Western Gateway” has seen progress with two multi-story mixed-use projects, one completed and one underway.



### **Section III: Planning Activities**

#### *Rural Zone (2019-2023)*

The City, including the CBD, was designated a Rural Zone in 2019. Recognizing that many small, rural downtown areas have experienced varying levels of economic distress, the Department of Community Affairs (DCA) worked with the Georgia General Assembly to secure passage of a bill calling for the development of “Rural Zones.” The establishment of up to 10 zones per year will enable businesses and investors to obtain tax credits for qualified activities occurring within designated Rural Zones. DCA, in partnership with the Georgia Department of Economic Development, will receive applications and designate zones each year to provide an incentive for job creation and private investment in the designated locations.

Credits will be available for job creation activities, investment in downtown properties, and renovation of properties to make them usable. The credits can be layered on top of each other; however, no credits are eligible without the job creation element being present. This program cannot be used in conjunction with any other state tax credit program.

#### *CBD/MD Hydrology Study (2018)*

The City conducted a Hydrology Study for properties zoned CBD/MD which generally coincides with the Urban Redevelopment Area (as more particularly described in Section IV, the “URA”). The basins and existing stormwater structures were mapped. Modeling was completed to form recommendations on short and long-term projects.

#### *Comprehensive Plan (2016):*

The City updated its Comprehensive Plan (2016), which focuses on the redevelopment of the CBD. The Urban Redevelopment Plan (URP) conforms to this document. A detailed examination of conformance is discussed later in this document.

#### *Downtown Master Plan (2014):*

In 2013, the City received grant funds from the Atlanta Regional Commission (ARC) to update the 2004 Downtown Master Plan. The 2004 study was grandfathered into the Atlanta Regional Commission’s (ARC) Livable Centers Initiative (LCI) program in 2006. The Downtown Master Plan (2014) augments the original plan and incorporates relevant findings and recommendations, ensuring the master plan for downtown Avondale Estates remains relevant and is implemented. This update takes a renewed look at goals and objectives, assesses how prior actions have been accomplished, and proposes a new Five-Year Action Plan.

The Downtown Master Plan (2014) provides land use, transportation, economic development, and urban design recommendations and strategies for the study area.

Priority projects established in the Downtown Master Plan are the US 278 Road Diet, Street Grid Re-establishment and Laredo Drive Intersection, which are discussed in more detail in Section XIII. The URP conforms to thus Downtown Master Plan 2014.

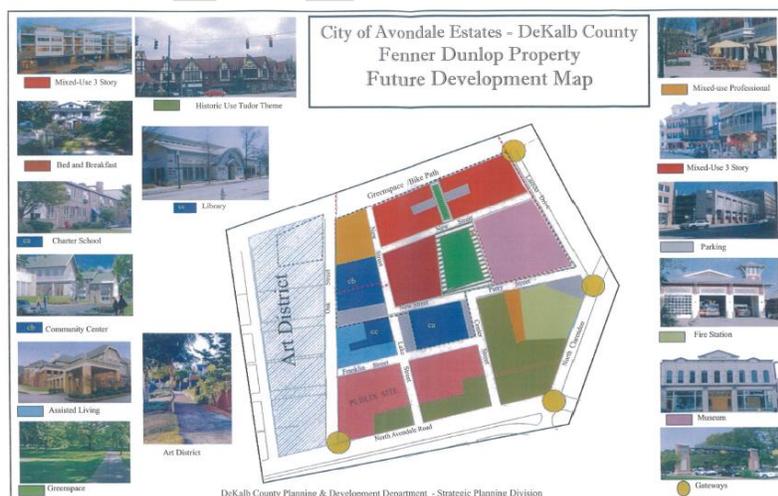
#### *Opportunity Zone (2013-2023)*

The City was designated an Opportunity Zone in 2013. The Board of Mayor and Commissioners (BOMC), the Downtown Development Authority (DDA), the Avondale Estates Business Association (AEBA) and City Staff supported the creation of the original 2012 URP, which is updated by this URP, and an Opportunity Zone as important tools for redevelopment to assist in the implementation of the planning activities listed above. All agreed that the Opportunity Zone should be a short-term goal for downtown revitalization of the URA. The purpose of the 2012 URP and this revision (Revised URP) is to assess current conditions, verify land use, and determine the parcels and areas in most need of revitalization. The 2012 URP and this revised URP have been prepared and adopted pursuant to the procedural and planning requirements of the Georgia Urban Redevelopment Act (O.C.G.A. 36-61-1 et seq.) (the “Urban Redevelopment Act”) to allow the City to take advantage of the redevelopment powers established by the law. The City established the URA in 2012 as a redevelopment district with a strategy based on the then current economic, physical and demographic conditions.

#### *Tax Allocation District (TAD):*

In 2007, the State of Georgia Department of Revenue certified and set the base year for the Avondale Estates Tax Allocation District #1 (TAD #1). This TAD includes ad valorem taxes from DeKalb County and the City of Avondale Estates. The TAD is a tool used to provide tax-exempt financing for certain redevelopment activities in underdeveloped or blighted areas. The TAD boundary was expanded in 2012 to include 15-249-14-13 which was annexed into the City in 2010.

#### *Fenner Dunlop Visioning Plan (2010):*



The City partnered with DeKalb County to conduct the “Fenner Dunlop Visioning Plan”, which was completed in 2010. The City subsequently annexed, at the request of the property owner, the 9.11 acres of the Fenner Dunlop Mill, which was formerly in unincorporated DeKalb County. A new zoning district, MD (Mill District), was prepared for the site which focuses on sustainable, pedestrian oriented high-quality development in compliance with the recommendations in the Comprehensive Plan (2016) and the Downtown Master Plan (2014).

*Annexation:*

The City annexed 24 parcels in 2012 from unincorporated DeKalb County, which are now zoned CBD and OS-R, and were included in the updates to the Comprehensive Plan (2016) and Downtown Master Plan (2014). This area is plagued by many of the same issues that the original CBD/MD faces. Two catalytic mixed-use projects have been approved. One has been completed containing 197 residential units and the other is underway with 270 units. The area is still challenged with disinvestment, non-conforming uses and non-existent or failing infrastructure.

*Visualizations:*

The City completed visualizations for two main intersections which are prime redevelopment sites. The visualizations assist the public and the development community envision the possible build-out scenario based on the Zoning and Design Guidelines.

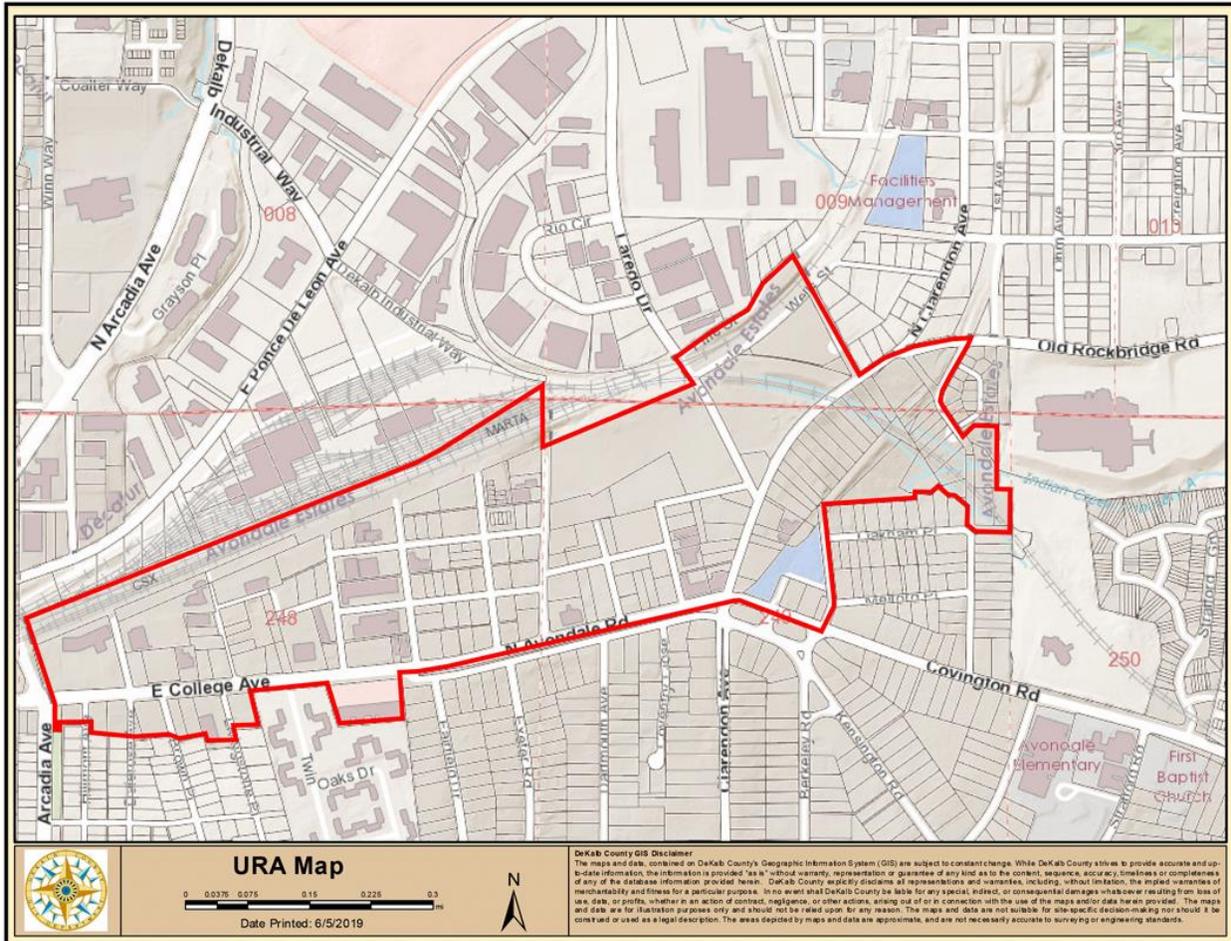


*Community-wide Historic Resources Survey (2013-2015):*

The City received a grant from the State Historic Preservation Division to survey all properties in the City. Each property was evaluated and documented.

## Section IV: Urban Redevelopment Area (URA) Boundary

The URA boundary shown below was developed in 2012 by the methods outlined in this document. The 2019 boundary will remain the same.



The City of Avondale Estates studied the physical and demographic conditions to determine the plan area (URA). On December 17, 2012 the BOMC, by resolution, determined that certain properties located within the City, shown on the map below, to be “slum area” within the meaning of 36-61-2 of the Official Code of Georgia Annotated and did designate such properties as appropriate for an URA.

The URA contains 190 resources. A windshield survey of the area was conducted in 2004 as part of the Downtown Master Plan, discussed above and subsequently updated in 2012 and in 2019. The newly annexed area was not part of the City until 2012, so this area was surveyed for the first time in 2012. The annexed area was severely blighted but has seen the most growth since 2012 with over seven (7) acres being developed. Most properties are still non-conforming uses and blighted.

Due to various conditions, parts of the URA have experienced declining economic development and social conditions that have discouraged private investment and lowered quality of life. The results from the windshield survey indicated that the URA contains numerous dilapidated and deteriorated structures that qualify as slum and blight under the Urban Redevelopment Act. The majority of the

dilapidated structures were commercial and industrial. The Parcel Inventory Table addresses the condition of the structures in the URA.

There is one large “Greyfield Site”. A greyfield site is a site which was a previously developed site containing large expanses of paving that is currently underused. The former Fenner Dunlop Mill, which is about 13 acres, housed a former industrial mill. The land was cleared for redevelopment in 2011. No activity has taken place.

### **Constitutes an Economic or Social Liability**

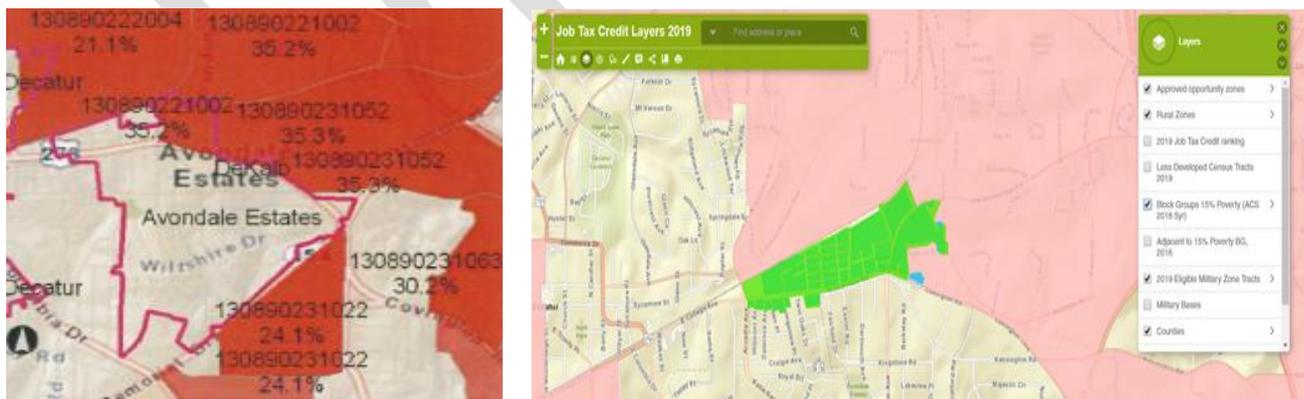
In general, the deteriorated, dilapidated, and vacant or abandoned properties located within the URA represent an economic and social liability to the City, as these parcels are a public safety concern, substantially underutilized, and contribute to poor community morale. These blighted properties do not promote business growth and retention or provide decent housing. Additionally, the blighted properties contribute little to the tax income of the City of Avondale Estates due to their poor condition and underused state.

### **Detrimental to Public Health, Safety, Morals and/or Welfare**

The blighted properties within the URA are detrimental overall to public health, morals and welfare, as they do not contribute to the well-being of the community; instead, the distressed state of these structures detracts from it. The unoccupied status of several houses and large commercial buildings is also detrimental to the public’s safety. The prevalence of vacant structures has led to problems with vermin harborage, garbage dumping, and occasionally arson.

### **Section V: Legislative Background**

As demonstrated by the maps, the URA lies adjacent to those areas outlined by the census block groups with poverty greater than 15%. The areas surrounding the URA with poverty greater than 15% have remained the same since the original URA was formed applied for in 2012.



Most of these areas are in unincorporated DeKalb County. The URA is comprised of a variety of general commercial and industrial sites that are, on the whole underutilized and will prosper from additional incentives for redevelopment. Also included are sites currently owned by the Metropolitan Atlanta Regional Transportation Authority (MARTA) and DeKalb County, which are vacant or underutilized, and may, in the future, be available for possible development. The URA is the key commercial area for the City of Avondale Estates. The current conditions are a detriment to the success of the community as a whole and directly impact the existing businesses in the area. The establishment of the URA and subsequent Opportunity Zone has assisted and will continue to assist in providing access to economic tools, business recruitment incentives and rehabilitation funding needed to remove slum and blight or to prevent its spread and encourage investment by private enterprise. In addition, redevelopment will provide additional housing and employment opportunities for residents and the surrounding community.

The Urban Redevelopment Act was adopted in 1955 and has been revised several times since its inception. The State of Georgia delegates powers to local jurisdictions to carry out the plan and appropriate funds for the purpose of redeveloping areas in need through the Urban Redevelopment Law (O.C.G.A. 36-61-8). Today the Urban Redevelopment Law is a key tool in the State's tool box for eliminating slum and blight and tasked with its oversight is the Georgia Department of Community Affairs (DCA). DCA has utilized Urban Redevelopment Plans as the prerequisite for qualifying for state funds and incentive programs such as Opportunity Zones. It stipulates that such plan cannot be implemented until a resolution of finding necessity is passed, which was done by the Avondale Estates BOMC December 17, 2012.

The URA defined by the City of Avondale Estates meets both prerequisites stated in the Urban Redevelopment Act (O.C.G.A. 36-61-5):

- 1) Pockets of blight (formerly defined as "slum" under the Urban Redevelopment Act) exist within the City limits;
- 2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City of Avondale Estates.

The area is burdened by deteriorating structures, declining activities, vacant and abandoned properties and structures, a predominance of defective or inadequate street layout, and meets the definition of a pocket of blight. A pocket of blight, as defined in O.C.G.A. 36-61-2-(15) (and formerly defined as "slum" and "slum area") includes "an area in which there is a predominance of buildings or improvements, whether residential or non-residential, which by reason of dilapidation, deterioration, age or obsolescence; inadequate provision for ventilation, light, air sanitation, or open spaces; high density of population and overcrowding; existence of conditions which endanger life or property by fire and other causes; or any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health safety and morals, or welfare.

Pocket of blight also means an area which by reason of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, inaccessibility, or usefulness; unsanitary or unsafe conditions; deterioration of the site or other improvements, tax or special assessment delinquency exceeding the fair value of the land; the existence of conditions which endanger life by fire and other causes; having development impaired by airport or transportation noise or other environmental hazards; or any combination of such factors, substantially impairs or arrests the sound growth of a municipality or county, retards the provisions of housing accommodations, or constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in its present condition and use.

Through the exercise of urban redevelopment powers, the community can effectively use its statutory powers to improve public services and infrastructure, encourage private investment, and eliminate those conditions that have caused the area to be blighted. In 2012, the local government adopted a resolution determining that the URA qualifies as a “slum” as defined in the Urban Redevelopment Act (now referred to as a “pocket of blight”) and that it was in the best interest of the community to pursue an urban redevelopment plan and the associated powers under the Act.

#### **Section VI: Urban Redevelopment Plan (URP) Objectives**

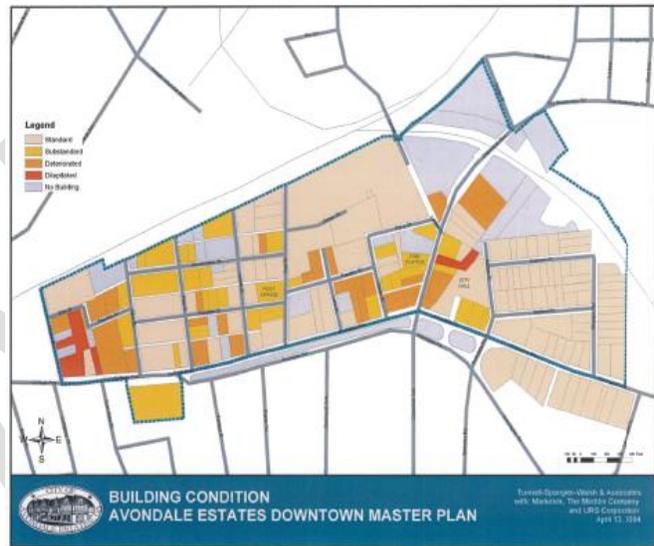
Using appropriate private and public resources, the objectives in the URP are to:

- Identify conditions in the URA.
- Revitalize blighted, deteriorated areas in the City of Avondale Estates and designate urban redevelopment projects in furtherance of this objective.
- Provide the City of Avondale Estates with an incentive tool to retain existing business and attract new business.
- Encourage compatible infill development.
- Adaptively re-use vacant and/or historic structures and obsolete facilities.
- Create a mixed-use, vibrant central business district.
- Remove existing slum, blight and vacancies threatening the public health, safety and welfare in the URA.
- Promote and create new jobs and businesses to provide for a better quality of life for the City of Avondale Estates citizens and the surrounding communities.
- Reduce crime and provide safer, cleaner, more attractive neighborhoods and commercial areas.
- Increase the long-term tax base in the City of Avondale Estates.
- Remove impediments to recruiting more upscale businesses to facilitate marketing downtown Avondale Estates, cultural tourism and arts and entertainment.
- Identify infrastructure needs.
- Identify potential funding sources for urban redevelopment projects

- Provide a mechanism to advance social and economic goals on a community-wide scale.
- Encourages cooperation and involvement of both public and private enterprises.

**Section VII: Documentation to Substantiate Underdevelopment, General Distress, and Pocket of Blight**

There are vital elements to assessing redevelopment areas and determining necessary steps toward achieving successful redevelopment results. The first element was determining the specific areas of the City which qualifies as a “pocket of blight” (or the prior nomenclature of “slum” and “slum area”) as defined by the Urban Redevelopment Act. The Downtown Master Plan (2004) was used as a starting point to determine the URA. The map shows the conditions in the City at that time. The peach indicating standard, the lightest orange being substandard, the darker orange indicating deteriorated, the red indicating dilapidated and the grey indicating no building present. In all but a few cases the conditions have worsened, or the buildings have been removed and the lots are now vacant. Section IX: Parcel Inventory has a conditions assessment updating the 2004 map in both 2012 and 2019.



The second element was conducting a parcel by parcel windshield survey, the purpose of which is to assess current conditions, verify land use, and determine the parcels/areas which are most in need of revitalization. In 2012 the Mayor, Downtown Development Authority and staff conducted this survey and determined the appropriate parcels to include in the URA. These results along with demographic, economic, social and development data were collected and analyzed and integrated into the URP. A similar update was conducted in 2019 by City Staff and is referenced in Section IX: Parcel Inventory.

The final element was the designation of an Opportunity Zone, completed in 2013, by the Georgia Department of Community Affairs (DCA) in order to encourage business growth and expansion by allowing properties within the zone to receive the maximum Job Tax Credits allowable by law. Through the implementation of the URP, the City of Avondale Estates, the Downtown Development Authority and Avondale Estates Business Association has encouraged and will continue to encourage business retention and redevelopment as well as the creation of residential units.

The Downtown Master Plan and the windshield survey was enhanced and validated by the DeKalb County Tax Assessor’s database. The overall goal of the survey was to validate that the area is

conducive to redevelopment, buildings eligible for rehabilitation and overall area redevelopment which would benefit from designation as an Opportunity Zone and general URP, as well as focus on the Comprehensive Plan and Downtown Master Plan implementation. The windshield survey provided a basis for understanding the overall property conditions in the neighborhood and consequently future development and redevelopment opportunities.

In addition, the survey provided the legal framework for confirming the study area contains 'slum and blight' as defined by the Urban Redevelopment Act. The survey results and Tax Assessor's data are contained in the Parcel Inventory table in the appendix. The table provides the following for each parcel:

- Parcel Number
- Address
- Acreage (Approximate)
- SF of Building (Approximate)
- Year Built (Approximate)
- Condition (Non-Blighted, Blighted)-Note many properties exhibit conditions which display situations which do not comply with current Zoning or the goals and vision of the City but have not been categorized as blighted because they are kept in relatively good condition.

Based on the condition explanation provided by DCA, all the parcels in the URA would be considered adjacent to pervasive poverty, in an underdeveloped area, an area of general distress, and a blighted area. There are a number of buildings and businesses which are thriving and are being kept in standard condition but they are surrounded by many abandoned and neglected properties. For this reason, the City has determined that 100% of the parcels fall under these categories, which is shown on the Section IX: Parcel Inventory.

### **A. Demographics**

The City of Avondale Estates utilized the data provided below as well as the Parcel Inventory in the Section IX to create the logical URA boundary. The URA and the creation of an Opportunity Zone provided the City with another tool to entice developers and retain existing businesses. The following demographic information compares Avondale Estates with the surrounding area which impacts development and sustainability in the City as a whole and the URA.

#### *1. Unemployment Rate and Poverty:*

The City of Avondale Estates unemployment rate, from American Community Survey (2013-2017) Data, compared to DeKalb County is 2.9% to 5.9%, respectively. No other data is available for the URA specifically.

Poverty levels are significantly less within the City of Avondale Estates at 3.5% compared to immediately adjacent unincorporated DeKalb County at 17.6%. Since the entire Northern, Eastern and Southern boundaries of the City are adjacent to unincorporated DeKalb County, with high poverty rates, it stands to reason that not only will the City of Avondale Estates residents benefit from additional jobs and revitalization, but the surrounding area will as well.

*2. Household Income:*

The median household income for the City of Avondale Estates compared to DeKalb County is \$102,708 and \$55, 876, respectively. The areas surrounding the City and the URA have more than a 15% poverty level so any increase in employment opportunities in the URA will assist the surrounding community. Based on the vision for the area, jobs ranging from service industry, low skill level to white collar, and high skill level positions will be created.

*3. Building Permit Activity:*

While the City has experienced some growth in residential options and a small amount of commercial development in the far west side of the City and far north east portion of the City, the majority of the URA has remained as is since its formation in 2012. The photographs in Appendix C show the continuing pervasive disinvestment in the Central Business District.

*4. Business License:*

As is evidenced below, approximately 30% of the business licenses issued in the City are for home-based businesses, not located within the URA. Business licenses in the URA have increased since 2012 but one explanation for the increase is a new trend for flex-office. The City has seven (7) businesses in one small business location which amounts to a relatively stagnant business market.

Business License Activity 2011-2018			
	Total	URA	Residential
2011	210	126	84
2012	181	122	59
2013	208	143	65
2014	180	130	50
2015	181	132	49
2016	187	133	54
2017	177	135	42
2018	194	146	48

## 5. Vacancy Rates:

The City of Avondale Estates has one main business district so there are no other areas to compare vacancy rates. In comparison, the City of Decatur, adjacent to the City, has seen exponential growth in recent years with hardly any vacancies in retail spaces and little to no blight in the downtown area. The vacancy rate in Decatur is below 9.0% for Office and below 3% for retail. The vacancy rate for buildings in the URA is 6.8%. This does not include vacant parcels, open space or MARTA property. Adding in these properties the vacancy rate increases to over 30%.

### *Code Enforcement- Deferred Property Maintenance:*

The City generally issues warnings for violations of the Code of Ordinances within the City. The majority of issues are cleared up without formal action, a verbal warning or “door hanger.” This is not recorded. The City approved a property maintenance and two (2) new nuisance abatement ordinances October 22, 2012, which allows for formal procedures to enforce the correction of neglected or abandoned properties and properties which do not meet current codes.

### *Written Code Enforcement Actions:*

In 2009, written code enforcement action was taken for 17 N. North Avondale Plaza, 38 N. Avondale Road, 120 Oak Street, 3612 Franklin Street, 10 N. Clarendon Ave., 106 N. Clarendon Ave., 68-90 N. Avondale Road, 2786 E. College Ave., 2794 E. College Ave., and 109-117 Maple Street. The violations ranged from building related items to overgrown vegetation.

In 2012, the City opened an investigation on the following properties:

- 121 Center Street\*
- 127 Center Street\*
- 2718 East College Avenue\*\*
- 2730 East College Avenue\*
- 2738/2740 East College Avenue\*\*
- 3612 Franklin Street\*
- 6 Lake Street\*
- 129 Oak Street\*
- 2786 E, College Avenue\*
- 2794 E. College Avenue\*
- 19 Lake Street\*
- 109 Maple Street\*
- 113 Maple Street\*
- 117 Maple Street\*
- 134 Maple Street \*\*

- 64 North Avondale Road\*
- 68 North Avondale Road\*
- 70 North Avondale Road\*
- 90 North Avondale Road\*
- 10 North Clarendon Avenue\*
- 12 North Clarendon Avenue\*
- 119 Center Street\*
- 4 Oak Street\*
- 139 Oak Street\*

\*Part of a Bankruptcy/Foreclosure 2008-2012

\*\*Part of the 2012 Annexation

The 2012 Code Enforcement actions required a citation. The City has issued two other Code Enforcement Citations since 2012 for 40 Franklin Street and 2808 East College Avenue.

*Photographs of selected properties are in Appendix A.*

#### 6. *Age of Buildings:*

Only 23 of the buildings in the URA were built after 1970. The remaining structures are over 40 years old. This would be considered a substantial number of buildings and structures. There are 190 parcels in the URA.

#### 7. *Infrastructure:*

Infrastructure deficiencies were noted during the windshield survey in 2012 and most still exist in 2019. In general, the URA is lacking in pedestrian and bicycle amenities. Sidewalks and bicycle lanes are especially needed as outlined in the Downtown Master Plan (2014). The street layout is inadequate and parking is poorly defined. Furthermore, the addition of curbs and gutters in the URA could offer much needed stormwater relief which is not being addressed with the current conditions. The infrastructure which is in place is deteriorating and in some cases unsafe. Infrastructure improvements currently planned by the City are described in greater detail in the Downtown Master Plan (2014). The plan outlines needed street/sidewalk improvements. This work program is attached in Appendix B. A hydrology study conducted in 2018 illustrated an urgent need for short-term deferred maintenance and long-term capital projects associated with stormwater infrastructure, including but not limited to hydraulic improvements, a regional detention facility, inspection and cleaning of the system components, and use green infrastructure best practices to provide treatment of stormwater prior to entering the underground system.



*Unfinished Project (Approved October 2007)*



*Now Vacant*

The documentation above and the Parcel Inventory in Section IX illustrate that the URA constitutes a pocket of blight. The area is detrimental to public health, safety and welfare and growth is impaired due to a presence of the following:

- Predominant number of substandard, slum or deteriorating structures;
- Predominance of defective or inadequate street layout, inadequate parking, roadways;
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- Deterioration of site or other improvements;
- The existence of conditions which endanger life or property by fire and other causes.
- Unsanitary or unsafe conditions.

**Section VIII: Consistency with the Comprehensive Plan**

The URP is consistent with the Avondale Estates Comprehensive Plan (2016). Specifically, the Comprehensive Plan (2016) identifies the areas covered by this URP as areas in need of redevelopment. Listed below are those areas where the Avondale Estates Urban Redevelopment Plan is consistent with the Comprehensive Plan (2016).

**Character Area: Town Center**

Implementation Measure	Description
Implement Downtown Master Plan	Transportation, Land Use & Development, Economic Development and Programs, Urban Design, Environment and Open Space, Infrastructure
Parking	Conduct a parking study of existing public parking spaces including on-street parking
Promote Infill Housing	Rail Arts District
Linear Park	Between Potter and Parry Street
Focus on park redevelopment and development	Continue to monitor Lanier Park, explore a town green which may include an amphitheater, dog park and other amenities and greenspaces. Explore the Downtown Master Plan (2014) for suggested greenspaces. This will also include budgeting clarification

	and constraints and funding options.
Greenspace Committee	Pursue and oversee new open space
Sidewalk and Pedestrian Network Design	Street Grid Study and Short/Long Term Budgeting-Constraints-Funding
Stormwater Management	Define and clarify short and long needs, budget constraints, partnering and funding opportunities.

**Section IX: Parcel Inventory**

The existing conditions in the URA were evaluated by placing all the information into an Excel spreadsheet and utilizing the DeKalb County Tax Assessors database. Staff and the DDA team conducted a parcel by parcel windshield survey in 2012, discussed above, of all buildings and parcels within the study area. The overall goal was to identify parcels of land conducive for redevelopment and buildings and blighted property eligible for rehabilitation. In addition, it provides the legal framework for reconfirming the area’s status as containing a “pocket of blight” (previously defined as “slum”) under the Urban Redevelopment Act. The table illustrates many deteriorating older buildings, abandoned buildings and large vacant properties. This table was updated in 2019 again with a windsheild survey.

*Residential*

Until 2017, there were limited housing options in the URA. In 2017, a mixed-use project was under construction and completed in 2019. The building has 197 units. Two additional residential projects are underway with a little over 300 units. Aside from that development, no movement on the residential front has been made.

*Aging Commercial and Industrial Buildings*

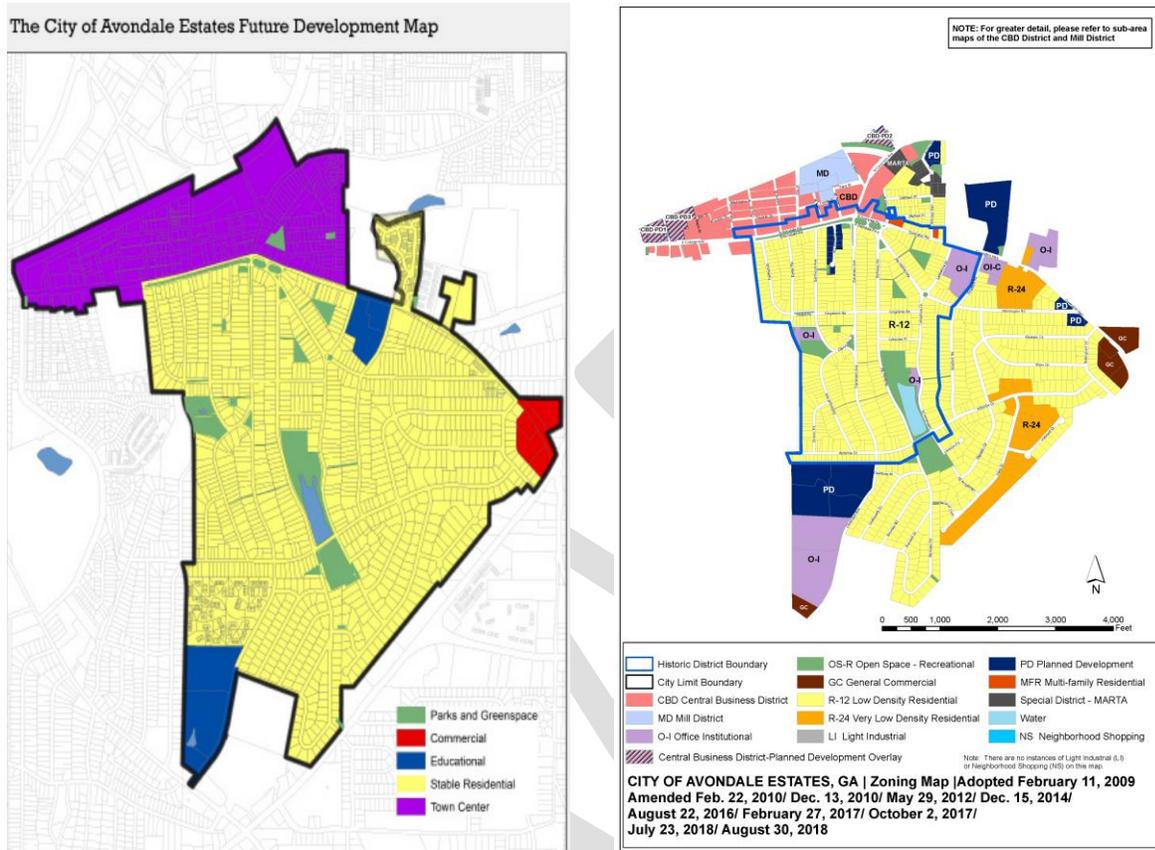
Upon review of the property tax records, only 23 properties in the URA were constructed after 1970. The URA suffers from trash and debris. The City does a good job making sure that the URA parcels are as clean as possible although vacant and abandoned properties tend to acquire unwanted trash.

*Difficulties Attracting New Business*

Due to the deterioration and industrial nature of many of the existing buildings, there has been little to no new viable businesses locating within the URA. The intent of the 2012 URP as amended by this Revised URP is to transform the URA to a mixed-use neighborhood and regional-serving activity node. The Central Business District and the subsequent Mill District no longer permit any industrial or auto-oriented uses which are the predominant building pattern and type in the URA. Also, many of the available buildings within the URA are classified as blighted. The majority of the structures require either substantial funds for redevelopment or a full demolition and rebuild. Without instituting incentive programs, attracting new business will be extremely challenging as it has been in the past.

The City has a project underway to update the Zoning Ordinance to mirror the Downtown Master Plan (2014).

## Land Use



### *Residential Land Use Conditions*

Until 2018 there was very limited residential use. Residential uses are either a permitted or conditional use in the CBD/MD district.

### *Industrial Land Use Conditions*

The URA contains a large amount of industrially developed parcels and uses, even though the parcels are no longer zoned to permit this use. A number of parcels are still used for industrial purposes but the majority are now vacant. The largest property, Fenner Dunlop, is vacant. The buildings were razed and have not been redeveloped. The properties appear to have developed in an ad hoc fashion over the years. The industrial land uses are broken into light manufacturing, storage facilities and processing. These uses are no longer allowed within the URA for new development. This is reflected in the Downtown Master Plan (2014), Fenner Dunlop Visioning Plan and recent zoning efforts (CBD/MD). Most of the “industrial” buildings would be considered blighted. There has been little reinvestment.

### *Commercial Land Uses*

The majority of the commercial uses are heavy commercial consisting of auto-oriented uses. There are some isolated retail and office uses, which is compliant with the vision and current zoning. Area 4 and Area 1 along U.S. 278 house the majority of retail commercial uses more in-line with the current zoning. The CBD and MD do not permit auto-oriented uses. Retail uses are permitted in all subareas of the CBD and MD.

### *Office Land Uses*

There are a few office uses located in the CBD which are allowed in the CBD and MD Zoning districts. In addition, Avondale Estates City Hall and the Public Works facility are located in the URA. The Public Works facility is more industrial in nature.

### *Zoning- Central Business District (CBD/MD)*

The City conducted an audit of the CBD/MD districts. The audit identified roadblocks to successfully implementing the City's vision. The City is undertaking a Zoning Ordinance rewrite.

The Central Business District (CBD) is divided into "subareas". Each area has distinct attributes, as follows:

### *Zoning-SD-MARTA/OS-R*

These two categories may need to be revised for any proposed development. SD-MARTA only addresses MARTA oriented uses and OS-R is for greenspace.

### *Community Land Use Goals*

It is the goal of the City of Avondale Estates to update the Zoning Ordinance to reflect the vision and land use goals in the Downtown Master Plan (2014) and this URP.

## **Historic Preservation Considerations**

There are a number of historic properties in the URA. There is a locally adopted Historic District which protects these properties from insensitive additions, redevelopment or demolition. The Historic Preservation Commission is well established and holds meetings each month to approve or deny exterior changes to any historic property based on the Code of Ordinances and Design Guidelines. In addition, some of the buildings in the local historic district are with the National Register District. The Zoning Map above illustrates the portion of the URA which falls within the Local Historic District. The District is broken into tiers: Preservation, Conservation, Adaptation and Construction (Vacant). The Preservation tier is the highest level of review.

## **Section X: Plan to Leverage Private Resources**

The City of Avondale Estates and the DDA are aggressively pursuing developers interested in mixed-use, commercial and residential projects to redevelop and or rehabilitate a significant portion of the URA. The City was designated an Opportunity Zone and Rural Zone for the URA.

## **Additional Incentives**

In addition to the Opportunity Zone the City of Avondale Estates has:

1. Tax Allocation District (TAD): The City established a TAD in 2007 which was updated to include property zoned MD. The TAD is an incentive tool for redevelopment in the approved TAD boundary. Tax Allocation Districts allow for the issuance of TAD bonds to fund the following activities that would be repaid from the incremental increase in property taxes from new developments.
2. Streamlined permitting.
3. The ability to execute a development agreement. Staff and the BOMC review projects on a case-by-case basis and allow for flexibility from the Zoning Ordinance for projects which meet the City's vision.
4. Livable Centers Initiative (LCI) Funds: The City has the ability to partner with a developer for transportation funding through the LCI program.
5. The DDA has the ability to apply for funding for projects through the Department of Community Affairs and the Georgia Cities Foundation. Both are revolving loan programs.
6. Historic Tax Credits: Projects may qualify for tax credits established by the State Historic Preservation Division.
7. Transportation Grants/Funds: The City may apply for funds to expand travel choices, strengthen local economies, protect the environment or implement streetscape, pedestrian amenities or bicycle facilities.
8. Rural Zone.
9. Revolving Loan Funds.
10. Other grant opportunities.

## **Section XI: Urban Redevelopment Agency**

The City is expected to delegate its urban redevelopment powers to a newly created urban redevelopment agency created by the City of Avondale Estates Board of Mayor and Commissioners (BOMC). The Urban Redevelopment Agency and the BOMC will work with the DDA to implement this URP and other plans. The BOMC has worked with the Administration Department and the DDA on this effort since 2011. The Urban Redevelopment Agency and the BOMC will coordinate with other public agencies as needed to meet the plan objectives and manage any projects associated with the URP.

## **Section XII: Implementation Program**

- Amend the URP.
- Identify urban redevelopment projects to be undertaken through public and private investment within the URA as described in Section XIII.

- Continue to engage in consistent community policing activities within the URA.
- Notify absentee property owners of the City's goals for their property.
- Investigate sidewalk funding options for the URA area.
- Measure and record all roadway widths and right-of-ways within the plan area.
- Study water and sewer systems.
- Continue to monitor the area for trash and debris.
- Implement the Short Term Work Program (STWP) from the Comprehensive Plan (2016) and Downtown Master Plan (2014).

### Section XIII: Specific Urban Redevelopment Projects

#### Five (5) Acre Project

The City of Avondale Estates purchased four (4) acres of property in the Central Business District of Avondale Estates in 2013 in furtherance of the 2012 URP. In 2019 the Downtown Development Authority purchased a contiguous acre of property. A map of the five (5) acres is shown below. A concept for the four (4) acres including a scope of work for a commercial development abutting US 278 and a public park has been determined as shown below. No additional property is expected to be acquired for development of the four acres. A portion of the four (4) acres could be sold to a third party for commercial development. It is expected that the public park will be financed in part through funding obtained by the Urban Redevelopment Agency, and title to the park will be held by the City or the Urban Redevelopment Agency. Although no official rendering has been developed for the additional acre currently owned by the DDA, it is possible that this additional acre will be a second phase in the overall development.



#### Street Grid Re-establishment

The Downtown Master Plan (2014) recommended and provided a general framework for the re-establishment of a street grid in downtown Avondale Estates. The plan recommends the creation of

new streets and updating existing streets to meet pedestrian, bicycle and vehicular needs. The City is currently working on fine-tuning the recommendations, requiring new developments comply with the street grid plan by integrating this plan into the Zoning Ordinance and possible implementation based on cost and project timing. The Downtown Master Plan (2014) Five-Year Action Plan is included in Appendix B for reference.

#### *US 278/SR 10 Road Diet*

The 2013 Walkability Study and subsequent Downtown Master Plan (2014) made a road diet along US 278 a priority project. A feasibility study has been conducted and the project is currently in the design phase, with the City working directly with the Georgia Department of Transportation (GDOT). The City has submitted a concept report for review by GDOT. Once approved, the City can move on to preliminary engineering, ROW acquisition and construction. Construction is scheduled to start in 2021. The road diet will reduce the number of lanes along US 278 from Ashton Place to Sams Crossing from five (5) lanes to three (3) lanes for most of the corridor. The project will feature enhanced pedestrian and bicycle amenities to the north of US 278 as well as refuge islands for safe crossing. The project will improve safety, create a multi-modal corridor and enhance aesthetics. Grant funds have been secured from the Transportation Improvement Plan (TIP) through the Atlanta Regional Commission (ARC) and the State Road and Tollway Authority (SRTA). The Downtown Master Plan (2014) Five-Year Action Plan is included in Appendix B.

#### *Laredo Drive Reconfiguration*

The Downtown Master Plan (2014) identified the Laredo, North Clarendon, Parry Street intersection as a priority. The design of the intersection is problematic from a functional standpoint for all modes of transportation. As the area continues to redevelop this issue will only increase in severity. The City received partial grant funding to conduct a feasibility study and demonstration project to redesign this intersection and surrounding area. The feasibility study will provide a design for the City to use when engaging a firm to complete the engineering and final design for construction. A timeframe for this project has not been established. The Downtown Master Plan (2014) Five-Year Action Plan is included in Appendix B.

#### *Stormwater Projects*

The City has identified stormwater needs through a CBD/MD Hydrology Study. Recommendations have been made. As development projects are developed and specific needs and possible partners are identified the City may implement the recommendations of the Study. Both the Comprehensive Plan (2016) and Downtown Master Plan (2014) identify stormwater needs.

APPENDIX A

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## Parcel Inventory

**Note: The parcel identification number, address, acreage, year built and owner were gathered from the DeKalb County Tax Assessor unless otherwise noted. A few of the acreages may be inaccurate. Note: A windshield survey was used to create this working table. A more accurate methodology would need to be done to create a 100% accurate document. This assists the City for planning purposes only.**

Notes:	<u>Parcel</u>	<u>Address</u>	<u>Acreage</u>	<u>SF Building</u>	<u>Year Built</u>	<u>Zoning</u>	<u>Land Use</u>	<u>Blighted</u> <u>Blighted B-</u> <u>NB-Not</u>
Acreage from site plan.	15 247 14 001*	167 Locust (Unit 1)	0.56	1230.00	1961	CBD	R	NB
	15 247 14 002*	167 Locust (Unit 2)	Part of Above	1230.00	1961	CBD	R	NB
	15 247 14 003*	167 Locust (Unit 4)	Part of Above	984.00	1961	CBD	R	NB
	15 247 14 004*	167 Locust (Unit 6)	Part of Above	984.00	1961	CBD	R	NB
	15 247 14 005*	167 Locust (Unit 8)	Part of Above	984.00	1961	CBD	R	NB
	15 247 14 006*	167 Locust (Unit 3 )	Part of Above	1289.00	1961	CBD	R	NB
	15 247 14 007*	167 Locust (Unit 5)	Part of Above	1056.00	1961	CBD	R	NB
	15 247 14 008*	167 Locust (Unit 7)	Part of Above	1169.00	1961	CBD	R	NB
	15 247 14 009*	Open Space	0.00	0.00	1961	CBD	OS	NB
Acreage from site plan.	15 247 14 010*	2894 Washington Street (Unit A)	0.34	1166.00	2003	CBD	R	NB
	15 247 14 011*	2894 Washington Street (Unit B)	Part of Above	1166.00	2003	CBD	R	NB
	15 247 14 012*	2894 Washington Street (Unit C)	Part of Above	0.00	2003	CBD	R	NB
	15 247 14 013*	2894 Washington Street (Unit D)	Part of Above	1166.00	2003	CBD	R	NB
	15 247 14 014*	2894 Washington Street (Unit E)	Part of Above	1166.00	2003	CBD	R	NB
	15 247 14 015	2894 Washington Street (Common Area)	0.30	0.00	n/a	CBD	OS	NB
	15 249 16 001	70 N. Avondale	0.65	0.00	n/a	CBD	V	B
	15 249 16 002	68 N. Avondale	0.41	0.00	n/a	CBD	V	B

Notes:	Parcel	Address	Acreage	SF Building	Year Built	Zoning	Land Use	Blighted B-Blighted NB-Not Blighted
	15 249 16 008	64 N. Avondale	0.72	7380.00	1961	CBD	VC	B
	15 249 16 004	4 Oak Street	0.58	0.00	n/a	CBD	V (Parking)	B
Combined with 15-249 11 012- data from site plan-SF from Building Permit	15 249 11 002	100 N. Clarendon Ave.	0.70	11635.00	2014	CBD	INST. (Fire Station)	NB
	15 249 11 003	2983 Parry Street	0.20	1140.00	1940	CBD	R	NB
	15 249 11 004	137 Center Street	0.17	0.00	n/a	CBD	V	NB
	15 249 11 005	131 Center Street	0.26	1920.00	1940	CBD	R	NB
	15 249 11 006	127 Center Street	0.17	5200.00	1986	CBD	C	NB
	15 249 11 007	121 Center St.	0.17	4100.00	1979	CBD	C	NB
	15 249 11 009	106 N. Avondale Road	0.41	16894.00	1903 (likely wrong)	CBD	C	NB
	15 249 11 010	120 N. Avondale Road	,19	12684.00	1903 (likely wrong)	CBD	C	NB
	15 249 11 011	8 N. Clarendon Ave.	0.32	2,360.00	1966	CBD	C	NB
	15 249 11 012	24 N. Clarendon Ave.	0.40	0.00	2014	CBD	I (Fire Station)	NB
	15 249 11 013	4 N. Clarendon Ave.	0.03	0.00	n/a	CBD	C (Parking)	NB
	15 249 11 014	10 N. Clarendon Ave.	0.32	3610.00	1955	CBD	C	NB
	15 249 11 015	12 N. Clarendon Ave.	0.35	8495.00	1955	CBD	C	NB
		15 249 14 001	2968 Parry Street	1.76	0.00	n/a	MD	V
	15 249 14 005	2950 Franklin St.	0.20	5304.00	1959	CBD	C	B

Notes:	Parcel	Address	Acreage	SF Building	Year Built	Zoning	Land Use	Blighted B-Blighted NB-Not Blighted
	15 249 14 007	2556 Franklin St.	0.99	0.00	n/a	MD	V	B
	15 249 14 013	136 Laredo Dr.	9.11	0.00	n/a	MD	V	B
	15 249 14 015	147 Oak Street	1.42	0.00	n/a	MD	V	B
	15 249 14 017	3612 Franklin St.	0.20	0.00	n/a	CBD	V	B
	15 249 14 023	129 Oak St.	0.12	0.00	n/a	CBD	V	B
	15 249 14 024	19 Lake St.	0.36	0.00	n/a	CBD	V	B
	15 249 14 025	139 Oak St.	0.46	0.00	n/a	CBD	V	B
	15 249 15 001	100 N. Avondale Rd.	0.33	5650.00	1905	CBD	C/R	NB
	15 249 15 004	6 Lake St.	0.34	0.00	n/a	CBD	V (Parking)	B
	15 249 15 005	4 Lake St.	0.27	0.00	n/a	CBD	C (Parking)	NB
	15 249 15 007	84 N. Avondale Rd.	0.23	4500.00	1995	CBD	C	NB
	15 249 15 009	90 N. Avondale Rd.	0.23	2520.00	1960	CBD	VC	B
	15 249 15 010	88 N. Avondale Rd.	0.23	2080.00	1960	CBD	C	NB
SF BLDG. APPROX. (Tax Map Measurements)	15 249 15 011	116 Center St.	0.32	6000.00	N/A	CBD	C	NB
	15 249 18 001	115 Laredo Dr.	0.40	2790.00	1962	CBD	C	NB
Project Under Construction	15 248 04 014	2700 E. College Ave.	3.18	0.00	0	CBD	Mixed-Use	NB
	15 248 07 018	2711 E. College Ave.	0.27	4840.00	1965	CBD	C	B
	15 248 07 001	2699 E. College Ave.	0.16	0.00		OS-R	V	NB
	15 248 11 001	2719 E. College Ave.	0.40	1600.00	1958	CBD	C	NB
	15 248 11 018	2725 E. College Ave.	0.44	3160.00	1926	CBD	C	B
	15 248 12 001	710 Delerose Ave.	0.12	918.00	1935	CBD	R	NB
	15 248 12 015	2741 E. College Ave.	0.44	2952.00	1960	CBD	C	B
	15 248 15 001	2753 E. College Ave.	0.36	5080.00	1953	CBD	C	NB
	15 248 15 013	2767 E. College Ave.	0.95	10100.00	1953	CBD	C	B

Notes:	Parcel	Address	Acreage	SF Building	Year Built	Zoning	Land Use	Blighted B-Blighted NB-Not Blighted
	15 248 15 014	2759 E. College Ave.	0.45	1642.00	1960	CBD	VC	NB
	15 248 16 001	2781 E. College Ave,	0.62	1400.00	1961	CBD	C	B
	15 248 16 036	2823 E. College Ave.	2.00	27322.00	1955	CBD	C	NB
	15 248 18 001	4 Locust St.	0.30	1204.00	1949	CBD	C	NB
	15 248 18 002	38 N. Avondale Rd.	0.28	2440.00	1955	CBD	C	NB
	15 248 18 003	48 N. Avondale Rd.	0.42	2182.00	1989	CBD	C	NB
	15 248 18 005	5 Oak St.	0.24	2501.00	1967	CBD	C	NB
	15 248 19 003	10 N. Avondale Rd.	0.40	0.00	2002	CBD	C (Parking)	NB
	15 248 19 004	22 N. Avondale Rd.	0.32	4593.00	2002	CBD	C	NB
	15 248 19 005	32 N. Avondale Rd.	0.30	2545.00	1955	CBD	C	NB
	15 248 19 007	116 Locust St.	0.31	2039.00	1950	CBD	C	NB
	15 248 19 008	2871 Franklin St.	0.22	0.00	n/a	CBD	V (Parking)	NB
	15 248 19 009	115 Pine St.	0.28	5160.00	1953	CBD	C	NB
	15 248 19 010	40 Franklin St.	0.22	1706.00	1960	CBD	C	B
	15 248 19 011	2849 Franklin St.	0.15	730.00	1954	CBD	C	NB
	15 248 19 012	28 N. Avondale Rd.	0.10	0.00	n/a	CBD	C (Parking)	NB
	15 248 20 001	6 Olive St.	1.04	11790.00	1955	CBD	I	NB
	15 248 20 002	284 E. College	0.79	1732.00	1994	CBD	C	NB
	15 248 20 003	1052 E. College	0.10	2400.00	1950	CBD	C	NB
	15 248 20 006	6 N. Avondale Rd.	0.19	4778.00	1968	CBD	C	NB
	15 248 21 001	135 Maple St.	1.19	8717.00	1948	CBD	I	NB
	15 248 21 002	2795 Franklin St.	0.16	896.00	1940	CBD	R	NB
	15 248 21 003	129 Maple St.	0.32	5000.00	1950	CBD	I	B
	15 248 21 004	117 Maple St.	0.16	0.00	n/a	CBD	V	B
	15 248 21 005	113 Maple St.	0.77	0.00	1930	CBD	V	B
	15 248 21 006	109 Maple St.	0.18	0.00	n/a	CBD	V	B
	15 248 21 007	2786 E. College Ave.	0.56	0.00	n/a	CBD	V	B
	15 248 21 008	2804 E. College Ave.	0.14	0.00	n/a	CBD	V	B
	15 248 21 009	2808 E. College Ave.	1.40	9790.00	1965	CBD	I	B

Notes:	Parcel	Address	Acreage	SF Building	Year Built	Zoning	Land Use	Blighted B-1 Blighted NB-Not Blighted
	15 248 21 010	102 Olive St.	0.24	0.00	n/a	CBD	V	B
	15 248 21 011	120 Olive St.	0.46	8320.00	1962	CBD	I	NB
	15 248 21 012	2804 Franklin St.	0.40	0.00	n/a	CBD	I	B
	15 248 21 014	2816 Franklin St.	0.35	2676.00	1962	CBD	I	B
	15 248 21 015	2820 Franklin St.	0.28	0.00	n/a	CBD	I	NB
	15 248 21 016	154 Olive St.	0.84	0.00	n/a	CBD	VI	B
	15 248 21 017	2794 E. College Ave.	0.26	0.00	n/a	CBD	V	B
	15 248 21 018	2806 E. College Ave.	0.21	1065.00	1950	CBD	VC	B
	15 248 21 019	143 Maple St.	0.58	6942.00	1950	CBD	VI	B
	15 248 22 001	134 Maple St.	2.28	n/a	n/a	CBD	V	B
	15 248 22 002	2740 E. College Ave.	0.36	n/a	n/a	CBD	V	B
	15 248 22 004	2760 E. College Ave.	0.44	5460.00	1965	CBD	C	NB
	15 248 22 005	2768 E. College Ave.	0.27	3381.00	1950	CBD	C	NB
	15 248 22 006	2774 E. College Ave.	0.40	2844.00	1935	CBD	C	NB
	15 248 22 007	116 Maple St.	0.29	1276.00	1950	CBD	VR	B
	15 248 22 008	120 Maple St.	0.18	0.00	n/a	CBD	I	B
	15 248 22 009	126 Maple St.	0.29	6000.00	1981	CBD	I	B
	15 248 22 010	2748 E. College Ave.	0.76	3423.00	1975	CBD	V	B
	15 248 22 012	142 Maple St.	0.61	0.00	n/a	CBD	V	B
	15 248 23 001	2831 Washington St.	1.03	19760.00	1955	CBD	I	NB
	15 248 23 004	2842 Franklin St.	1.04	2640.00	1966	CBD	C	NB
	15 248 24 003	2880 Franklin St.	0.22	234.00	1959	CBD	I	NB
	15 248 24 004	2886 Franklin St.	0.27	278.00	1950	CBD	C	NB
	15 248 24 005	136 Locust St.	0.16	900.00	1950	CBD	C	NB
	15 248 24 006	140 Locust St.	0.20	900.00	1940	CBD	R	NB
	15 248 24 007	2875 Washington St.	0.01	0.00	n/a	CBD	V	NB
	15 248 24 008	2874 Franklin St.	0.22	1470.00	1961	CBD	I	NB

Notes:	Parcel	Address	Acreage	SF Building	Year Built	Zoning	Land Use	Blighted B-Blighted NB-Not Blighted
	15 248 24 009	2858 Franklin St.	0.22	6168.00	1965	CBD	C	NB
	15 248 24 010	2868 Franklin St.	0.15	2660.00	1959	CBD	I	NB
	15 248 24 011	2864 Franklin St.	0.15	2660.00	1961	CBD	C	NB
	15 248 24 012	2855 Washington St.	0.37	4720.00	1961	CBD	I	NB
	15 248 24 013	2869 Washington St.	0.29	4000.00	1959	CBD	VI	B
	15 248 24 014	144 Locust St.	0.10	1125.00	1940	CBD	R	NB
	15 248 25 001	2895 Washington St.	0.30	3040.00	1993	CBD	C	B
	15 248 25 002	151 Locust St.	0.30	2549.00	1900	CBD	C	NB
	15 248 25 004	2909 Washington St.	0.27	1323.00	1950	CBD	R	NB
	15 248 25 005	2903 Washington St.	0.22	1260.00	1950	CBD	R	NB
	15 248 25 006	2906 Franklin St.	0.46	4284.00	1963	CBD	I	NB
	15 248 26 004	2904 Washington St.	0.19	1159.00	1958	CBD	R	NB
	15 248 26 005	2910 Washington St.	0.21	1204.00	1950	CBD	R	NB
	15 248 26 006	164 Oak St.	0.27	2400.00	1961	CBD	VI	B
	15 248 26 007	174 Oak St.	0.54	6032.00	1961	CBD	I	B
	15 248 26 008	158 Oak St.	0.30	7500.00	1960	CBD	I	NB
	15 248 27 002	2854 Washington St.	0.20	4931.00	1974	CBD	VC	NB
	15 248 27 003	2860 Washington St.	0.17	3600.00	1974	CBD	C	NB
	15 248 27 004	2886 Washington St.	0.22	0.00	n/a	CBD	I (Parking)	NB
	15 248 27 005	2872 Washington St.	0.60	0.00	n/a	CBD	I	NB

Notes:	Parcel	Address	Acres	SF Building	Year Built	Zoning	Land Use	Blighted B- Blighted	NB-Not Blighted
	15 248 27 006	166 Locust St.	0.70	5000.00	n/a	CBD	I (Public Works)		NB
	15 248 27 007	161 Pine St.	0.42	0.00	n/a	CBD	C		NB
	15 248 28 001	2832 Washington St.	0.18	0.00	n/a	CBD	I		B
	15 248 28 002	2838 Washington St.	0.83	3336.00	1990	CBD	I		B
	15 248 28 004	2834 Washington St.	0.18	2280.00	1964	CBD	C		NB
SF BLDG Estimate No SF in Tax Record	15 249 10 002	189 Clarendon Ave.	0.92	2000.00	n/a	CBD	C		NB
**	15 249 10 004	177 N Clarendon Ave.	0.30	0.00	n/a	CBD	V-Inst. (MARTA)		NB
**	15 249 10 005	171 N. Clarendon Ave.	0.40	0.00	n/a	CBD	V-Inst. (MARTA)		NB
**	15 249 10 006	165 N. Clarendon Ave.	0.40	0.00	n/a	CBD	V-Inst. (MARTA)		NB
**	15 249 10 007	161 N. Clarendon	0.40	0.00	n/a	CBD	V-Inst. (MARTA)		NB
**	15 249 10 008	157 N. Clarendon Ave.	0.50	0.00	n/a	CBD	V-Inst. (MARTA)		NB
**	15 249 10 009	151 N. Clarendon Ave.	0.50	0.00	n/a	CBD	V-Inst. (MARTA)		NB
	15 249 10 010	145 N. Clarendon Ave.	0.40	1966.00	1945	CBD	R		NB
	15 249 10 011	141 N. Clarendon Ave.	0.41	1584.00	1945	CBD	R		NB
	15 249 10 012	135 N. Clarendon Ave.	0.41	1638.00	1945	CBD	C		NB
	15 249 10 013	129 N. Clarendon Ave.	0.41	1524.00	1950	CBD	C		NB
	15 249 10 014	123 N. Clarendon Ave.	0.41	1840.00	1945	CBD	C		NB

Notes:	Parcel	Address	Acreeage	SF Building	Year Built	Zoning	Land Use	Blighted B- Blighted	NB-Not Blighted
	15 249 10 015	117 N. Clarendon Ave.	0.40	2240.00	1950	CBD	C		NB
	15 249 10 016	111 N. Clarendon Ave.	0.45	1490.00	1945	CBD	C		NB
	15 249 10 018	105 N. Clarendon Ave.	0.32	7678.00	1956	CBD	I		NB
	15 249 10 019	97 N. Clarendon Ave.	0.60	0.00	n/a	CBD	I		NB
	15 249 10 020	1 N. Clarendon Ave.	0.75	7200.00	1950	CBD	C		NB
	15 249 10 021	17 N. Avondale Plaza	0.13	2809.00	1924	CBD	C		NB
	15 249 10 022	21 N. Avondale Plaza	1.70	0.00	1991	CBD	Inst.-City Hall		NB
	15 249 10 023	23 N. Avondale Plaza	0.34	2640.00	1974	CBD	C		NB
	15 249 11 001	106 N. Clarendon Ave.	0.30	1920.00	1971	CBD	C		NB
	15 249 10 037	665 Windsor Ter.	0.00	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
	15 249 10 039	663 Windsor Ter.	0.20	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
**	15 249 10 040	643 Windsor Ter.	0.40	871.00	1951	SD-MART A	V-Inst. (MARTA)		NB
**	15 249 10 041	635 Windsor Ter.	0.20	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
**	15 249 10 042	635 Windsor Ter.	0.20	640.00	1957	SD-MART A	V-Inst. (MARTA)		NB
**	15 249 10 043	629 Windsor Ter.	0.20	116.00	1951	SD-MART A	Inst.		NB
**	15 249 10 044	623 Windsor Ter.	0.05	0.00	n/a	OS-R	V-Inst. (DeKalb)		NB

Notes:	Parcel	Address	Acreage	SF Building	Year Built	Zoning	Land Use	Blighted B- Blighted	NB-Not Blighted
**	15 249 10 045	621 Windsor Ter.	0.20	0.00	n/a	CBD	V-Inst. (Dekalb)		NB
**	15 249 10 046	617 Windsor Ter.	0.20	0.00	n/a	CBD	V-Inst. (Dekalb)		NB
	15 249 10 047	660 R. Ashton Pl.	1.70	0.00	n/a	R12	V		NB
	15 249 10 048	656 Ashton Pl.	1.10	0.00	n/a	R12	V		NB
	15 249 10 049	103 N. Clarendon Ave.	0.36	6527.00	1950	CBD	I		NB
	15 249 10 050	653 Windsor Ter.	0.50	0.00	n/a	Not Zoned	V-Inst. (Dekalb)		NB
	15 249 10 051	89 N. Clarendon Ave.	0.19	4402.00	1953	CBD	C		NB
**	15 249 10 053	655 Ashton Pl.	0.10	0.00	n/a	CBD	V-Inst. (Dekalb)		NB
**	15 249 10 055	625 Windsor Ter.	0.20	0.00	n/a	OS-R	V-Inst. (MARTA)		NB
	15 249 10 056	27 N. Avondale Plaza	0.36	2062.00	1956	CBD	C		NB
	15 249 10 057	31 North Avondale Plaza	0.11	3176.00	1956	CBD	C		NB
	15 249 10 059	658 R. Ashton Pl.	0.26	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
	15 249 10 060	662 Windsor Ter.	0.70	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
	15 249 10 061	642 Windsor Ter.	0.60	0.00	n/a	OS-R	V-Inst. (MARTA)		NB
	15 249 10 062	652 Windsor Ter.	0.60	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
**	15 249 10 064	3104 Oakham Pl.	0.10	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
**	15 249 10 065	3112 Oakham Pl.	0.50	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
	15 249 10 079	650 Windsor Ter.	0.58	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB
	15 249 10 085	668 R. Ashton Pl.	0.00	0.00	n/a	SD-MART A	V-Inst. (MARTA)		NB

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Notes:	<u>Parcel</u>	<u>Address</u>	<u>Acreage</u>	<u>SF Building</u>	<u>Year Built</u>	<u>Zoning</u>	<u>Land Use</u>	<u>NB-Not Blighted</u> <u>B-Blighted</u>
	18 009 11 001	3088 N. Clarendon Ave.	6.26	0.00	n/a	CBD/O S-R	V-Inst. (MARTA)	NB
**	18 009 20 001	202 N. Clarendon	0.50	0.00	n/a	OS-R	V	NB
	18 009 11 002	3039 Wells	2.00	0.00	n/a	CBD	V	NB
	18 009 11 003	3086 Wells	0.19	0.00	n/a	CBD	V	NB

APPENDIX B

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## FIVE-YEAR ACTION PLAN

The Five-Year Action Plan provides the City with a checklist for plan implementation. The plan vision and goals have been translated into actionable projects, each of which is listed in the Five-Year Action Plan. In order to simplify completion, the list identifies the year the project should be pursued, estimated project costs, responsible party, and funding source. It is broken into two parts, the short-term transportation action plan (Table 14) and the other project action plan (Table 16). The Board of Mayor and Commissioners should review this Five-Year Action Plan and use it to develop its short-term work program.

Not all of the projects envisioned in the Downtown Avondale Estates master plan will be accomplished in the next five years. Some will depend on market changes and developer investment to take shape. They are included in the long-term transportation action plan (Table 15) so that the City can continue to evaluate the feasibility of these projects with plan updates and market changes.

Table 14. Transportation Short-Term Action Plan

SHORT TERM PROJECT LIST - FIRST 5 YEARS															
ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
T-3	Trail in City Hall driveway from US 278 to parking lot (10' multi-use trail/wide sidewalk)	120	Trail	2017	\$3,000	n/a	\$0	2018	\$3,000	\$15,000	\$21,000	City	Local	General Fund	\$4,200
T-4	Sharrows on Kensington Rd from US 278 to Clarendon Ave	4750	Sharrows	2014	\$900	n/a	\$0	2014	\$900	\$4,500	\$6,300	City	Local	General Fund	\$6,300
T-5	Sharrows on N Clarendon Ave from US 278 to Laredo Dr	550	Sharrows	2014	\$200	n/a	\$0	2014	\$200	\$1,000	\$1,400	City	Local	General Fund	\$1,400
T-6	US 278 Road Diet, N Clarendon Ave to S Avondale Rd (Section A) <ul style="list-style-type: none"> <li>Remove one travel lane in each direction</li> <li>6' bike lane in each direction</li> <li>8' landscape zone on north side of street with street trees and pedestrian lighting</li> <li>8' sidewalk on north side of street</li> <li>Remove one travel lane in each direction</li> <li>Median Refuge at pedestrian crossings</li> <li>Textured Brick Pattern Pavement Treatment for Crosswalks</li> </ul>	1800	Sidewalk / Streetscape	2015	\$201,822	2017	\$0	2018	\$201,822	\$1,009,111	\$1,412,756	City	Local, TAP, LCI, GTIB	General Fund	\$282,551
T-7	US 278 Road Diet, Sams Crossing to S Avondale Rd (Section A) <ul style="list-style-type: none"> <li>Remove one travel lane in each direction</li> <li>6' bike lane in each direction</li> <li>8' landscape zone on north side of street with street trees and pedestrian lighting</li> <li>7' sidewalk on both sides of street</li> <li>8' landscape zone on south side of street with street trees and pedestrian lighting</li> <li>Median Refuge at pedestrian crossings</li> <li>Textured Brick Pattern Pavement Treatment for Crosswalks</li> </ul>	1980	Sidewalk / Streetscape	2015	\$381,199	2017	\$0	2018	\$381,199	\$1,905,995	\$2,668,393	City	Local, TAP, LCI, GTIB	General Fund	\$533,679

Indicates priority implementation project

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
T-9	Franklin Street from Oak St to Center St (Section C): <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 8' parallel parking on both sides</li> <li>• 7' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	685	Sidewalk / Streetscape	2017	\$153,981	n/a	\$0	2018	\$153,981	\$769,903	\$1,077,864	City	Local, TAP, LCI	General Fund	\$215,573
T-10	N Clarendon Ave from US 278 to Laredo Dr (Section D): <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 6' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	530	Sidewalk / Streetscape	2016	\$91,632	n/a	\$0	2017	\$91,632	\$458,162	\$641,427	City	Local, TAP, LCI	General Fund	\$128,285
T-11	Laredo Dr from city limits to N Clarendon Ave (Section D): <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 6' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> <li>• 6' bike lane on both sides</li> </ul>	530	Sidewalk / Streetscape	2017	\$101,312	n/a	\$0	2018	\$101,312	\$506,561	\$709,185	City	Local, TAP, LCI	General Fund	\$141,837
T-19	Center Street (Section F): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>	560	Sidewalk / Streetscape	2017	\$70,882	n/a	\$0	2018	\$70,882	\$354,412	\$496,176	City	Local, TAP, LCI	General Fund	\$99,235
T-21	8' sidewalk (widen existing) with streetscape and pedestrian lighting on US 278 from N Clarendon Ave to Ashton Pl	500	Sidewalk / Streetscape	2016	\$7,423	n/a	\$0	2017	\$7,423	\$37,114	\$51,959	City	Local, TAP, LCI	General Fund	\$10,392

Indicates priority implementation project

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
T-22	Parry Street (Section B): <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 18' back-in angled parking on both sides</li> <li>• 8' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	500	Sidewalk / Streetscape	2015	\$167,304	n/a	\$0	2016	\$167,304	\$836,519	\$1,171,126	City	Local, TAP, LCI	General Fund	\$234,225
T-30	Intersection enhancement on US 278 at Sams Crossing / Arcadia Ave <ul style="list-style-type: none"> <li>• Signature landscaping and gateway signage, including kiosk/bike trail map</li> <li>• Convert painted island on the north side of 278 into concrete</li> <li>• Reconstruct curb to tighten radius and remove channelized right turn</li> </ul>	n/a	Gateway	2015	\$9,400	2016	\$20,000	2017	\$9,400	\$47,000	\$85,800	City	Local, TAP, LCI	General Fund	\$42,900
T-32	Signage for E College Ave to US 278 (in conjunction with Road Diet) (renaming)	n/a	Signage	2015	\$2,000	n/a	\$0	2018	\$1,600	\$8,000	\$11,600	City	Local, TAP, LCI, GTIB	General Fund	\$2,320
T-33	Intersection improvement at Laredo Dr and N Clarendon Ave (Construct 4-leg roundabout)	n/a	Intersection Improvement	2015	\$144,000	2016	\$0	2017	\$144,000	\$720,000	\$1,008,000	City	Local, TAP, LCI, GTIB	General Fund	\$201,600
T-34	Intersection improvement at N Clarendon Ave and US 278 <ul style="list-style-type: none"> <li>• Option A: offset T intersection, connect area between hedge and plaza and between two plazas with hardscape, Textured Brick Pattern Pavement Treatment for Crosswalks</li> </ul>	n/a	Intersection Improvement	2017	\$162,563	n/a	\$0	2019	\$162,563	\$812,814	\$1,137,940	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$227,588
	Intersection improvement at N Clarendon Ave and US 278 <ul style="list-style-type: none"> <li>• Option B: roundabout, connect area between two plazas with hardscape, Textured Brick Pattern Pavement Treatment for Crosswalks</li> </ul>	n/a	Intersection Improvement	2017	\$215,340	n/a	\$0	2019	\$215,340	\$1,076,698	\$1,507,377	City	Local	General Fund	\$1,507,377

Indicates priority implementation project

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
T-34	Intersection improvement at N Clarendon Ave and US 278 • Option C: intersection improvements, prohibit left turn from northbound Clarendon Ave to N Avondale Rd (install median section), connect area between two plazas with hardscape, Textured Brick Pattern Pavement Treatment for Crosswalks	n/a	Intersection Improvement	2017	\$22,912	n/a	\$0	2019	\$22,912	\$114,560	\$160,384	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$32,077
	Intersection improvement at N Clarendon Ave and US 278 • Option D: add crosswalk to east side of intersection, improve function of pedestrian crossing buttons/lights, connect area between hedge and plaza and between two plazas with hardscape, Textured Brick Pattern Pavement Treatment for Crosswalks	n/a	Intersection Improvement	2017	\$21,112	n/a	\$0	2019	\$21,112	\$105,560	\$147,784	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$29,557
T-35	Pedestrian safety enhancement at US 278 at Ashton Place (Rectangular rapid flashing beacon)	n/a	Pedestrian Enhancement	2016	\$6,000	n/a	\$0	2017	\$3,000	\$15,000	\$24,000	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$4,800
T-36	Pedestrian safety enhancement at US 278 and Oak St (install crosswalk treatment and pedestrian signals heads with countdown timers)	n/a	Pedestrian Enhancement	2016	\$8,000	n/a	\$0	2017	\$8,000	\$40,000	\$56,000	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$11,200
T-37	Pedestrian safety enhancement at US 278 and Pine St (install crosswalk treatment and pedestrian signals heads with countdown timers)	n/a	Pedestrian Enhancement	2016	\$8,000	n/a	\$0	2017	\$8,000	\$40,000	\$56,000	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$11,200
T-38	Pedestrian safety enhancement at US 278 and Maple St (install crosswalk treatment and pedestrian signals heads with countdown timers)	n/a	Pedestrian Enhancement	2016	\$8,000	n/a	\$0	2017	\$8,000	\$40,000	\$56,000	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$11,200

Indicates priority implementation project

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount		
T-39	Pedestrian safety enhancement at US 278 and Hillier Ave (Rectangular rapid flashing beacon)	n/a	Pedestrian Enhancement	2016	\$6,000	n/a	\$0	2017	\$3,000	\$15,000	\$24,000	City	Local, TAP, LCI, GTIB, Safety	General Fund	\$4,800		
T-40	Add angled parking and hardscape pavers, sidewalk on Potter Ave	360	Parking	2014	\$1,500	n/a	\$0	2014	\$800	\$4,000	\$6,300	City	Local	General Fund	\$6,300		
T-41	Add angled parking and hardscape plaza/pavers between North Clarendon Ave and Center St, Potter Ave and Parry St	25,000 sq ft pavers	Parking	2016	\$44,616	n/a	\$0	2016	\$44,616	\$223,080	\$312,312	City	Local	General Fund	\$312,312		
T-42	Enhance street and add angled parking between North Clarendon Ave and Ashton Place <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• angle parking on both sides</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on south side</li> </ul>	500	New Street	2015	\$45,000	2017	\$57,500	2018	\$45,000	\$225,000	\$372,500	City	Local, TAP, LCI	General Fund	\$74,500		
T-44	Close parking area at US 278 and Ashton Pl, convert to hardscape plaza	1400 sq ft pavers	Parking	2016	\$2,498	n/a	\$0	2016	\$2,498	\$12,492	\$17,489	City	Local, TAP, LCI	General Fund	\$3,498		
T-45	Create New Parking Lot north of connecting street between North Clarendon Ave and Ashton Place on existing City Lot	30,000 sq ft footprint	Parking	2017	\$7,053	n/a	\$0	2018	\$7,053	\$35,266	\$49,372	City	Local	General Fund	\$49,372		
	Indicates priority implementation project																
Total Short Term Project Costs Subtotal												\$1,687,062	\$77,500	\$1,679,962	\$8,399,812	\$11,844,337	\$3,901,056

\* Cost shown above includes Option C from the T-34 project options, not Options A, B, or D.

Table 15. Transportation Long-Range Action Plan

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
<b>LONG TERM PROJECT LIST - YEARS 6-10</b>															
T-1	Trail from N Clarendon Ave through park to Ashton Pl (10' multi-use trail)	950	Trail	2020	\$28,788	2022	\$103,306	2023	\$28,788	\$143,940	\$304,822	City	Local	General Fund	\$304,822
T-2	Trail on west side of N Clarendon Ave from Laredo Dr to PATH crossing (10' multi-use trail)	600	Trail	2019	\$8,160	n/a	\$0	2020	\$8,160	\$40,800	\$57,120	City	Local, TAP, LCI	General Fund	\$11,424
T-8	Hillyer Avenue (Section C): <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 8' parallel parking on both sides</li> <li>• 7' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	380	Sidewalk / Streetscape	2020	\$105,955	n/a	\$0	2021	\$105,955	\$529,777	\$741,688	City	Local, TAP, LCI	General Fund	\$148,338
T-12	Oak Street (Section E): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 6' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 5' sidewalk on both sides</li> </ul>	915	Sidewalk / Streetscape	2022	\$147,645	n/a	\$0	2023	\$147,645	\$738,224	\$1,033,514	City	Local, TAP, LCI	General Fund	\$206,703
T-13	Maple Street (Section E): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 6' landscape zone on both sides with street trees</li> <li>• 5' sidewalk on both sides</li> </ul>	580	Sidewalk / Streetscape	2022	\$98,910	n/a	\$0	2023	\$98,910	\$494,552	\$692,373	City	Local, TAP, LCI	General Fund	\$138,475
T-14	Franklin Street (Section F): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>	1100	Sidewalk / Streetscape	2021	\$123,609	n/a	\$0	2022	\$123,609	\$618,046	\$865,264	City	Local, TAP, LCI	General Fund	\$173,053

\* Costs may be shared with redevelopment. Timeframe may be adjusted depending on timing of redevelopment.

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
T-15	Washington Street west of Oak Street (Section F): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>	1365	Sidewalk / Streetscape	2021	\$145,429	n/a	\$0	2022	\$145,429	\$727,145	\$1,018,002	City	Local, TAP, LCI	General Fund	\$203,600
T-16	Olive Street (Section F): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>	415	Sidewalk / Streetscape	2020	\$46,265	n/a	\$0	2021	\$46,265	\$231,324	\$323,854	City	Local, TAP, LCI	General Fund	\$64,771
T-17	Pine Street (Section F): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>	900	Sidewalk / Streetscape	2020	\$95,704	n/a	\$0	2021	\$95,704	\$478,522	\$669,930	City	Local, TAP, LCI	General Fund	\$133,986
T-18	Locust Street (Section F): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>	910	Sidewalk / Streetscape	2020	\$101,445	n/a	\$0	2021	\$101,445	\$507,226	\$710,116	City	Local, TAP, LCI	General Fund	\$142,023
T-20	Lake Street (Section F): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on east side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>	330	Sidewalk / Streetscape	2021	\$41,784	n/a	\$0	2022	\$41,784	\$208,920	\$292,488	City	Local, TAP, LCI	General Fund	\$58,498

\* Costs may be shared with redevelopment. Timeframe may be adjusted depending on timing of redevelopment.

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
T-23*	<p>Parry St/Washington St Connection (Section C):</p> <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 8' parallel parking on both sides</li> <li>• 7' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	620	New Street	2016	\$148,885	n/a	\$0	2017	\$148,885	\$744,427	\$1,042,198	City, Private	Local, Private	General Fund	\$1,042,198
T-24*	<p>New Street 2 (Section C):</p> <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 8' parallel parking on both sides</li> <li>• 7' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	975	New Street	2020	\$207,564	2022	\$0	2023	\$207,564	\$1,037,818	\$1,452,945	City, Private	Local, Private	General Fund	\$1,452,945
T-25*	<p>New Street 3 (Section C):</p> <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 8' parallel parking on both sides</li> <li>• 7' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	1015	New Street	2020	\$216,079	2022	\$0	2023	\$216,079	\$1,080,395	\$1,512,553	City, Private	Local, Private	General Fund	\$1,512,553
T-26*	<p>New Street 4 (Section C):</p> <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 8' parallel parking on both sides</li> <li>• 7' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	560	New Street	2020	\$119,216	2022	\$0	2023	\$119,216	\$596,080	\$834,512	City, Private	Local, Private	General Fund	\$834,512

\* Costs may be shared with redevelopment. Timeframe may be adjusted depending on timing of redevelopment.

ID	Description	Length	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Fiscal Yr	Contingency Costs	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
T-27*	New Western Gateway Street/New Street 1 (Section C): <ul style="list-style-type: none"> <li>• 11' travel lanes in each direction</li> <li>• 8' parallel parking on both sides</li> <li>• 7' landscape zone on both sides with street trees and pedestrian lighting</li> <li>• 8' sidewalk on both sides</li> </ul>	600	New Street	2020	\$127,731	2022	\$0	2023	\$127,731	\$638,657	\$894,120	City, Private	Local, Private	General Fund	\$894,120
T-28*	New Streets 5 & 6 (former Franklin Street): <ul style="list-style-type: none"> <li>• 10' travel lanes in each direction</li> <li>• 8' parallel parking on north side</li> <li>• 2' landscape buffer on one side</li> <li>• 5' sidewalk on both sides</li> </ul>		New Street	2019	\$264,005	2021	\$0	2022	\$264,005	\$1,320,027	\$1,848,038	City, Private	Local, Private	General Fund	\$1,848,038
T-29	Intersection enhancement on North Clarendon Ave on MARTA bridge: <ul style="list-style-type: none"> <li>• Signature landscaping</li> <li>• Relocate existing PATH crossing 100' closer to bridge (close trail, add new road crossing, install 100' of 12' multi-use trail on the other side of the street)</li> <li>• Add new trail crossing south of tracks</li> <li>• Speed table between trail crossings</li> </ul>	n/a	Gateway	2019	\$5,363	n/a	\$0	2021	\$5,363	\$26,816	\$37,542	City	Local, TAP, LCI	General Fund	\$18,771
T-31*	Intersection enhancement on Laredo Drive at MARTA rail <ul style="list-style-type: none"> <li>• Signature landscaping and signage, including kiosk/bike trail map</li> </ul>	n/a	Gateway	2019	\$7,000	n/a	\$0	2021	\$7,000	\$35,000	\$49,000	City	Local, TAP, LCI	General Fund	\$24,500
T-43*	Parking deck (5 stories) in Mill District redevelopment (price is for one story of public use)	30,000 sq ft footprint	Parking	2020	\$240,000	2021		2022	\$240,000	\$1,200,000	\$1,680,000	City	Local, Private	General Fund	\$1,680,000
		Subtotal w/out Developer Projects			\$1,189,058		\$103,306		\$1,189,058	\$5,945,291	\$8,426,714				\$3,284,463
		Subtotal of Developer Projects			1,090,481		0		1,090,481	5,452,404	7,633,366				7,608,866
		Total Long Term Project Costs Subtotal			\$2,279,539		\$103,306		\$2,279,539	\$11,397,695	\$16,060,079				\$10,893,329
		Total Project Costs: Short and Long Term			\$3,966,602		\$180,806		\$3,959,502	\$19,797,508	\$27,904,417				\$14,794,385

Note: Project applications must include a minimum of \$500,000 in order to receive federal funds.  
 \* Costs may be shared with redevelopment. Timeframe may be adjusted depending on timing of redevelopment.

Table 16. Development Action Plan

ID	Project Name/Description	Start Date	Responsible Party	Estimated Cost	Potential Funding Source
<b>Land Use &amp; Development</b>					
D-1	Rename "Ingleside" District to "Rail Arts District."	2014	Community Development	Staff Time	n/a
D-2	Modify zoning regulations to align with the recommendations in the master plan (see p. 72-73, 82-93, 112, and 114-115).	2014	Community Development	Staff Time	n/a
D-3	Modify comprehensive plan to align with the recommendations in the master plan (see p. 72-73 and 82-93).	2014	Community Development	Staff Time	n/a
D-4	Modify design guidelines to align with the recommendations in the master plan (see Appendix F).	2014	Community Development	Staff Time	n/a
D-5	Mill District (former Fenner Dunlop site)*	2014	Community Development	Staff Time	n/a
D-6	Parking Management Program	2015	Community Development/ Business Community	Staff Time	n/a
D-7	Plaza behind Tudor Village*	2014	Community Development	Staff Time	n/a
D-8	Redevelopment along North Avondale Road and E. College Ave.*	2014	Community Development	Staff Time	n/a
D-9	Institutional building (i.e. senior housing) on Oak Street*	2014	Community Development	Staff Time	n/a
D-10	Adaptive reuse of post office into classrooms, studios, or gallery space*	2016	Community Development	Staff Time	n/a
D-11	Redevelopment of Western Gateway*	2014	Community Development	Staff Time	n/a
D-12	Infill residential development in Rail Arts District*	2014	Community Development	Staff Time	n/a
<b>Economic Development &amp; Programs</b>					
D-13	Facade grants to improve appearance of existing structures	2016	DDA	\$50,000	General Fund
D-14	Branding and marketing strategies	2015	DDA	Staff Time	n/a
D-15	Events, such as concerts, food truck nights, food/beverage festivals	2015	DDA/ Community Development	Staff Time	n/a
D-16	Attract retail shopping and dining businesses through a targeted marketing program.	2016	DDA/ Community Development	Staff Time	n/a
D-17	Small business outreach and education especially to Rail Arts businesses	2016	DDA/ Community Development/ DCA	Staff Time	n/a
D-18	Create available property database linked to target business	2014	Community Development	Staff Time	n/a
D-19	Market Opportunities and Vision to study area businesses and property owners	2014	DDA/ Community Development	Staff Time	n/a
D-20	Create a business assistance team	2015	DDA/ Community Development	Staff Time	n/a

\* City to recruit/promote, actual development done by private entity

ID	Project Name/Description	Start Date	Responsible Party	Estimated Cost	Potential Funding Source
D-21	Implement Business Recognition Program	2016	DDA/ Community Development	Staff Time	n/a
D-22	Create residential and commercial property "sales package"	2016	DDA/ Community Development	Staff Time	n/a
D-23	Develop a program/policy/regulations for outdoor dining and merchandising.	2016	DDA/ Community Development	Staff Time	n/a
<b>Urban Design</b>					
D-24	Update Architectural Review Board guidelines	2014	Community Development	Staff Time	n/a
D-25	Implement public art program	2015	DDA/ Community Development	Staff Time	n/a
D-26	Review sign ordinance	2015	Community Development	Staff Time	n/a
<b>Environment &amp; Open Space</b>					
D-27	Amphitheater site	2020	Community Development	TBD	General Fund/TAD
D-28	Skate park	2018	Community Development	TBD	General Fund/TAD
D-29	Dog park	2015	Community Development	TBD	General Fund
D-30	Passive park on MARTA/PATH site	2015	Community Development	TBD	General Fund
D-31	Linear park between Franklin Street and Tudor Village	2015	Community Development	TBD	General Fund/TAD
D-32	Town green	2014	Community Development	TBD	General Fund/TAD
D-33	Public space: deed back required open space to the City as part of the Town green	2014	Community Development	Staff Time	n/a
D-34	Form a greenspace committee to pursue and oversee implementation of new open space	2015	Community Development	Staff Time	n/a
D-35	Perform a Parks and Recreation Master Plan to determine amount and types of city-wide open space needs	2015	Community Development	\$75,000	ARC
<b>Infrastructure</b>					
D-36	Pursue a low-impact development ordinance to encourage practices such as natural landscaping and rainwater harvesting.	2016	Community Development	\$20,000	ARC
D-37	Street network development: perform study and explore policies for city to participate in the creation of the new street grid network with redevelopment sites.	2015	Community Development	Staff Time	n/a
D-38	Create access management guidelines for the North Avondale Road corridor.	2014	Community Development	Staff Time	n/a
D-39	Continue coordination with surrounding jurisdictions on enhancements to Sams Crossing	2014	Community Development	Staff Time	n/a
D-40	Continue coordination with MARTA on the redevelopment of the Avondale MARTA station	2014	Community Development	Staff Time	n/a
D-41	Amend golf cart ordinance to permit crossing US 278	2015	Community Development	Staff Time	n/a

\* City to recruit/promote, actual development done by private entity

## APPENDIX C







