Chapter Four: Action Plan

4.1 Guiding Principles of Implementation 53

4.2 Development Cost 55

4.3 Transportation Cost 55

4.1 Guiding Principles of Implementation

The following implementation principles are shaped by a philosophy that protects and respects the community's goals, encourages sensitive use of redevelopment powers, and maintains an approach to public and private partnerships.

Principal #1: Revising the Regulatory Framework
Incorporate Land Use recommendations into the City of Atlanta Comprehensive Development Plan (CDP) and make appropriate revisions to existing zoning to support planned development. The Zoning recommendations and CDP Land Use recommendations are highlighted in the previous section of the report.

Principle #2: Neighborhood Conservation and Revitalization
Neighborhood preservation and infill is a key component of the plan recommendations to preserve affordable in-town living options in a residential neighborhood setting. Despite its development history, market pressures, existing social climate and active development in the surrounding context reinvestment in English Avenue is slow coming. With the abundance of development opportunities such as vacant land, under utilized, land and dilapidated structures, the plan recommends aggressive measures to preserving English Avenue through a variety of key implementation strategies:

• **Code Enforcement:** While over 63% of the structures in the neighborhood are in less than standard condition, much of the community's structures require immediate attention. It will be critical for the City's code enforcement division to provide immediate and concentrated code enforcement to address the most serious cases affecting public health and safety. This effort must precede infill housing construction in order to ensure a receptive market to incoming residents.

• **Housing Rehabilitation:** Code enforcement often places financial stress on the property owner. Financial assistance can provide homeowners the necessary tools to bring their homes up to code and to improve the overall aesthetics of the neighborhood. Resources can be provided in a variety of formats such as: outright grants; deferred payment loans (in which funds are paid back when and if the house is sold); low-interest loans (in which funds are paid back on a regular payment schedule but at below market rates). Grant funds will be particularly important in the case of long-time residents that do not have the means to obtain loans or are in danger of being priced out of the community. In the case of loans, the ability for the public-sector to recoup funds provides for the ability to roll monies into subsequent target areas. Money to fund such rehab programs is often difficult to come by but may be provided from the City's CDBG allotment or from existing rehab programs already offered by the City. In addition, non-profit CDCs (such as English Avenue CDC and Bethursday Development Corporation are sometimes able to secure capital resources to operate their own rehab program.

• **Acquisition of Vacant Lots:** The nearly 20% of vacant Land in English Avenue creates an unsightly character that often times stunts a neighborhood's ability to revitalize. The ability to quickly gain sight control of these properties will be important in the effort to provide immediate "clean and green" improvements as well as keep property costs at a reasonable level. The Fulton County Land Bank Authority is a resource at acquiring vacant lots in addition to private sector developers and the local CDCs.

• **Infill Construction:** Once acquired, construction of infill homes can greatly improve the overall health of a neighborhood. This plan has developed a set of design guidelines with residential development housing standards to serve as guiding principles for constructing historically and architecturally compatible structures.

• **Historic Designation:** Considering a local historic designation for the English Avenue community through the assistance of the Urban Design Commission is an option for preserving the architectural character of existing historic structures and leveraging resources for rehabilitation and preservation efforts.

Principle #3: Community-Based Implementation
To ensure that the revitalization of the area is in keeping with the goals and objectives of the community, its residents, businesses and community organizations must be empowered to guide the redevelopment process. This can be achieved in several ways:

• A process for community-based review of projects should be established and honored by first involving the English Avenue Neighborhood Association (EANA). As the primary implementation entity of the redevelopment plan, the EANA Land Use and Development Committee will review development projects of all scale and provide recommendation to the EANA membership at-large for support being that the projects are consistent with the overall vision of the community.

• Local Community Development Corporations (CDCs) should play a significant role in most redevelopment efforts. The plan contains significant residential, institutional and economic development opportunities and it will be key for the English Avenue CDC and Bethursday Development

Corporation to play key roles in implementation, ensuring the vision is accomplished and allowing existing residents, property owners and businesses to share in the economic return of new investments.

• Existing property owners should be given opportunities to participate in redevelopment projects that conform to plan objectives. This can be accomplished through equity partnerships with new developers or through assistance from various implementing agencies.

Principle #4: Establishing Partnerships

Redevelopment efforts will require a full and effective partnership among three sectors: public-sector development assistance agencies (e.g., City of Atlanta, ADA, etc.), community organizations, and private-sector lenders, investors and developers. It will be critical for this three-way partnership to act in accordance with each other and in a mutually beneficial manner. As much as possible, a wide variety of public and private sector partners must be brought together to accomplish the plan's goals.

City of Atlanta Implementation

As a publicly sponsored redevelopment program, the implementation of this plan will be subject to all formal decision-making powers of the Mayor and City Council of the City of Atlanta. On-going powers will include review and approvals for: property acquisitions requiring the use of the City's eminent domain power; condemnation procedures; redevelopment plan amendments or variations; and capital funding requests. Furthermore, the City of Atlanta will provide on-going staff resources for: in house planning activities; technical assistance to community groups; support for various regulatory enhancements (rezoning, enterprise zones, etc.); grants and fund-raising; code-enforcement; and public improvements. As a matter of policy, the City of Atlanta will pursue redevelopment actions which are predicated upon creating a favorable climate for private reinvestment. It is critical to understand that public resources to support redevelopment are very limited and will be used selectively.

Atlanta Development Authority (ADA)

ADA will likely continue to serve as the City's designated administrative and professional Community Redevelopment Agency. It will play a catalytic, proactive role in public and private reinvestment initiatives. ADA's most important functions will include, among others: public property acquisition and private land assembly assistance; provision of relocation assistance where required; pre-qualification and designation of redevelopers; execution of property disposition and land development agreements; review and enforcement of redevelopment project controls; coordination of public improvements; development assistance and incentives; financing mechanisms and support; technical support and capacity-building support for community based development organizations; and general proactive leadership for implementation. Of critical importance will be ADA's commitment to operate in concert with City initiatives and in accordance with community-based objectives. In that regard, it will be incumbent upon ADA to seek formal approval from the EANA and NPU-L in administering detailed public sector funding initiatives. This includes, but is not limited to, the distribution of Tax Allocation District Neighborhood funds to specific projects and/or community organizations.

Other Public or Quasi-Public Agencies

In addition to the entities listed above, there are several other agencies that will play critical roles throughout implementation including: The Atlanta Neighborhood Development Partnership (technical and development assistance), Fulton County Land Bank Authority (tax delinquent property), Urban Residential Development Corporation (non-profit development), Urban Design Commission, English Avenue CDC, Bethursday Development Corporation, The Atlanta Board of Education (school renovations/ disposition), Georgia Institute of Technology, PATH Foundation (Greenway System), and the Georgia World Congress Center.

Community Partners

English Avenue Neighborhood Association

As the leadership of the English Avenue Community, the English Avenue Neighborhood Association shall be the steward of the English Avenue Community Redevelopment Plan. In practice the neighborhood association shall serve in the following capacities to realize the goals and objectives as established by the Community Redevelopment planning process:

• Garnering community consensus for desired projects;
• Approving redevelopment plan amendments (should they be required in the future);
• Initiating a formal community review mechanism for redevelopment projects;
• Reviewing and approving all rezoning requests with support from NPU-L;
• Taking the lead in English Avenue Community governance and advocacy;
• Setting community policy at the neighborhood level;
• Initiating grass-roots participation in volunteer revitalization efforts (e.g., neighborhood clean-ups, public safety initiatives, etc.);
• Disseminating information to neighborhood residents, businesses and institutions;
• Making formal recommendations to NPU-L with regards to other neighborhood specific issues.

Neighborhood Planning Unit –L (NPU-L)

As a City of Atlanta recognized advisory system, NPU-L will be responsible for: coordinating communication

on those appropriate neighborhood issues under their responsibility as outlined in the City Charter; make formal recommendations to the City on rezoning requests; identifying representatives to attend ADA meetings; and general coordination and communication affecting its constituent neighborhoods.

Community Development Corporations (CDC's)
English Avenue CDC and Bethursday Development Corporation are currently the local conduits for developing affordable housing and small-business opportunities in the community. As the local CDC these organizations are responsible for cosponsoring local, state and federal grant applications; property acquisition; new housing development; housing rehabilitation; economic development projects; property management services; project management and creating development partnerships with the private sector. It is important that they build upon the goals and policies developed by the community through this redevelopment process.

Other Community-based Organizations
In addition to the NPU, the English Avenue Neighborhood Association and the local CDC's there may be many other community-based interests that will play a part in the revitalization of the community including faith-based service providers, community non-profits , and others. It is important that the CDC's continue to build on their capacity to implement large scaled projects independently and in partnership with private sector organizations.

Principle #5: Targeted Phasing Strategy
It is important to recognize that while all the projects have a significant impact in English Avenue, it will take many years to implement these projects and complete full build out of the recommended development. Therefore transportation projects have been divided into three distinct phases based on a variety of factors such as current or likely funding available, implementation activities currently underway, importance to the community, available market, proximity to other projects, etc. Due to the complexity and scope of many of the projects, activities may begin in one phase and not be completed until the subsequent phase. In addition, a number of projects are ongoing and not associated with any phase.

In order to maximize the impact of revitalization efforts, actions taken by community organizations, implementation agencies (e.g, City of Atlanta, Atlanta Development Authority, etc,) and the private sector must support one another and be targeted to specific areas. This will best be achieved by adhering to the following strategies:

- Identify priority areas for neighborhood improvement, assuming coordinated and targeted rehabilitation, new construction and public improvement projects carried out in three to four-block areas in order to make a significant difference and then move on to the next project.
- Implementation agencies, community-based organizations and private redevelopers should work in collaboration, rather than at cross-purposes. Where possible, available resources should be combined and partnerships should be encouraged to maximize the leveraging of public resources.

Principal #6 Establish Design Guidelines
The English Avenue Redevelopment Plan is intended to provide a blueprint for revitalization efforts within the community. The following pages provide a concise set of design guidelines in support of the vision, goals and projects contained within the plan. The importance of these guidelines is two-fold. First, the long-term success and sustainability of the area will rely upon new investment that capitalizes on the single-family character, history and legacy of English Avenue. Encouraging a consistent character of development will provide sustained marketability and, ultimately, economic health. Second, and perhaps more importantly, these guidelines will help improve the visual character and "livability" for existing residents of English Avenue.

It should be noted, however, that these guidelines are not intended to create inflexible restrictions or economic hardships. Rather, they are meant to provide a useful tool for developers, homeowners and decision-makers in the effort to encourage development that is compatible with the historic character of the English Avenue community.

The Design Guidelines established for the English Avenue community are on the following pages.

4.2 Development Cost

As the available funding mechanisms and partnerships were described in the previous section it is even more critical to ensure implementation of the English Avenue Development Projects by developing the cost analysis. The following tables describe the build-out of the (10) development projects described in Chapter 3 and an associated 2006 cost for construction/ development (Figure 4.1, page 64).

4.3 Transportation Cost

The Action Plan outlines capital improvement projects, a phased approach for over the next 15 years and funding sources to achieve the overall vision for the redevelopment plan. These projects are listed and described in Figure 4.2., page 65.

Parking pads and bump-outs in front yards are discouraged. The use of rear alleyways should be utilized where ever possible.

Where alleys or rear access is not possible, driveways should be limited to the width of one car.

Main entries should be directly linked to the public sidewalk via a paved walkway (where possible).

Front setbacks of infill housing units should be aligned with adjacent units where ever possible.

Utility meters should be screened from the public right-of-way.

To the extent possible, new developments should seek to preserve large old-growth trees.

Multiple adjacent vacant lots targeted for infill housing should be reconfigured to be consistent with existing lots in terms of size and proportion where ever possible. Lot widths should be at least 40' but no more than 55'.

All new residential buildings should be of historically compatible design in terms of overall scale, architectural style, details and materials.

Uniform setback lines along single-family streets should be maintained where ever possible.

New homes should make use of "roomy" front porches, vertically proportioned windows and main entries linked with sidewalks via paved walkways. Brick chimneys are preferable. Crawlspaces under homes should be enclosed.

Parking pads located in the front of homes are discouraged. Wherever possible, rear alley access and side driveways should be utilized.

Roofs of new infill housing units should be of simple form and consistent with existing historic housing. They should incorporate craftsman details such as hips, gables, exposed beams and dormers. Second-story rooms should be set back/recessed from first floor. The use of brackets, exposed rafter tails, cedar shake, gable vents or other architectural details is encouraged.

Front porches should be included as a design feature as frequently as possible. Columns should be proportional to building structure.

The use of vinyl and aluminum siding is strongly discouraged.

Windows should be of vertical proportions (double-hung windows). Appropriate additional architectural detail is encouraged such as bay windows. The use of decorative-only shutters is not historically-compatible and, therefore, discouraged.

Alleys should be utilized where ever possible to hide parking and eliminate excess curb cuts along the sidewalk

Rear garages and "tuck-under" parking are encouraged

Aesthetic of new townhomes should take architectural cues from surrounding structures. Closer to interior of neighborhood may incorporate pitched roofs, eclectic facades, porches, wood/hardiplank siding, etc.

Architectural aesthetic of new townhomes should take cues from nearby multifamily (parapet roofs, large windows, fenestration). Note: multifamily structure in diagram not shown.

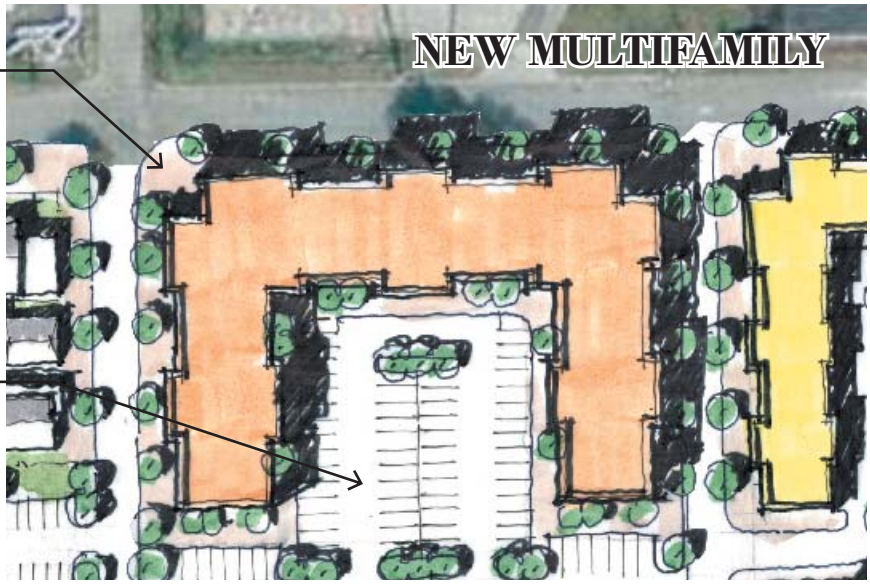
Townhomes should be architecturally compatible with nearby single-family homes and the overall character of the neighborhood core. Parking should be located in the rear of the structure .

Townhomes, lofts and live-work units of a more contemporary aesthetic may be appropriate for areas on the periphery of the neighborhood core: Travis Street, Northside Drive, Simpson Street, North Ave (east of Sunset Avenue only) and Wheeler Street.

New multifamily development should incorporate new public spaces such as streetscapes, plazas and courtyards. Efforts should be made to reduce impervious surfaces. Existing overhead utility lines should also be buried as part of new construction.

Parking for new multifamily structures to be located in rear. For more dense development, structured parking should be integrated into the building.

Dumpster/waste areas should be well-screened.



New multifamily development within close proximity of the neighborhood core should incorporate more traditional architectural elements such as wood porches and balconies, pitched roofs, brick facades and double-hung windows.

More industrial or modern multifamily buildings are appropriate for areas north of Donald Lee Hollowell Parkway.

Design considerations such as bicycle accommodations, good pedestrian lighting, water features and pervious surfaces should all be part of new development.

Smaller-scale neighborhood retail development is needed to serve the residents of the community. These pedestrian-friendly amenities provide local goods and services, reduce short-distance automobile trips and create a sense of place and identity for the area. The future land use plan designates several areas that are appropriate for this type of development, including the intersections of English Avenue/North Avenue, Kennedy Street/Brawley Drive and Simpson Street/Brawley Drive.

Active public uses such as retail shops and outdoor cafes are encouraged on the ground floor of buildings.

Business spaces should include large storefront windows and awnings to encourage active pedestrian use.

Building facades should be articulated with canopies, porches, cornices, roof lines and window details to avoid monotonous building walls.

The design, details and materials of new non-residential buildings should be compatible with existing adjacent structures in terms of both scale and building materials (such siding, brick, no more than 2 story, etc.).

Business signs incorporated on building facades are recommended (rather than monument signs). Wall signs perpendicular to building face that are more visible for pedestrians are strongly recommended.

All new non-residential buildings should have "street presence." Main pedestrian entries should be oriented to the street and parking should be located in the rear.

Good lighting is essential to providing a safe and successful neighborhood business.

Commercial and mixed-use development occurring along the periphery of the neighborhood (on Northside Drive, Simpson and Hollowell) is to be of a larger-scale with urban character. This development delineates the neighborhood from the surrounding areas and serves not only the residents of English Avenue, but the general public as well. A mix of uses in encouraged, where neighborhood services and larger-scale retail can co-exist. Development of this scale often requires structured parking to accommodate necessary densities and auto access.

Parking decks and on-street (parallel) parking are essential for achieving needed density, active street life and overall urban character.

Mixed-use development with a pedestrian-friendly ground floor is essential to creating an inviting, attractive and functional destination.

When developing large-scale retail (grocery store, drug store, etc.), buildings should incorporate a variety of uses such as multifamily, office and housing on upper floors.

To ensure an urban character along Hollowell, Northside Drive and Simpson Road, new mixed-use should utilize appropriate building materials such as steel, glass and brick.

Surface parking should be located to the rear of buildings and should incorporate significant amounts of landscaping, shade trees, sidewalks and lighting.

Contrasting building heights and roof lines are encouraged to create horizontal "breaks" along and between buildings.

Parking lots, decks, driveways and service areas should be located away from the view of primary streets and accessed via alleys or side streets.

Setbacks of new buildings should be aligned with adjacent buildings to create a defined street edge (usually no more than 25' from curb).

Shared structured parking for different tenants and uses is strongly encouraged.

Distinctive architectural treatments/massing on corner buildings.

"Bump-outs" should be utilized between on-street parking and on corners to ease pedestrian access.

"Passive" green spaces for local gathering, neighborhood events, picnics and grills are strongly encouraged. They should be well-lit, secure and provided with proper directional signage.

"Tot lots" should be incorporated into new open space and residential development. They should include appropriate pervious ground surfaces, clean, safe and functional play equipment and seating areas for parental monitoring.

Water features within new public spaces should include seat walls, a variety of hardscape materials, landscaping, shade structures and public artwork.

New greenspace can include recreational spaces (where there is room). These spaces should include good auto access, seating/shade areas and updated equipment.

Plazas should be of urban character, incorporate both pervious and impervious surfaces, include landscaping, shade structures, seating and focal points.

Where possible, public open spaces should be connected with adequate pedestrian facilities. Multi-use trails (shown here) should be a MINIMUM of 15 feet wide and striped for use by walkers, joggers and bicyclers.

Streetscape treatment along major streets is essential in reinforcing separation between pedestrian and auto zones. The nature of streetscapes may vary by street, but should have a consistently designed set of materials (benches, lights, trees, pavers, trash cans).

English Avenue's historic resources are plentiful, yet underused. Streets like Northside Drive and Simpson Road will move forward with demolition of existing warehouse buildings and strip malls in order to make room for new mixed-use development. Meanwhile, historic structures along Hollowell and within the core of the neighborhood should be identified, reused, remodeled, renovated and preserved. New development in these areas should be sensitive to adjacent building scales, existing historic styles and fragile historic structures.

Potential historic marker designations could raise awareness for the neighborhood and help craft community identity.

The Carnegie Library on Hollowell is one of English Avenue's many historic treasures. Future new development around it should make every effort to improve, reuse and enhance its presence.

All efforts should be made to re-use English Avenue's existing housing stock. New infill housing should respect the scale and character of existing homes.

Existing historic commercial buildings such as this one at Kennedy and Brawley should be renovated to include new small-scale neighborhood stores.

Structures like this preserved church facade can be incorporated into new construction.

The English Avenue School site is a large, significant historic landmark within the neighborhood. Area stakeholders have insisted that the site be preserved, renovated and restored. The empty spaces and parking areas north of the structure are envisioned as neighborhood-oriented greenspace.

Historic buildings along Hollowell can be improved to enhance the street as the "front door" to the neighborhood.

Figure 4.1
Redevelopment Projects and Cost Summary

REDEVELOPMENT PROJECT		SITE	RESIDENTIAL						COMMERCIAL		OFFICE			INSTITUTIONAL/CULTURAL				COST
Project Area Number	Name	Site Area (Acres)	Renovated Single Family (Units)	New Single Family (Attached or Detached) (Units)	Renovated/Converted Multifamily (Units)	New Multifamily Loft/Apt./Condo (Units)	New Town Homes (Units)	Total New/Rennovated Housing units (Units)	Renovated Storefront Retail/Entertainment (Square feet)	New Storefront Retail (Square feet)	Renovated Office Space (Square feet)	New Office Space (Square feet)	Total New/ Renovated Office Space (Square feet)	Renovated Institutional/Cultural Space (Square feet)	New Institutional/Cultural Space (Square feet)	Total New/ Renovated Institutional/Cultural Space (Square feet)	Greenspace (Acres)	Total Estimated Development Cost (Dollars)
1	Hollowell Corridor as "Front Door"	43	0	0	0	580	97	2	53,500	88,000	0	230,000	371,500	0	0	0	2.8	$103,308,864
2	Intatutional Expansion and New Housing	5.4	0	0	0	100	21	121	0	0	0	0	0	0	0	0	0.0	$11,088,000
3	Townhomes and Single-Family Infill Along Northside Avenue	12.9	0	38	0	0	30	68	0	0	0	0	0	0	0	0	0.0	$10,680,000
4	Neighborhood Commercial	2.3	0	2	0	11	0	13	4,000	1,200	0	0	5,200	0	0	0	0.0	$1,728,000
5	Density "Cross Section" and Green Space Along North Avenue	19.5	0	0	8	400	55	463	0	49,000	0	86,000	135,000	0	70,000	70,000	7.7	$64,241,001
6	Instatutional Expansion and Single Family Infill	3.4	0	9	0	0	0	9	0	0	0	0	0	0	22,000	22,000	0.0	$3,820,000
7	Mutifamily Renovation, Townhomes and Single Family	6.6	0	10	43	0	0	53	0	0	0	0	0	0	0	0	0.0	$3,950,000
8	Low Density Residential and Single Family	5.9	0	8	0	0	28	36	0	0	0	0	0	0	0	0	0.0	$5,024,000
9	Proctor Villiage	6.2	0	0	0	100	75	175	0	30,000	0	0	30,000	0	0	0	0.75	$21,600,098
10	Small Scale Simpson Mixed Use	4.7	0	2	0	44	75	121	0	7,200	0	17,500	24,700	0	0	0	0.0	$16,620,000
		109.9	0	69	51	1,235	381	1,061	57,500	175,400	0	333,500	566,400	0	92,000	92,000	11.3	$242,059,963

Notes:

1) Development Cost are estimates only and will be confirmed during implementation:

New Single-Family Detached @ $100/square foot (assume average unit size of 1800 sf)
New Townhome @ $80/square foot (assume average unit size of 1600 sf)
New Multi-Family/condo @ $70/square foot (assume average unit size 1200 sf - inclusive of common space)
New Commercial (office or retail) @ $120/square foot
New Institutional @ $100/square foot
New Industrial @ $60/square foot

2) Development Cost do not include acquisition cost.

3) Rehab Cost are estimates only and will be confirmed during implementation:

Rehab Single-Family Detached @ $75,000 per unit (major rehab) and $25,000 per unit (minor rehab)
Multifamily Rehab @ $50,000 per unit (major rehab) and $15,000 per unit (minor rehab)
Non-residential Rehab @ $75 per square foot

Figure 4.2
Transportation Cost Summary

Draft Recommended Transportation Projects												
Project No.	Project Name	Description	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Responsible Party	Funding Source
T1	Simpson Street Roadway Operational Modifications:Northside Dr. To JE Lowery Blvd	Reconfigure to 3 lanes with Bike Lanes, Curb & Gutter Upgrade	Road, Bike, Streetscape	2007	$11,000			2008	$ 75,000	$86,000	COA	Westside TAD, QOL
T2	Simpson St and JE Lowery Blvd: Intresection reconfiguration	Turn Lanes, Geometric Improvments, Pedestrian and Bicycle Improvements	Safety, Road	2007	$101,000	2008	$57,000	2009	$ 675,000	$833,000	COA	Westside TAD, BeltLine TAD, QOL
T3	Simpson St and Sunset Ave: Intersection reconfiguration	Safety improvements & operational modifications	Safety, Road	2007	$101,000	2008	$120,000	2009	$ 675,000	$896,000	COA	Westside TAD, BeltLine TAD, QOL
T4	Pedestrian Refuge Median on Simpson St near Sciple Ter & Addl. Study for Signalized Intersection	Install 400' Raised Median With Pedestrian Treatments at Crossings to address pedestrian and operational safety	Safety, Road	2008	$61,000			2009	$ 75,000	$136,000	COA	Westside TAD, CMAQ, QOL
T5	Pedestrian Refuge Median on Simpson St near Griffin Street	Install 400' Raised Median With Pedestrian Treatments at Crossings to address pedestrian and operational safety	Safety, Road	2008	$11,000			2009	$ 75,000	$86,000	COA	Westside TAD, CMAQ, QOL
T6	Additional Study - English Avenue/Vine City local traffic operations	Evaluate safety of current two-way operations on narrow streets North and south of Simpson Street between J.E. Lowery Boulevard and Northside Drive. Evaluate feasibility of widening roadways, restricting operations to one-way travel, or parking restrictions.	Road	2008	$50,000			2009		$50,000	COA	QOL
T7	Signal System Upgrade: Hollowell Pkwy	3 Signals to Mast Arms, Controllers, Coordination & Timing, Fiber Optic Communications	Road	2009	$57,000			2010	$ 380,000	$437,000	COA/GDOT	QOL,STP,CMAQ (Q23,24)
T8	Signal System Upgrade: Simpson St	3 Signals to Mast Arms, Controllers, Coordination & Timing, Fiber Optic Communications	Road	2008	$57,000			2009	$ 380,000	$437,000	COA	QOL,STP,CMAQ (Q23,24)
T9	Signal System Upgrade: JE Lowery Blvd	2 Signals to Mast Arms, Controllers, Coordination & Timing, Fiber Optic Communications	Road	2009	$39,000			2010	$ 260,000	$299,000	COA	QOL,STP,CMAQ (Q23,24)
T10	New Sidewalk: J. P. Brawley Dr.	New 5' Sidewalks, curbs, gutters, ramps and streetlights: From Jefferson Street to Simpson Street (0.67) Miles	Pedestrian	2007	$85,000	2008	$170,000	2008	$ 565,000	$820,000	COA	QOL/ Westside TAD
T11	New Sidewalk: English Ave.	New 5' Sidewalks, curbs, gutters, ramps and streetlights: From Wheeler Street to Kennedy Street (0.46) Miles	Pedestrian	2009	$63,000	2010	$126,000	2010	$ 420,000	$609,000	COA	QOL/ Westside TAD
T12	New Sidewalk: Vine St.	New 5' Sidewalks, curbs, gutters, ramps and streetlights: From Meldrum Street to Simpson Street (0.38) Miles	Pedestrian	2008	$48,000	2009	$97,000	2009	$ 322,000	$467,000	COA	QOL/ Westside TAD
T13	New Sidewalk: North Ave.	New 5' Sidewalks, curbs, gutters, ramps and streetlights: From Northside Drive J E Lowery Blvd (0.71) Miles	Pedestrian	2007	$95,000	2008	$189,000	2008	$ 630,000	$914,000	COA	QOL/ Westside TAD
T14	New Sidewalk: Kennedy St.	New 5' Sidewalks, curbs, gutters, ramps and streetlights: From Northside Drive to Oliver St (0.6) Miles	Pedestrian	2007	$92,000	2008	$185,000	2008	$ 616,000	$893,000	COA	QOL/ Westside TAD

Recommended Transportation Projects												
Project No.	Project Name	Description	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Responsible Party	Funding Source
T19	New Sidewalk: Jones Ave	New 5' Sidewalks, curbs, gutters, ramps and streetlights: From DL Hollowell Pkwy Simpson Street (0.53 Miles)	Pedestrian	2006	$73,000	2007	$145,000	2007	$ 484,000	$702,000	COA	QOL/ Westside TAD
T20	New Sidewalk: Sunset Ave.	New 5' Sidewalks, curbs, gutters, ramps and streetlights: From Simpson Street to Kennedy Street (0.46 Miles)	Pedestrian	2009	$63,000	2010	$126,000	2010	$ 420,000	$609,000	COA	QOL/ Westside TAD
T16	English Avenue North - GWCC Greenway	Construct Mult iuse path on 1.35 mile section through neighborhood	Bike/Ped	2010	$293,000			2011	$ 1,950,000	$2,243,000	COA/ PATH/ Private	COA/PATH/Private
T17	Install Upgraded Transit Amenities at Key Intersections	Concrete Pad, Transit Shelter, Lighting, Map, Trash receptacle at 5 key intersections: · Intersection of James P. Brawley Drive and Simpson Street · Intersection of Joseph E. Lowery Boulevard and Simpson Street · Intersection of Joseph E. Lowery Boulevard and North Avenue · Intersection of Donald L. Hollowell Parkway and James P. Brawley Drive · Intersection of James P. Brawley Drive and Kennedy Street · Intersection of James P. Brawley Drive and Jones Avenue	Transit	2007	$23,000			2008	$ 150,000	$173,000	COA/MARTA	MARTA/ QOL/Private
T18	Upgrade Meldrum St.	Upgrade, pave and add sidewalks from Sunset Ave. to Walnut St.	Road, Pedestrian	2009	$124,000			2010	$ 828,000	$952,000	COA	QOL/ Westside TAD
T21	Sidewalk Repair Program	Repair sub-standard existing sidewalks in the English Avenue Neighborhood. Project selection and prioritization to be at the discretion of English Avenue Neighborhood Association.	Pedestrian	2008	$24,000			2009	$ 160,000	$184,000	COA	QOL/ Westside TAD/Private

Recommended Transportation Projects pertinent to English Avenue from other Recent Planning Efforts

Project No.	Project Name	Description	Type of Improvement							Total Project Cost	Responsible Party	Funding Source
From Upper West Side LCI												
UWS-P2	Northside Drive Streetscape	Sidewalks, street furniture, street lighting, curbs, ramps, and street trees. From Simpson to Bishop	Streetscape	2009	$ 3,585,689			2010	$ 9,945,212	$13,530,900	DPW/BOP	QOL/LCI
UWS-P3	Donald Lee Hollowell Streetscape	Sidewalks, street furniture, street lighting, curbs, ramps, and street trees from Northside Drive to Marietta Boulevard	Streetscape	2009	$ 1,609,080			2010	$ 432,320	$6,072,000	DPW/BOP	QOL/LCI
UWS-P-13	English Avenue North - GWCC Greenway	Remove existing rail bridges, clear overgrowth, and grading to level greenway. Build a concrete multi-use path with entrances, boundary fences, lighting, and signs. From Lowery Boulevard southeast to Northside Drive. Corresponds with T16	Bicycle/Pedestrian	2012	$ 1,559,094			2013	$ 4,324,281	$5,883,375	Bethursday, Development/ PATH	Westside TAD
UWS-P14	Lowery Streetscape	Sidewalks, street furniture, street lighting, curbs, ramps, and street trees. From DLH to W. Marietta Street.	Streetscape	2010	$ 551,598			2011	$ 1,529,903	$2,081,500	DPW/BOP	QOL Bonds/ LCI
UWS-I3	DLH & Lowery Boulevard	Intersection project to include geometric improvement, utility pole relocations.	Intersection	2009	$ 75,000			2010	$ 500,000	575000	DPW/BOP	LCI, COA CIP,QOL
UWS- IR-1	Donald Lee Hollowell Pkwy Corridor (near Northside Drive intersection)	Improved Roadway Along Donald Lee Hollowell Parkway from the railroad track going east to Northside Drive. Roadway improvement project include capacity improvement, geometric improvement at the intersection of Donald Lee Hollowell & Northside Drive. 2009 2010	Road	2009	$ 140,000			2010	$ 300,000	440,000	GDOT/DPW/BOP	LCI, COA CIP,QOL
UWS- IR-2	Donald Lee Hollowell Parkway Corridor (western section)	Improved Roadway Along Donald Lee Hollowell Parkway between Marietta Boulevard and Joseph Lowery Boulevard. Roadway improvement project to include drainage system improvement, roadway capacity improvement. 2009 2010 (Now Programmed)	Road	2009	$ 280,000			2010	$ 900,000	$ 1,180,000	DPW/BOP	LCI, COA CIP,QOL
UWS- IR-3	Lowery Boulevard Corridor Improved Roadway Along Lowery Boulevard from Donald Lee Hollowell Pkwy to Jefferson Street.	IR-3 I Lowery Boulevard Corridor Improved Roadway Along Lowery Boulevard from Donald Lee Hollowell Pkwy to Jefferson Street.	Road	2010	$ 190,000			2011	$ 540,000	$ 540,000	DPW/BOP	LCI, COA CIP,QOL
UWS - X-13	Lowery & DLH Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	Pedestrian	2011	$ 13,000			2012	$ 117,000	$ 130,000	DPW/BOP	COA/QOL/LCI
UWS - X-14	DLH & English Avenue Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	Pedestrian	2011	$ 11,000			2012	$ 99,000	$ 110,000	DPW/BOP	COA/QOL/LCI
UWS - X-15	Northside Dr.and North Ave. Crossing	Create a pedestrian crossing including striping, ramps, and signalization.	Pedestrian	2012	$ 13,000			2013	$ 117,000	$ 130,000	DPW/BOP	COA/QOL/LCI

Project No.	Project Name	Description	Type of Improvement							Total Project Cost	Responsible Party	Funding Source
From Bankhead LCI												
BH-T6	Pedestrian Facilities - Lowery Boulevard - From Jefferson St to Fox St		Pedestrian	2007	$ 47,763	2008	$ 20,592	2008/09	$ 596,313	$ 318,419	COA	LCI / Westside TAD
BH- T8	Lowery Boulevard & DL Hollowell Parkway Pedestrian Crossing		Pedestrian	2011	$ 13,000	NA	NA	2012	$ 117,000	$ 130,000	COA	LCI/TE
T-10	Bike Lanes - DL Hollowell - From Lowery Blvd to Finley Ave - 1,400 lf		Bicycle	2007	$ 23,040	NA	NA	2009	$ 173,598	$ 199,638	COA	QOL/TE
From Northside Drive Transportation Study:												
NS-20	Widen Road to include 6 lanes, median and wider sidwwalks	Marietta Street to Kennedy Street	Road/Pedestrian					Long		$ 1,846,400	GDOT	COA/LCI/State/Federal
NS-21	Northside Dr. & DL Hollowell: Intersection Projects		Road/Pedestrian					Short		$ 230,800	COA/GDOT	Tip/GDOT
NS-25	Northside Dr. & North Ave. Intersection Projects		Road/Pedestrian					Short/Medium		$ 585,000	COA/GDOT	State/Federal
NS-26	Widen Road to include 6 lanes, median and wider sidwwalks	Kennedy Street to Maple Street	Road/Pedestrian					Long		$ 1,748,240	State/Federal	State/Federal
NS-28	Northside Dr & Simpson- Crosswalk improvements		Pedestrian					Short		$ 10,000	COA	COA