

## Application Disclaimer

**PRIOR TO STARTING YOUR APPLICATION, DID YOU REVIEW THE LCI GUIDEBOOK, AND DO YOU HAVE A CLEAR UNDERSTANDING OF THE LIVABLE CENTERS INITIATIVE?**

We strongly recommend you review the [application guidebook](#) while filling out this application.

✓ Yes, I acknowledge that I reviewed the guidebook and fully understand the program as explained.

## Section 1: Applicant Information

### NAME OF ORGANIZATION

Upper Westside CID

### NAME OF PRIMARY CONTACT PERSON

Adeline Collot

### JOB TITLE

Program Direction

### DEPARTMENT

Planning & Capital Projects

### ADDRESS

976 Brady Avenue, Suite 100  
Atlanta, Georgia 30318  
United States

### PHONE

(404) 804-1365

### EMAIL

[adeline@upperwestsideatl.org](mailto:adeline@upperwestsideatl.org)

## Section 2: Type of Assistance

### TYPE OF ASSISTANCE

- Tactical: Advances the implementation of a priority action identified in a study within the LCI area.

## Section 3: Project Information

### NAME OF PROJECT

Huff Road Multimodal Study

### NAME OF LCI AREA AND LAST PLAN ADOPTION DATE

Upper Westside LCI (2005)

### TOTAL COST OF PROJECT

\$250,000.00

### PROPOSED LOCAL MATCH (MINIMUM 20% OF PROJECT COST)

\$50,000.00

**PROJECT LOCATION/EXTENTS**

Entirety of Huff Rd (Marietta Blvd to Howell Mill Rd)

**UPLOAD STUDY AREA MAP**

- [huff-road-lci-location-map.pdf](#)

**HAS THIS PROJECT BEEN IDENTIFIED IN A PREVIOUS LCI STUDY, COMPREHENSIVE PLAN OR ANOTHER RECENTLY COMPLETED STUDY?**

Yes

**PLEASE NAME THE STUDY, AND REFERENCE THE SECTION OR PAGE THAT RELATES TO THIS PROJECT**

Upper Westside Masterplan adopted into CDP page 30; D3 Westside Revive which included Upper Westside LCI Update page 342 and 346

**IS THE PROJECT WITHIN AN EXISTING LCI AREA?**

Yes

**REPORT OF ACCOMPLISHMENT**

- [uw-lci-accomplishments-from-d3-masterplan-030719.pdf](#)

**PROVIDE A BRIEF STUDY GOAL AND DESCRIPTION. IN YOUR PROJECT DESCRIPTION, PLEASE BRIEFLY DESCRIBE THE SPECIFIC PRODUCTS AND DELIVERABLES THAT THIS STUDY WILL CREATE.**

The goal of this Huff Rd Multimodal Concept LCI Study is to reimagine an industrial freight corridor as the multimodal network connection that the community has asked for in recent plans. As land uses transition from industrial to creative mixed-use and the BeltLine trail is being constructed on the western end of Huff Road, there is a clarion call from the community to redesign the road. This study will help the community flesh out its collective vision for a corridor that is accessible and safe for users and restorative to the urban environment.

The Multimodal Concept Study will develop, through extensive community engagement, a preferred alternative concept for multimodal connectivity along Huff Rd.

To create the Concept Plan documentation, the study will complete:

- survey to develop an accurate understanding of right-of-way
- traffic analysis and safety study of the intersections to quantify the types of trips and travel mode counts
- existing conditions analysis including sidewalks, utilities, and driveways
- robust public outreach with landlords, business operators, and residents both on- and off-line to determine unique amenities and design preferences
- two design alternatives to improve multimodal connectivity
- a summary of findings or draft concept report with necessary documentation to pursue implementation funding for the preferred alternative

**HOW DOES THIS PROPOSED LCI STUDY ADDRESS A NEED IN YOUR COMMUNITY?**

In this rapidly growing quadrant of Atlanta, the community is in dire need of east/west connectivity for drivers, cyclists, pedestrians, and transit riders. The extensive railroad infrastructure continues to limit roadway connections, and the few roads that cross the railroads are designed only for freight. These industrial roads are strained by the explosive growth and population boom.

The area's only north-south corridor, Howell Mill Road on the eastern end of Huff, is slated for a complete street project which will bring multimodal improvements and help alleviate some of the strain. However, similar improvements haven't been planned on any east-west corridors which feed into Howell Mill Road south of I-75, including Huff Rd. On the western end of Huff Rd, the BeltLine Trail is under construction. To convert the Upper Westside into a walkable and bikeable destination, Huff Road is a critical network connection.

Bicycle and pedestrian improvements are among the top priorities for residents as determined by the 2021 Upper

Westside Masterplan. It's time to engage the wide range of stakeholders present (industrial, residential, municipal) to redesign the Huff Rd corridor in a way that meets all users' needs and maximizes multi-modal connectivity through this thriving area of northwest Atlanta.

**HOW DOES YOUR LCI STUDY ADVANCE OR ADDRESS ONE OR MORE OF THE FOLLOWING LCI PRIORITIES. IF THE APPLICATION IS SELECTED, THE ANSWERS PROVIDED WILL BE INCORPORATED INTO THE LCI STUDY SCOPE. PROJECTS DO NOT NEED TO ADVANCE ALL OF THE LCI PRIORITIES.**

This Huff Rd Multimodal Concept Study will address the LCI priority of Climate Change. The Upper Westside CID is looking to design roadways that solve multiple problems. Getting people out of cars is essential to reducing greenhouse gasses, and roadway retrofit projects are a great way to add stormwater infrastructure. Green infrastructure can be augmented with educational signage to foster a culture of stewardship and contribute to the desired livability of the district.

A Huff Road redesign focused on multimodal connectivity is a critical step towards delivering a roadway project that provides transportation options that reduce natural gas consumption. Any design that our CID puts forward will consider all possibilities for green infrastructure such as permeable pavement and bioswales. The opportunities abound given that Huff Road does not currently have any stormwater facilities—all runoff flows downhill into the local creek causing flooding and washout. Our CID has a track record of pursuing stormwater mitigation grants for nearby roadways, and Huff Road may be a good fit for similar stormwater project implementation.

The Concept Study will also include the recommendations from the Upper Westside Creative Placemaking study for bus stops along Huff Road, an ARC funded study.

**ARC STRONGLY RECOMMENDS THAT LCI APPLICANTS ACTIVELY ENGAGE COMMUNITY-BASED ORGANIZATIONS IN THE DEVELOPMENT OF THEIR LCI APPLICATION. LIST STAKEHOLDERS (E.G., COMMUNITY BASED ORGANIZATIONS (CBOS), BUSINESSES AND/OR INSTITUTIONS, AND LOCAL OFFICIALS) INVOLVED IN THE DEVELOPMENT OF THIS APPLICATION, AS WELL AS HOW THEY WILL BE INVOLVED IN THE PLANNING PROCESS, IF THE APPLICATION IS SELECTED.**

UWCID has relationships with the neighborhoods of Blandtown, Howell Station, and Marietta Street Artery plus the property owners and developers all along the Huff Road corridor. Through our CID's recently completed masterplanning process, we have relationships with the local HOAs and apartment communities as well. Our community engagement strategy for this Huff Rd LCI Study would build on the insights gained through the Upper Westside Masterplan. Focus group with small cohorts of community-based leaders can help identify specific issues and opportunities. A project advisory team of these leaders can advise the project on an ongoing basis.

We have learned through COVID that asynchronous pop-up installations and online engagement are effective at capturing broad input and enabling community leaders to invite others to participate. We propose to set up weather-proof outdoor boards at the street level to ask pedestrians, cyclists, and drivers stuck in traffic to text in their feedback about design and functionality of the roadway. A study website page would include activities like a visual preference survey.

ARC, Atlanta BeltLine Inc, Department of Watershed Management, MARTA, and ATLDOT will be engaged as agency partners to vet the input from community stakeholders and round out the vision for a reconfiguration of Huff Road.

**WHO IN YOUR COMMUNITY HAS BEEN HISTORICALLY UNDER-REPRESENTED IN LOCAL PLANNING PROCESSES? HOW WILL THESE INDIVIDUALS OR GROUPS BE INCLUDED IN THIS PLANNING PROCESS?**

Planning, historically speaking, has done a lackluster job at engaging a representative sample of the community on projects. The Upper Westside CID has sought to remove barriers to participation by making it easy, quick, and fun to participate.

**Technology Gap:**

We recognize that in the COVID era, engagement cannot only take place virtually since internet/technology isn't universally accessible. Providing physical installations where feedback is collected is one way to collect input technology-free.

**Family Friendly:**

Our community is full of families that are short on time. All our outreach incorporates kid-friendly activities like art drawings and visual preference surveys with stickers.

Renters:

Notoriously difficult to reach because they're an ever fluctuating resident population, renters will be encouraged to participate at the pop-up installations or via a text-message campaign. Text message campaign signs can be placed directly outside apartment building entrances/exits to ask pointed questions on resident needs.

Through our recent masterplanning effort, our staff has learned how to tap into participants that have historically been left-out of the planning process by using a mix of analogue and digital strategies. We are enthusiastic about leveraging these for the Huff Rd Multimodal Concept LCI Study.

## Section 5: Commitment

### ADDITIONAL DOCUMENTS

- [2023-uwcid-huff-rd-multimodal-concept-lci-support-letters.pdf](#)





Lauren Blaszyk and the LCI Study Review  
Committee Atlanta Regional Commission  
229 Peachtree Street, Ste 100  
Atlanta, Georgia 30303

March 7, 2023

Dear Ms. Blaszyk:

I am writing to you today on behalf of the Upper Westside Community Improvement District to confirm our sponsorship and funding for the LCI Study for Huff Road Multimodal Concept Development. Our CID will provide the 20% required match funding to study this important east-west corridor. Our CID will also serve as project sponsor with the City of Atlanta's blessing.

I encourage you to consider this LCI application. Huff Road has been consistently identified as a priority corridor for investment since 2005 when the first Upper Westside LCI study was published. It has only gotten worse in the last 17 years as the booming mixed-use development growth in this area is overwhelming the antiquated industrial infrastructure. To break that pattern, we are seeking a community driven plan for how the public right of way could be re-imagined to address issues like lack of sidewalks, capacity constraints, and inefficient lane configurations.

Huff Road connects Marietta Blvd, a key industrial corridor and the BeltLine trail, to Howell Mill Rd a critical north-south mixed-use corridor which the city is upgrading to a Complete Street. The complete street project will provide bike and pedestrian connectivity north/south, but not to the west. For the value of the Howell Mill infrastructure to be fully realized, the city must also plan network connections. The CID was founded by local commercial property owners who want to make sure there is intentional planning for this urban submarket's transportation future. Our CID Board believes that this multimodal corridor improvement LCI study for east/west connectivity will go a long way toward furthering the goal of smart urban growth in one of Atlanta's fastest growing districts.

Thank you for considering the application.

Regards,

Chris Faussemagne  
Board Chair, Upper Westside CID  
chrisf@thirdandurban.com



**Keisha Lance Bottoms**  
**MAYOR**

55 TRINITY AVE., SW, ATLANTA, GEORGIA 30303-0324  
SUITE 4350, CITY HALL - SOUTH  
(404) 330-6165  
FAX: (404) 658-7552

**Jon Keen**  
**Chief Operating Officer**

**Josh Rowan, PE**  
**ATLDOT Commissioner**

**DATE**  
DECEMBER 2, 2021

Mr. John Orr  
Atlanta Regional Commission  
Transportation Access and Mobility Group  
40 Courtland St. N.E.  
Atlanta, GA 30303-2538

RE: 2021 TIP Project Solicitation Study Application - Huff Road Study

Dear Mr. Orr,


This letter is to express support for the Upper Westside CID's application for transportation study funds for corridor improvements in the Blandtown neighborhood along Huff Road in Northwest Atlanta.

The Huff Road Study intends to address rapidly changing conditions within this corridor experiencing exponential growth in recent years. In the past, Huff Road was used primarily as a freight route serving exclusively industrial land uses within the area. Now with over \$500 million dollars of investment under construction and recently delivered, the Huff Road corridor is evolving into a mixed-use community which includes retail, office, residential as well as industrial uses. These land use changes will require Huff Road to be redesigned to better provide safe multi-modal connectivity and accessibility and resolve capacity issues.

Most recently, the city-adopted Upper Westside Masterplan and the D3 Masterplan called for multimodal improvements along Huff Rd. The study will engage a wide range of industrial, residential, and municipal stakeholders to explore the redesign of Huff Road so that it will meet the needs of all users and maximize multimodal connectivity.

The City of Atlanta supports the Upper Westside CID as a partner to improve this emerging area of the city. We look forward to working with the Upper Westside CID and other stakeholders on the successful completion of this study. Your favorable consideration of this application is appreciated.

Sincerely,

DocuSigned by:  
  
A8FF5CFEC4C1443...

Josh Rowan, PE  
Commissioner



Elizabeth Hollister &lt;elizabeth@upperwestsideatl.org&gt;

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**Urgent - quick LCI application update**

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**Smoot-Madison, Betty** <bsmoot-madison@atlantaga.gov>

Mon, Feb 28, 2022 at 8:59 AM

To: "Forte, Monique B." &lt;MBForte@atlantaga.gov&gt;, Elizabeth Hollister &lt;elizabeth@upperwestsideatl.org&gt;

Cc: Adeline Collot &lt;adeline@upperwestsideatl.org&gt;

Hi all, yes feel free to re-use, I don't see any issues with that.

Betty

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**From:** Forte, Monique B. <MBForte@AtlantaGa.Gov>**Sent:** Sunday, February 27, 2022 6:59 AM**To:** Elizabeth Hollister <elizabeth@upperwestsideatl.org>**Cc:** Adeline Collot <adeline@upperwestsideatl.org>; Smoot-Madison, Betty <bsmoot-madison@AtlantaGa.Gov>**Subject:** Re: [EXTERNAL] Urgent - quick LCI application update

Hi Elizabeth,

I have copied Betty since the support came from DOT. I'm sure it would be fine to repurpose it but just want to confirm since Josh's signature is on it.

Monique Forte

On Feb 25, 2022, at 6:45 PM, Elizabeth Hollister <elizabeth@upperwestsideatl.org> wrote:

Monique,

I am writing about repurposing the city's TIP letter of support for Huff Rd study. ARC encouraged us to apply the study for both pots to give the Huff Study the best chance of being funded. Jared Lombard has confirmed we can use the original TIP letter from COA since the study request is identical.

I just need an email acknowledgement from that we can repurpose the TIP letter in our LCI application. I assume since the city supported the TIP that y'all are equally supportive of an identical LCI study application. Attached is the letter. Please let us know asap!

Best,

Elizabeth

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**UPPER WESTSIDE**

2/28/22, 11:55 AM

Upper Westside Improvement District Mail - Urgent - quick LCI application update

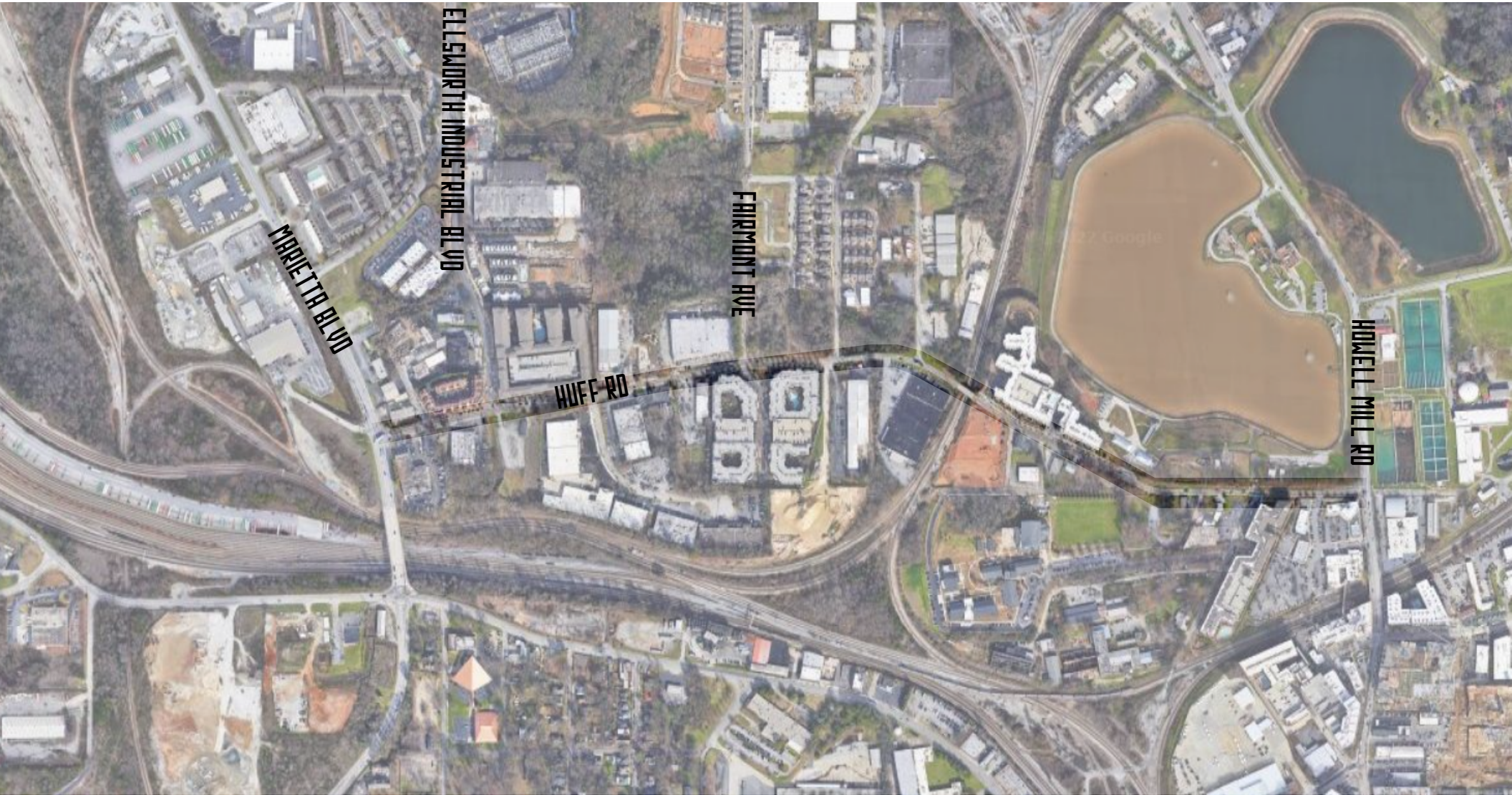
ELIZABETH HOLLISTER | Executive Director

upper westside improvement district

404 | 444 8424

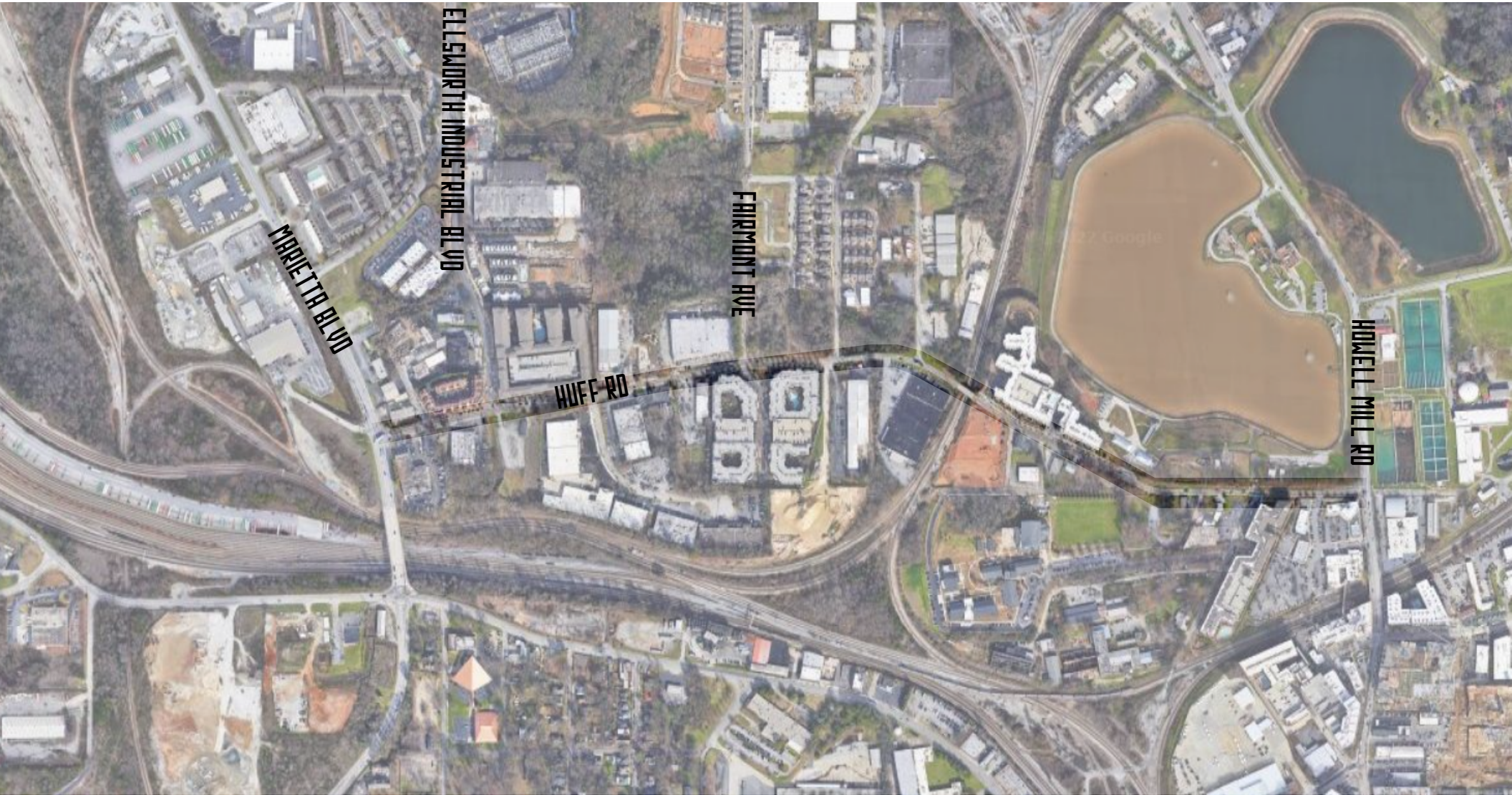


# HUFF ROAD STUDY AREA





# HUFF ROAD STUDY AREA



# Upper West Side LCI

The Livable Centers Initiative (LCI) is a program of the Atlanta Regional Commission to transform communities into vibrant, walkable places by promoting transportation options, healthy lifestyles, and access to jobs and services. Community engagement is a key part of the LCI planning process.

**The LCI program’s goals are:**

- To provide access to a variety of travel modes including transit, roadways, walking and biking,
- To encourage mixed-income residential neighborhoods, employment, shopping, and recreation options, and
- To develop an outreach process that promotes the involvement of all stakeholders.

After 20 years, a new LCI framework- LCI 2.0: (Re)Focus on Transit and Town Centers seeks to address new and emerging land use and transportation challenges. The new program focuses on critical equity and resiliency issues such as affordable housing, green infrastructure, and aging in place, etc. New studies can be either catalytic or tactical. Therefore, ten-year updates to LCI studies are no longer required. Instead, the Report of Accomplishments has to be submitted with any application for a planning study or project implementation. ARC anticipates having a call for implementation projects in 2019. To position the UWS LCI to apply for implementation funds, the Report of Accomplishments for the plan provides information on the status of projects listed in the Implementation Action Plan.

**The Upper West Side LCI Summary**

The Upper Westside LCI was adopted by City Council and the Mayor in July 2005 (per 05-R-0900). The plan is a guide for public and private investment in a two square mile study area within the Northwest quadrant of the City of Atlanta. The study area encompasses approximately 1,400 acres centered around the Marietta Street, Howell Mill Road, and Northside Drive corridors. The study area is in Council District 2, 3, 8, and 9 and in Neighborhood Planning Units D, E, K, L and M. A five-year update was completed in 2009.

The vision of the Upper Westside Community is to continue to build a section of the city that:

- Reflects the area’s past and future through the use of industrial materials, scale, and building patterns.
- Provides residents, visitors, and workers with transportation alternatives for reaching the area and traveling within the area.
- Supports a diversity of housing, jobs, shopping, and recreation that can include people of all incomes and ages.
- Protects the diversity of smaller scale, residential, commercial, and industrial uses from institutional expansion.

To implement the Plan’s Vision, goals were established for:

- Community Character and Urban Design
- Transportation
- Land Use
- Economic Development

Recommendations for Land Use, Urban Design, Nodes, Open Space and Transportation were made for each of the 8-character areas: Marietta-Howell Mill main street, Howell Station/Knight Park, Huff Design, Employment, English Avenue North, Antioch, Arts/Education/Research and Downtown.

The overall implementation strategies to guide the Upper Westside development and to coordinate the many activities planned include:

- Maintain land use flexibility for redevelopment – promote land use and zoning the support the Quality of Life zoning districts. Promote flexible zoning to promote housing, work space, recreation and retail in existing industrial and in new developments.
- Maintain diversity – Encourage housing diversity and retain and attract small scale non-profits and business uses.
- Enhance the public realm – Develop community spaces such as streetscapes, opens spaces and parks, particularly along key corridors.



- Leverage investments with existing programs – Use existing tools such as the Renewal Community, Urban Enterprise Zone, and the Tax Allocation Districts to promote economic development.
- Establish partnerships – Link community-based groups and institutional and private sector interests to implement and fund initiatives.
- Promote environmental sustainability – encourage LEED certification in new developments, promote sustainable development that incorporate such things as greenroofs, rainwater reuse, porous paving etc.

The Plan's Implementation Table lists a series physical improvements projects and regulatory actions to be taken within the Upper Westside. The general priority actions for the Upper Westside LCI area:

- To enhance the public realm along Marietta Street and Howell Mill Road,
- To preserve diverse, but compatible land uses through mixed use Quality of Life zoning and urban design guidelines,
- To provide safe public access to the green space around the Atlanta Waterworks,
- To enhance the public realm along Donald L. Hollowell Parkway,
- To enhance the public realm along Northside Drive and
- To preserve the diversity of residents and businesses through organizational partnerships and mechanisms places a special emphasis on affordable housing, live/work spaces for artists, and the retention and revitalization of existing small businesses.

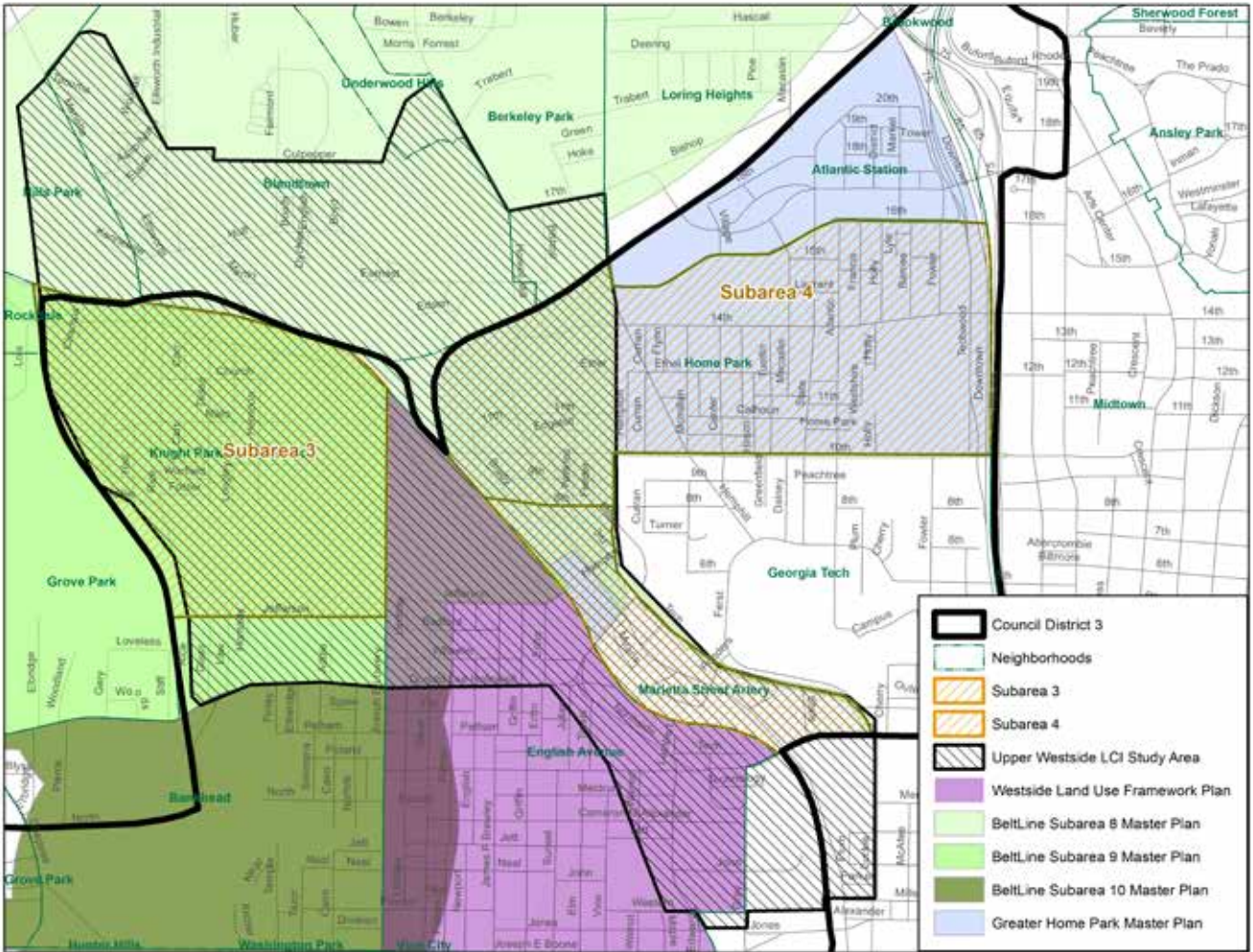
Specific priority transportation projects intended to support these most critical actions are:

- Marietta Street/Howell Mill Road Streetscape (P-1),
- Donald Lee Hollowell Parkway Streetscape (P-3),
- Howell Mill Road/Marietta Street Crossing (X-2),
- Bishop Street & Howell Mill Road Intersection Improvement (I-1),
- Huff Road Corridor Improvement (IR-4), and
- Donald Lee Hollowell Pkwy Corridor (near Northside Drive intersection) (IR-1).

### Plan Study Areas

The Upper West Side study area overlaps with several plans (see map). Instead of updating the Upper West Side LCI in one plan and planning process, portions of this study area have been updated by these plans:

- District 3- Westside Revive Plan, 2019, encompasses all of District 3. Subarea 3 includes the Knight Park neighborhood and Subarea 4 covers the Marietta Street Artery Neighborhood,
- The Westside Land Use Framework Plan, 2017, includes a portion of the English Avenue neighborhood,



Upper Westside LCI planning area with Council District 3- Westside Revive Subareas 3 and 4, Planning area and other adopted plans.

- The BeltLine Subarea 8 Master Plan, 2012, covers the area north of West Marietta Street and the rail corridor and west of Howell Mill Road, and
- The BeltLine Subarea 9 Master Plan, 2009 with an update underway, covers the adjacent area to the southwest, including the Knight Park/Howell Station Neighborhood.

### Implementing Agencies

Implementation of many of the recommendations is carried out by several City of Atlanta Departments and agencies as well as be the newly created Upper Westside Improvement District. Below is a summary of each one.

City of Atlanta



- Department of City Planning- The Office of Mobility conducts transportation planning such as the Cycle Atlanta Plan and the Comprehensive Transportation Plan. They work with state and regional agencies such as the Georgia Department of Transportation and the Atlanta Regional Commission to fulfill Atlanta's transportation infrastructure plans. The Office of Zoning and Development reviews and makes recommendations on zoning applications, reviews and approves Special Administrative Permits for parcels in the BeltLine Overlay and Quality of Life Zoning Districts and conducts and manages planning processes.
- Department of Public Works- The Capital Projects Division in the of Transportation works with the Federal Highway Administration, Georgia Department of Transportation, Atlanta Regional Commission, Community Improvement Districts and other governmental and quasi-governmental entities to implement transportation capital improvements.
- Renew Atlanta/TSPLOST- - Renew Atlanta is the city agency responsible for implementing \$250 million in infrastructure funded by bonds approved in a special election in March 2015. Renew Atlanta will also manage and implement approximately \$300 million of infrastructure projects that are funded by a Transportation special purpose local option sales tax approved in April 2017.
- Department of Watershed Management- Owns and operates the Hemphill Water treatment plant. Part of the land of this facility is now the Water Works Park.

Atlanta BeltLine: The Atlanta BeltLine is responsible for implementing the Atlanta BeltLine 2030 Strategic Implementation Plan (SIP), the action plan to guide its work through the end of the TAD in 2030. Initiating the first phase of Westside Reservoir Park including the passive-use park space is one of the priorities.

Georgia Department of Transportation: GDOT is responsible for road maintenance and improvements on state roads such as Northside Drive.

MARTA- Provides transit service in the City of Atlanta. The MORE MARTA program will enhance transit with the Bus Rapid Transit on North Ave- Donald L. Hollowell Pkwy and Northside Drive. increased bus service on Howell Mill Road is also recommended.

The Upper Westside Improvement District (CID)- Established in 2016, is organized and committed to planning and implementing projects in Upper West Side LCI. Their planning efforts have expanded beyond the LCI study and planning area. Property owners in the CID fund the CID and are able to spend the money on infrastructure improvements, beautification and public safety, for example the CID recently installed a new sidewalk along Howell Mill at 14th Street.

The 5 most critical projects for the Upper Westside CID are the following:

1. P-6 Brady Street Streetscape;
2. P-12 Huff Road Streetscape/IR-4 Huff Road Corridor;
3. P-21 14<sup>th</sup> Street Streetscape;
4. X-10 Bankhead Bridge Connector; and,
5. OS-1 Hemphill Waterworks Park.

In addition to the critical projects listed above, the CID considers the following projects as high priority:

1. X-4 Northside Drive at 8<sup>th</sup> Street Crossing;
2. O-2 Rezoning Upper Westside; and,
3. O-8 Public Art.

The Upper Westside CID also recommends 4 new initiatives to enhance the Upper Westside LCI Study area:

1. Improve MARTA Bus Stops;
2. 17<sup>th</sup> Street Sidewalks and Bike Facilities;
3. Extend Hampton Street West to Connect with Jefferson Street; and,
4. Re-Establish the Street Grid.

### Report of Accomplishments

The Upper West LCI Implementation Project Matrix divides the recommended projects and actions into a Five-Year Implementation Action Plan and a 15-year Implementation Plan. Within each of these, the project types are:

- Pedestrian and Bike,
- Pedestrian Crossing,
- Intersection Improvements,
- Improved Roadway,
- Open Space, and
- Other.

While the Upper Westside has undergone significant land use changes since 2005, many of the infrastructure improvements called for in the original LCI study and 5-year update are still critically relevant today. A major theme continues to be multimodal connectivity throughout the area. Many projects are intersection and streetscape improvements intended to create more accessibility for pedestrians and bicyclists and encourage high quality development. To further the vision of enhanced connectivity and inviting public realm along key transportation corridors in the LCI planning area, this Appendix includes a table with updates on original LCI projects as well as clarifications on current projects that are critical and high priority.

The following tables provide the Report of Accomplishments, with details on the Five-Year Implementation Action Plan.

Upper West Side LCI - Transportation Initiatives

PROJECT ID	PROJECT NAME	PROJECT/DESCRIPTION	COMPLETED	UNDERWAY	NOT STARTED	NOT RELEVANT	NOTES
Pedestrian and Bike							
P-1	Marietta Street/Howell Mill Road Streetscape	Sidewalks, street furniture, street lighting, curbs, ramps, and street trees (Simpson Avenue to Huff Road).		X			<p>Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan. Renew Atlanta Projects along this corridor include resurfacing, signal coordination. Renew Projects: Marietta Street resurfacing, Howell Mill Complete street with Pedestrian &amp; Bicycle Improvements. 14th St @ Howell Mill- Upgrade Signal Equipment. ATP: Howell Mill Rd Multimodal Street Reconstruction.</p> <p>Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. Parcels with conventional zoning that re-develop are not required to install streetscape. This along with parcels that have not redeveloped results in large gaps without streetcapes along this corridor.</p>
P-2	Northside Drive Streetscape	Sidewalks, street furniture, street lighting, curbs, ramps, and street trees (Simpson to Bishop).		X			<p>The Georgia DOT has evaluated State Route 3/Northside Drive corridor from I-20 to I-75 (approximately five miles) for potential improvements for mobility, safety, bicycle and pedestrian use and access/connectivity to local and regional public transportation services. The set of solutions being explored includes intersection improvements and multimodal enhancements along the corridor-specific projects and funding have not been identified. Project AT-287 includes signal upgrades on SR 3 (Northside Drive) and Hemphill Avenue at SR 9 in the City of Atlanta and Georgia Tech area. Total corridor length is approximately 2.5 miles, with 11 signal upgrade. Proposed signal upgrades need to take into consideration new developments under construction that may benefit from multimodal improvements. Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. Parcels with conventional zoning that re-develop are not required to install streetscape. This along with parcels that have not redeveloped results in large gaps without streetcapes along this corridor.</p> <p>ATP TR-016: Northside Drive/ Metropolitan Parkway High Capacity Transit</p>
P-3	Donald Lee Hollowell Parkway Streetscape	Sidewalks, street furniture, street lighting, curbs, ramps, and street trees (Northside Drive to Marietta Boulevard).		X			<p>Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. This area is just starting to redevelop so most of the corridor lacks adequate streetcapes.</p> <p>Projects prioritized in 2018 Atlanta Transportation Plan- ATP: BI-041 - Donald Lee Hollowell Parkway Protected Bicycle Facility</p>
P-4	Means Street Streetscape	New sidewalks and street lighting along the length of Means Street, from Ponders Avenue to Marietta Street.			X		
P-5	Knight Park/Howell Station Sidewalks	New sidewalks along both sides of Rice Street from Marietta Boulevard to W. Marietta Street. New sidewalks on one side of Herndon Street (W. Marietta to dead end), Tilden Street (W. Marietta to dead end), Church Street (Rice to Herndon), Niles Avenue (Herndon to Marietta Boulevard), Warfield Street (Tilden to Marietta Boulevard).			X		
P-6*	Brady Ave. Streetscape	New sidewalks and street lighting along both sides of Brady Ave. From W. Marietta Street to Howell Mill.			X		<p>Brady Ave will be repaved and bike lanes will be added during the restriping as part of Cycle Atlanta Plan's Corridor E. This project only addresses the area between the curbs. Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. Parcels with conventional zoning that re-develop are not required to install streetscape. This along with parcels that have not redeveloped results in large gaps without streetcapes along this corridor.</p> <p>Improving the streetscaping of Brady Avenue will complement the efforts of the bike lane project and create a more pedestrian-friendly environment in an emerging mixed use destination area.</p>
P-7	West Marietta Street	New sidewalks and street lighting along both sides of West Marietta Street from Howell Mill to intersection with Marietta Boulevard.		X			<p>Part of Renew Atlanta Projects. Renew Project: West Marietta St (TCC)- Upgrade Signal Operations. Roadway changes and streetscape improvements have been planned as part of Cycle Atlanta 1.0 and the Beltline Subarea 9 Masterplan. Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. Parcels with conventional zoning that re-develop are not required to install streetscape. This along with parcels that have not redeveloped results in large gaps without streetcapes along this corridor.</p>
P-8	10th Street	New sidewalks and street lighting along both sides of 10th Street from Northside Drive west to dead end.		X			<p>Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. However, gaps between development leave large areas without streetcapes. Parcels with conventional zoning that re-develop are not required to install streetscape. This along with parcels that have not redeveloped results in large gaps without streetcapes along this corridor. Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan- Renew Project: 10th St (TCC) Upgrade Signal Operations. Cycle Atlanta 1.0 called for bicycle infrastructure on the south side of 10th St.</p> <p>ATP TR-016 : Northside Drive/ Metropolitan Parkway High Capacity Transit</p>
P-9	8th Street	New sidewalks and street lighting along both sides of 8th Street from Northside Drive west to Brady.		X			<p>Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. However, gaps between development leave large areas without streetcapes. Part of Renew Atlanta Projects- Renew Project: 8th Street- Resurfacing</p>

PROJECT ID	PROJECT NAME	PROJECT/DESCRIPTION	COMPLETED	UNDERWAY	NOT STARTED	NOT RELEVANT	NOTES
P-10	Blandtown Sidewalks	New sidewalks along one side of Fairmont Street (from Huff Road north to dead end), Booth Avenue (from Huff Road north to dead end), English Street (from Huff Road north to dead end), and Boyd Avenue (from Huff Road north to dead end).			X		Sidewalks and landscaping installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts.
P-11	Jefferson Street Sidewalks	New sidewalks and street lighting along both sides of Jefferson Street from EchoStreet to Marietta Boulevard.		X			<p>Sidewalks and landscaping will be installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. However, gaps between development leave large areas without streetscapes.</p> <p>Part of Renew Atlanta Projects- Jefferson Street resurfacing and priority projects in 2018 Atlanta Transportation Plan - ATP BI-025: Jefferson Street Bike-Ped Bridge</p>
P-12*	Huff Road Streetscape	Acquiring right of way and grading for sidewalks for full length of Huff Road (from Howell Mill to Marietta Boulevard). Curbs, ramps, and street furniture.		X			As part of the Huff Road widening by DPW., ft sidewalks on both sides of the road from Howell Mill to the Ernest Street will be installed This project doesn't include streetscape elements such as street furniture, lighting and street trees.Huff Road Widening Capacity improvements (ATP ST-068) is a a priority project in 2018 Atlanta Transportation Plan. Streetscape improvements in this project should extend beyond curb ramps and include street furniture, street trees, and wider sidewalks.
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.		X			The rail corridor purchased, known as the “Church Line” by Atlanta BeltLine with Tsplost funding. Path foundation will build a trail on the “Church Line”. It will connect westside BeltLine and the PATH Silver Comet trail. TSPLOST Project: Right of Way acquisition and Install Lighting (Atlanta Beltine)
P-14	Lowery Streetscape	Sidewalks, street furniture, street lighting, curbs, ramps, and street trees. From DLH to W. Marietta Street.			X		Renew Project: Joseph E. Lowery (TCC) is between DLH and MLK Jr- Upgrade Signal Operations
P-15	North Avenue Streetscape	Sidewalks, curbs, ramps, and street lighting along both sides of North Avenue east of Northside Drive to Luckie Street.			X		Renew Atlanta Projects: North Ave Smart Corridor- Upgrade Signal Operations
P-16	Marietta Boulevard Streetscape	Sidewalks, curbs, ramps, from DLH to Thomas Street.			X		Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan. Renew Project: Marietta Boulevard (TCC) ATP SA-029: Marietta Blvd Multimodal Street Reconstruction
P-17	BeltLine Greenway and Transit	Concrete multi-use path with lighting and signs. From Maddox Park to Howell Mill north of Hemphill Waterworks.		X			<p>Alingment for the BeltLine transit and trail under review. Priority projects in 2018 Atlanta Transportation Plan</p> <p>TSPLOST Project: Right of Way acquisition and Install Lighting (Atlanta Beltine)</p> <p>ATP TR-027: BeltLine West Corridor High Capacity Transit</p>
P-18	Marietta Boulevard Greenway	Acquire land on the east or west side of Marietta Blvd for future greenway, from Maddox Park to Elaine Avenue.		X			This is one of the alingments under consideration for the BeltLine trail in their analysis of alternatives. ROW has not been purchased and funding has not be identified.
P-19	Ga. Power E-W Greenway	Negotiate with Georgia Power to permit the development of a greenway north of Culpepper, between Ellsworth and the rail line.		X			This is one of the alingments under consideration for the BeltLine trail in their analysis of alternatives. ROW has not been purchased and funding has not be identified.
P-20	Jefferson Street Bike Path	Signs designating Jefferson Street as a bike path. Road improvements that make Jefferson Street usable for on-street biking. From Echo Street to Marietta Boulevard.			X		<p>Priority project in 2018 Atlanta Transportation Plan</p> <p>ATP BI-025: Jefferson Street Bike-Ped Bridge</p>
P-21*	14th Street Streetscape	14th Street Streetscape between Hemphill Avenue and Howell Mill Road. Part of a larger streetscape project for 14th Street initiated by the Home Park Community Improvement Association.			X		Wider sidewalks, street furniture, streetlighting and trees are installed as part of redevelopment of parcels zoned into one of the quality of life zoning districts. Parcels with conventional zoning that re-develop are not required to install streetscape. This along with parcels that have not redeveloped results in large gaps without streetcapes along this corridor. Previously designate as Renew Project: 14th St, Phase 1- Resurfacing from Howell Mill Road to Hemphill Avenue. Defunded in the rebaselining process.
Pedestrian Crossing							
X-1	Northside Drive/ Marietta Street Crossing	Create a pedestrian crossing including striping, special materials, ramps, and signalization.		X			Signal upgrades on SR 3 (Northside Drive)- with 11 signal upgrades including one at Marietta Stree. Renew Project: Marietta St and TSPLOST Project: Marietta St and Northside Dr Signal Upgrade
X-2	Howell Mill Road/ Marietta Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.		X			Part of Renew Atlanta and TSPLOST projects- This intersection will be redesigned by the Howell Mill Complete Street Project. Renew Project: West Marietta St (TCC) & Renew Project: Howell Mill Rd (TCC)
X-3	Northside Drive at 10th St. Crossing	Create a pedestrian crossing including striping, ramps, and signalization.			X		Signal upgrades on SR 3 (Northside Drive)- with 11 signal upgrades: North Avenue, Donald Lee Hollowell Parkway NW, Marietta Street, 10th Street, 14th Street, 17th Street, Deering Road, Bellemeade Avenue, I-75 SB, I-75 NB, and at Hemphill Avenue/14th Street. This project doesn't include crosswalks and pedestrian facilities at this intersection. Renew Project: 10th St (TCC) ( West )-Upgrade Signal Operations
X-4**	Northside Drive at 8th St. Crossing	Create a pedestrian crossing including striping, ramps, and possible signalization.			X		Cycle Atlanta Plan 1.0 explores this project in further detail.

PROJECT ID	PROJECT NAME	PROJECT/DESCRIPTION	COMPLETED	UNDERWAY	NOT STARTED	NOT RELEVANT	NOTES
X-5	Northside Drive at 14th St. Crossing	Create a pedestrian crossing including striping, ramps, and signalization.		X			Signal upgrades on SR 3 (Northside Drive)- with 11 signal upgrades: North Avenue, Donald Lee Hollowell Parkway NW, Marietta Street, 10th Street, 14th Street, 17th Street, Deering Road, Bellemeade Avenue, I-75 SB, I-75 NB, and at Hemphill Avenue/14th Street. This project doesn't include crosswalks and pedestrian facilities at this intersection.
X-6	DLH & Northside Drive Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.		X			Signal upgrades on SR 3 (Northside Drive)- with 11 signal upgrades: North Avenue, Donald Lee Hollowell Parkway NW, Marietta Street, 10th Street, 14th Street, 17th Street, Deering Road, Bellemeade Avenue, I-75 SB, I-75 NB, and at Hemphill Avenue/14th Street. Part of a project for priority projects in 2018 Atlanta Transportation Plan- ATP BI-041: Donald Lee Hollowell Parkway Protected Bicycle Facility
X-7	Marietta Street & Simpson Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.			X		
X-8	Howell Mill Road & 14th St. Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.		X			Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan Renew Project: 14th St @ Howell Mill ATP SA-019: Howell Mill Rd Multimodal Street Reconstruction
X-9	Howell Mill Road & 10th St. Crossing	Create a pedestrian crossing including striping, ramps, and signalization.		X			Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Pla Renew Project: 10th St (TCC) ( West ) and Renew Project: Howell Mill Rd Complete Street Project, ATP SA-019: Howell Mill Rd Multimodal Street Reconstruction
X-10*	Bankhead Bridge Connector	Structure analysis is required to determine if the bridge can be reinforced or if it must be replaced. Create a stairway/ connection to Means Street from bridge.			X		Closed since 1991, the Bankhead Bridge spans the railroad tracks between Marietta Street and Northside Drive. The eastern approach of the bridge has been demolished and replaced with a surface parking lot. Repurposing the bridge for bicyclists and pedestrians and reconstructing a new portion through to Means Street would provide an iconic and valuable multimodal connection across the railroad tracks.
X-11	Lowery Boulevard/ West Marietta Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.		X			Part of Renew Atlanta Projects Renew Project: West Marietta St (TCC)- Upgrade Signal Operations
X-12	Blandtown Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization. New stoplight required.			X		
X-13	Lowery & DLH Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.			X		
X-14	DLH & English Avenue Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.			X		Part of 2018 Atlanta Transportation Plan ATP BI-041: Donald Lee Hollowell Parkway Protected Bicycle Facility
X-15	Northside Drive & North Avenue Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.			X		The Georgia DOT has evaluated State Route 3/Northside Drive corridor from I-20 to I-75 (approximately five miles) for potential improvements for mobility, safety, bicycle and pedestrian use and access/connectivity to local and regional public transportation services. The set of solutions being explored includes intersection improvements and multimodal enhancements along the corridor.
X-16	Marietta Street & North Avenue Connection	Create pedestrian paths up to Marietta Street from both sides of North Avenue.			X		Part of Renew Atlanta Projects. Renew Project: North Ave Smart Corridor and Renew Project: Marietta St
X-17	Northside Drive & Kennedy Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.			X		The Georgia DOT has evaluated State Route 3/Northside Drive corridor from I-20 to I-75 (approximately five miles) for potential improvements for mobility, safety, bicycle and pedestrian use and access/connectivity to local and regional public transportation services. The set of solutions being explored includes intersection improvements and multimodal enhancements along the corridor.
X-18	North Ave. & Northyards Street Crossing	Create a pedestrian crossing including striping, ramps, and signalization.			X		The Georgia DOT has evaluated State Route 3/Northside Drive corridor from I-20 to I-75 (approximately five miles) for potential improvements for mobility, safety, bicycle and pedestrian use and access/connectivity to local and regional public transportation services. The set of solutions being explored includes intersection improvements and multimodal enhancements along the corridor.
X-19	Northside Drive & 16th St. Street Crossing	Create a pedestrian crossing including striping, ramps, and possible signalization.			X		The Georgia DOT has evaluated State Route 3/Northside Drive corridor from I-20 to I-75 (approximately five miles) for potential improvements for mobility, safety, bicycle and pedestrian use and access/connectivity to local and regional public transportation services. The set of solutions being explored includes intersection improvements and multimodal enhancements along the corridor.
X-20	Marietta Street & Brady Street Crossing	Create a pedestrian crossing including striping and ramps.			X		
Intersection Improvements							
I-1	Bishop Street & Howell Mill Road	Intersection project to include geometric improvements, study for signal requirement.			X		Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan Renew Project: Howell Mill Rd (TCC) ATP SA-019: Howell Mill Rd Multimodal Street Reconstruction
I-2	West Marietta Street & Lowery Boulevard	Intersection project to include road realignment, signal upgrade, pedestrian facilities upgrade, roadway rehabilitation.		X			Part of Renew Atlanta Project: West Marietta St (TCC) Upgrade Signal Operations at Intersection

PROJECT ID	PROJECT NAME	PROJECT/DESCRIPTION	COMPLETED	UNDERWAY	NOT STARTED	NOT RELEVANT	NOTES
I-3	DLH & Lowery Boulevard	Intersection project to include geometric improvement, utility pole relocations.			X		Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan Renew Project: Joseph E. Lowery (TCC) (at Intersection) ATP BI-041: Donald Lee Hollowell Parkway Protected Bicycle Facility
I-4	Brady Avenue & Howell Mill Road	Intersection project to include realignment of Brady to intersect Howell Mill at 90 degrees.		X			Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan Renew Project: Howell Mill Rd Complete Street Project will be signaling this intersection. ATP SA-019: Howell Mill Rd Multimodal Street Reconstruction
I-5	West Marietta Street & Marietta Boulevard	Intersection project to include roadway rehabilitation.		X			Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan Renew Project: West Marietta St (TCC)- Upgrade Signal Operations and Renew Project: Marietta Boulevard (TCC)- Upgrade SignalOperations. ATP SA-029: Marietta Blvd Multimodal Street Reconstruction
Improved Roadway							
IR-1	Donald Lee Hollowell Pkwy Corridor (near Northside Drive)	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.			X		Part of 2018 Atlanta Transportation Plan ATP BI-041: Donald Lee Hollowell Parkway Protected Bicycle Facility
IR-2	West Marietta Street & Lowery Boulevard	Intersection project to include road realignment, signal upgrade, pedestrian facilities upgrade, roadway rehabilitation.		X			Part of Renew Atlanta Projects Renew Project: West Marietta St (TCC) Upgrade Signal Operations at Intersection
IR-3	DLH & Lowery Boulevard	Intersection project to include geometric improvement, utility pole relocations.			X		Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan. Renew Project: Joseph E. Lowery (TCC) (at Intersection). ATP BI-041: Donald Lee Hollowell Parkway Protected Bicycle Facility
IR-4	Huff Road Corridor	Huff Road east of Marietta Blvd to Howell Mill. Roadway improvement project include capacity improvement		X			The Huff Road widening will be from Howell Mill Road westward to the bridge over the Norfolk Southern Railroad corridor. The proposed project will widen Huff Road from two lanes to three lanes by adding a center turn lane from Howell Mill Road to just west of Earnest Street. The project will also add 6 ft sidewalks on both sides of the road but will not include streetscapce components such as lighting, furniture, street trees. DPW Capital Projects is leading this improvement. Part of priority projects in 2018 Atlanta Transportation Plan including installation of streetscapes (wide sidewalks, street furniture, lighting, street trees)
IR-5	West Marietta Street & Marietta Boulevard	Intersection project to include roadway rehabilitation.		X			Part of Renew Atlanta Projects and priority projects in 2018 Atlanta Transportation Plan Renew Project: West Marietta St (TCC)- Upgrade Signal Operations and Renew Project: Marietta Boulevard (TCC)- Upgrade Signal Operations ATP SA-029: Marietta Blvd Multimodal Street Reconstruction
New Road							
NR-1	Extend Ethel Street from Home Park to Howell Mill Road	Two lane new roadway with sidewalks, right-of-way acquisition. Traffic crossing Northside Drive will be restricted by median on Northside Drive.		X			Ethel Street extension included in recent approved rezoning. New roads are completed as part of redevelopment of parcels. Part of 2018 Atlanta Transportation Plan ATP NS-056: Ethel Street Extension
NR-2	A new north-south link between Howell Mill Road & Northside Drive from 14th St. to 11th St.	Two lane new roadway with sidewalks, right-of-way acquisition.			X		New roads are built as part of redevelopment of parcels due in part to coordination with the neighborhood. Quality of life zoning requires a new street when blocks exceed 600 feet. Tools to require new street construction is limited.
NR-3	Extend Menlo Drive into loop with Huff Road.	Two lane new roadway with sidewalks, right-of-way acquisition.			X		New roads are built as part of redevelopment of parcels. Quality of life zoning requires a new street when blocks exceed 600 feet. Tools to require new street construction are limited. Purchase of ROW for new street construction is possible but unlikely due to limited funding availability
NR-4	Reconnect Trabert Avenue around Waterworks	Two lane roadway with sidewalks, increase access to proposed Waterworks Park. Bridge structure required. Property already part of Hemphill Water Works. Note that this project is out of study area boundary.			X		This roadway connection requires repurposing City owned land and is further contemplated in the BeltLine Subarea 8 Plan.
NR-5	A new north-south link between Better Brands & Georgia Power, from Jefferson Street north to Kim King apartments	Two lane new roadway with sidewalks, right-of-way acquisition.			X		New roads are built as part of redevelopment of parcels. Quality of life zoning requires a new street when blocks exceed 600 feet. Tools to require new street construction are limited. Purchase of ROW for new street construction is possible but unlikely due to limited funding availability
NR-6	Knight Park-Huff Road connector	Extend Fairmont south across railroad to Church Street. New 2-lane bridge with sidewalks connecting over rail line.			X		New roads are built as part of redevelopment of parcels. Quality of life zoning requires a new street when blocks exceed 600 feet. Tools to require new street construction are limited. Purchase of ROW for new street construction is possible but unlikely due to limited funding availability
NR-7	A new east-west link from Marietta Boulevard to Ellsworth Industrial Drive	New street with sidewalks bordering the south side of the park proposed as project number OS-6.			X		New roads are built as part of redevelopment of parcels. Quality of life zoning requires a new street when blocks exceed 600 feet. Tools to require new street construction are limited. Purchase of ROW for new street construction is possible but unlikely due to limited funding availability.

Other Projects- Upper West Side LCI

PROJECT ID	PROJECT NAME	LOCATION/DESCRIPTION	COMPLETED	UNDERWAY	NOT STARTED	NOT RELEVANT	NOTES
Open Space							
OS-1*	Hemphill Waterworks Park	Move the fence around the Hemphill Waterworks closer to the water to allow public use of open space. Install public facilities such as paths, picnic benches, and picnic shelters.		X			Redesigning the Waterworks as a public greenspace is also recommended by the Greater Home Park Masterplan, the Berkeley Park Blueprints Plan, and the BeltLine Subarea 8 Plan. A 4.5 acre site on the corner of Northside Drive and Hemphill was converted to the Waterworks Greenspace in the fall of 2018. This is a start to the more expansive green-space around the water works envisioned in the plans.
OS-2	English Avenue North Park	Acquire land for a park in English Avenue north, or reach an agreement on opening existing privately held open space.		X			Community garden at the location of the English Ave School
OS-3	Knight Park Improvements	Meet with neighborhood to determine needed landscaping and maintenance improvements to Knight Park.		X			Knight Park was awarded the Park Pride Visioning Grant in 2017
OS-4	10th St. Park	Acquire and design small park/plaza between Northside Drive & Howell Mill.			X		This park would complement the project P-8.
OS-5	Huff Road Plaza	Acquire land at the intersection of Huff and Earnest and develop as a small plaza.			X		This park could be a complement to the Waterworks Park (project OS-1)
OS-6	Huff Road & Marietta Boulevard Park	Acquire and develop neighborhood park on the strip of land immediately south of Elaine at its intersection with Marietta Blvd.			X		This park is further defined in the BeltLine Subarea 8 Plan.
OS-7	West Home Park Plaza	Acquire and develop a neighborhood park along new Ethel Street between Northside Drive and Howell Mill.			X		Land development within the superblock bounded by 11th Street, 14th Street, Northside Drive, and Howell Mill should create new greenspace for neighborhood use and connect the street grid through their property to encourage a more
Other Initiatives							
O-1	Revise Mixed-Use Zoning categories	Adapt existing quality of life zoning codes to be more flexible in terms of land use arrangements and streetscape requirements.		X			The rewrite of the City of Atlanta Zoning Ordinance is underway. Quick fixes I and II have been adopted. The major rewrite will take several years.
O-2**	Rezoning Upper Westside	Change zoning to meet planned future land use throughout the Upper Westside		X			Parcels are rezoned to Quality of Life districts as applications are submitted. This could also be achieved through proactive rezonings.
O-3	Upper Westside Community Development Corporation	Create a community development corporation that focuses on affordable housing development for artists.			X		The Upper Westside CID was created to pursue infrastructure projects, however there is still a need for an organization to unify the artist community in the area and promote the cultural assets of the district.
O-4	Seek National Historic Register listing for key properties	Key properties not currently listed include: Murray's Mill, Hemphill Waterworks property, and the White Provision Building.		X			Means Street Historic District was adopted in 2017. Other historic buildinga in the Upper Westside is not currently protected but could be eligible for historic designation.
O-5	Promote awareness of existing tax break programs for seniors.			X			Office of Housing and Community Development Housing Plan and House ATL include programs like this one
O-6	Encourage local institutions to implement employer assisted housing programs.			X			Inclusionary zoning along the BeltLine and in English Ave and Vine City require a % of affordable housing in new for sale developments
O-7	Acquire land in English Avenue for future workforce single family housing.			X			The Atlanta Police Foundation, Invest Atlanta and the Westside Future Fund have been working to aquire and rehabilitate housing for Police Officers and for affordable housing.
O-8**	Public Art	Encourage the incorporation of public art into major public spaces.			X		Alongside enhancements to public space like improved streetscaping and creating open space, iconic public art can attract residents, businesses, and visitors alike while creating a meaningful sense of place.
O-9	Upper Westside Marketing Organization	Create a joint marketing organization for marketing arts events and recruiting new arts organizations			X		
O-10	Main Street Trolley	Trolley infrasture to Midtown and Downtown. Early service can be a shuttle, building up ridership for future trolley.				X	The Atlanta Street Car expansion strategy idenfied several streetcar routes including one on Northside Drive and another one on North Ave/Hollowell. The proposed streetcar alingments do not follow the Main Street trolley recommended in the plan.
O-11	Encourage LEED certified development.			X			Energy efficiency is one of the components of LEED. The City of Atlanta Power to Change includes the goal of reducing commercial energy consumption 20% by 2020.The Better Buildings Challenge is away to achieve this. In addition, The Atlanta Commercial Energy Efficiency Ordinance requires owners of commercial buildings over 25,000 square feet to benchmark energy and water consumption on an annual basis. Every 10 years, these buildings will also be required to undertake an energy audit, where a professional walks through the building and makes recommendations on how to improve the efficiency and operation of the building.



PROJECT ID	PROJECT NAME	LOCATION/DESCRIPTION	COMPLETED	UNDERWAY	NOT STARTED	NOT RELEVANT	NOTES
O-12	Provide wayfinding system	Provide Wayfinding Signage System - Key elements will include: uniform, attractive and geographically-oriented maps, signs and kiosks which capitalize on the industrial historic character of the area; signage at each node - Howell & Huff, Marietta Blvd & Elaine, Marietta Blvd and Hollowell, Lowery & Hollowell, Hollowell & Northside, Simpson & Marietta, Marietta & North, Northside & Marietta, Howell & Marietta, Northside & 10th, Northside & 14th, Marietta & Lowery.			X		
New Initiatives							
1	Improve MARTA Bus Stops	The original LCI called for a trolley route through the Upper Westside. This would be a welcome long-term transit opportunity, but in the interim, many improvements can be made to the existing transit.		X			MARTA will be installing amenities at up to 1,500 bus stops throughout MARTA's service area over the next five years. Specific locations within this district have not yet been identified. These include passenger waiting shelters; benches; leaning rails; and other types of seating.
2	17th Street Sidewalks and Bike Facilities	The original LCI identified 17th Street and Northside Drive for intersection improvements, but the more pressing issue is pedestrian and cycling connectivity on 17th Street between Howell Mill Road and Northside Drive.			X		
3	Extend Hampton Street West to Connect with Jefferson Street	Lack of connectivity across the railroad is one of the key underlying issues affecting the entire Upper Westside. It explains much of the economic divide between the various parts of the study area. New connection between Hampton Street and Jefferson Street across the railroad tracks that parallel Marietta Street would be transformative for the area.			X		New roads are built as part of redevelopment of parcels. Quality of life zoning requires a new street when blocks exceed 600 feet. Tools to require new street construction are limited. Purchase of ROW for new street construction is possible but unlikely due to limited funding availability
4	Re-Establish the Street Grid	In various places, the street grid has been disconnected or lost through the years. One example is 9th Street, which ends at Fielder Ave instead of continuing east to Northside Drive and beyond. Creating new connections like the 9th Street extension wherever possible to reestablish a strong street grid would improve the permeability of the district to pedestrians and create a more vibrant urban environment.					New roads are built as part of redevelopment of parcels. Quality of life zoning requires a new street when blocks exceed 600 feet. Tools to require new street construction are limited. Purchase of ROW for new street construction is possible but unlikely due to limited funding availability

