

MACON

**CENTRAL
BUSINESS
DISTRICT**

IMPROVEMENT PROGRAM

PLAN FOR PHYSICAL IMPROVEMENTS

Prepared For The Macon-Bibb County Planning & Zoning Commission

This Study Financed Jointly By The

- . Macon City Council
- . Bibb County Commission
- . Downtown Council of the Greater Macon Area Chamber of Commerce

ADLEY ASSOCIATES, INC. - Planning & Development Consultants
Atlanta Tampa

Traffic Planning Associates - Traffic Consultants

June, 1968

PLAN FOR PHYSICAL IMPROVEMENTS

Design recommendations and
cost estimates for improving
shopping conditions in Macon's
CBD.

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11 FEBRUARY 1951

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FOREWORD

An improvement program for Macon's Central Business District comes during a period when significant population, economic and transportation changes are expected in the City and its trade area. Most of these changes will benefit the Downtown, but some could create additional problems. The primary purpose of this improvement program is to use these forces of change constructively. . .to maximize their beneficial aspects and minimize their problems.

This report reflects and builds upon four previous studies, technical memos and reports which together comprise Macon's Program Of Improvement. It has validity only in relation to the body of work upon which it is based. This body of work is, in essence, a thoroughly documented analysis of existing conditions and scientifically-drawn projections for the future, as well as a guide for administratively effecting the recommendations. Included are:

DEVELOPMENT TRENDS - A summary of retailing, population and economic trends in the SMSA and in the City, and projections of future space needs in the Central Business District.

VEHICLE CIRCULATION AND PARKING ANALYSIS - A street-by-street analysis of existing major routes into and within the CBD and tabulations and analysis of present parking supply.

SECTOR ANALYSIS - A rating of physical conditions in each blockfront of the six CBD sectors, with recommendations for suggested improvements and setting of priorities.

PLAN FOR ORGANIZATION - Recommendations for establishing organization capable of administering the CBD Improvement Program.

This report, Number Five in the series, presents recommendations for overall land use distribution, vehicle circulation and parking and design recommendations for specific problem situations, as well as a breakdown of costs by sector. While all are solidly based upon technically sound, scientifically detailed studies, the designs themselves are neither technical nor detailed. They are intended to be indications of the type of improvements which are needed and which are feasible. Preparation of working drawings for submission to contractors constitutes the next step, Phase III, in the report.

Report Number Six in this series is the Plan For Funding Improvement Costs, which describes the ways in which the plan can be implemented. This Plan For Funding and the four earlier reports must be considered companion reading pieces to this report; for it is only the context of the entire series that this element has real value.

TABLE OF CONTENTS

	Page
PART ONE - PLAN FOR PHYSICAL IMPROVEMENT	1
Land Use Pattern	2
Vehicle Circulation and Parking	4
Plan for Physical Improvement	6
Mulberry Street Improvement	8
Governmental Center	10
Cotton Avenue	12
Cherry Street Retail Link	14
Fifth Street Improvement	16
Third and Cherry Streets	18
Riverfront Plan	20
Courtyard	22
 PART TWO - COSTS	 25
Sector I	27
Sector II	29
Sector III	31
Sector IV	33
Sector V	35
Sector VI	37
Remodelling Costs	38
 APPENDIX - MISCELLANEOUS COST FIGURES	 40

TABLE OF CONTENTS

1	THE SOUTH AFRICAN RAILWAYS
2	THE RAILWAYS
3	THE RAILWAYS
4	THE RAILWAYS
5	THE RAILWAYS
6	THE RAILWAYS
7	THE RAILWAYS
8	THE RAILWAYS
9	THE RAILWAYS
10	THE RAILWAYS
11	THE RAILWAYS
12	THE RAILWAYS
13	THE RAILWAYS
14	THE RAILWAYS
15	THE RAILWAYS
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PART 1

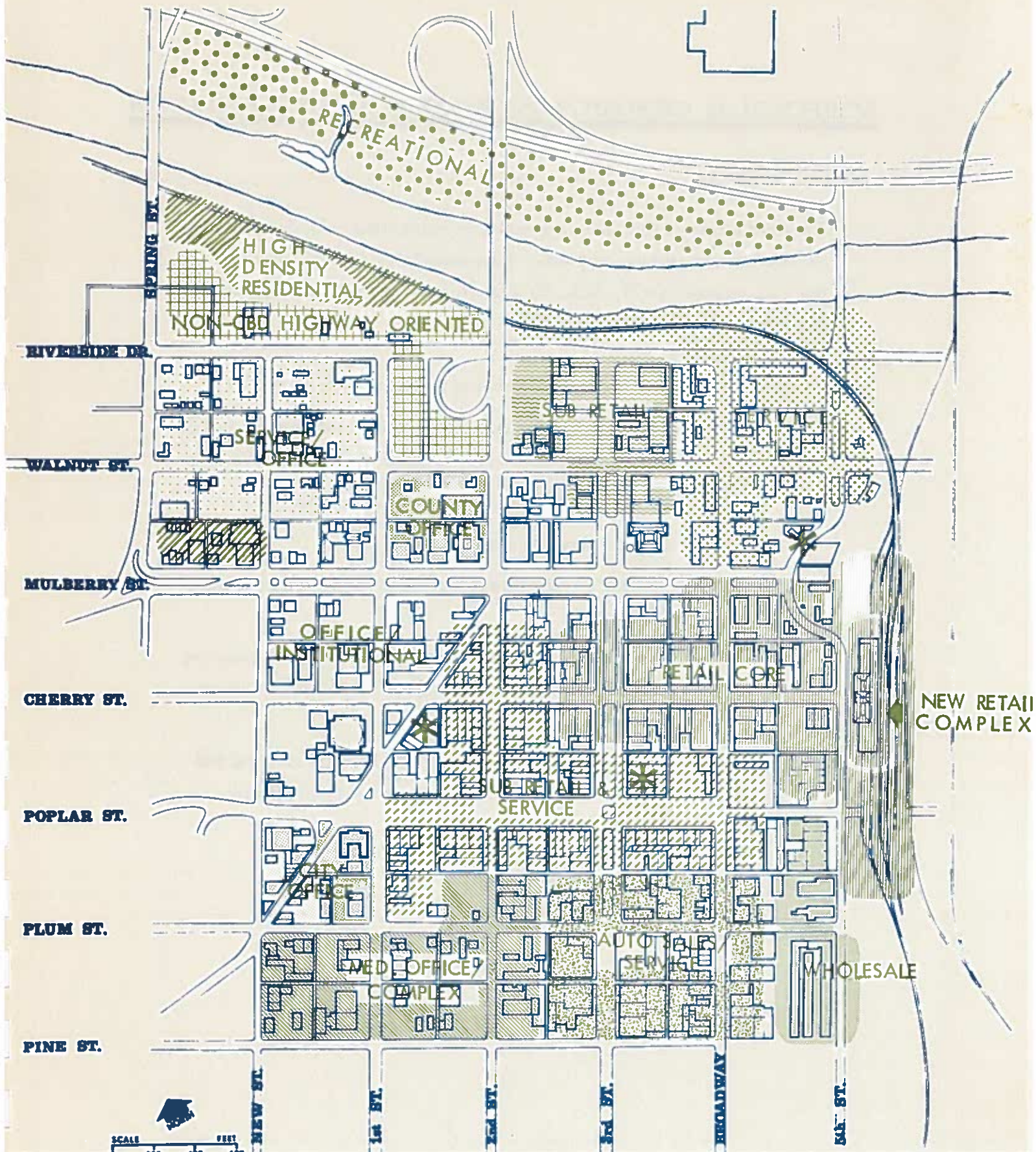
LAND USE PATTERN

The existing pattern of land use in the CBD is according to the Land Use Maps prepared early in this study, and is essentially sound. The recommended Land Use Pattern opposite, represents not so much a change as a strengthening and refinement of these assets:

- Generally compact development of the overall CBD;
- Efficient clustering of types of uses;
- Functionally sound juxtaposition of Retail Core to Office-Institutional cluster, Service to Retail, etc;
- Basically efficient and safe street system.

Due primarily to development of the new Retail Complex, the existing pattern of land use is deficient for future needs in several important respects. The recommended Land Use Pattern comprises these significant improvements:

- Increased parking facilities and relocated parking facilities, to accommodate increasing demand and shifting demand, as retail uses re-group, forcing a link with the new Retail Complex.
- Improved access through removal of on-street parking and resultant widening and increased capacity of key streets.
- Development of high-rental, high-density housing along the waterfront - reflecting need to make highest and best use of increasingly valuable land as the CBD increases in density. The Development Trends report indicated increases in population that will create a market for such housing. Such development provides the nucleus of a captive market for CBD facilities.

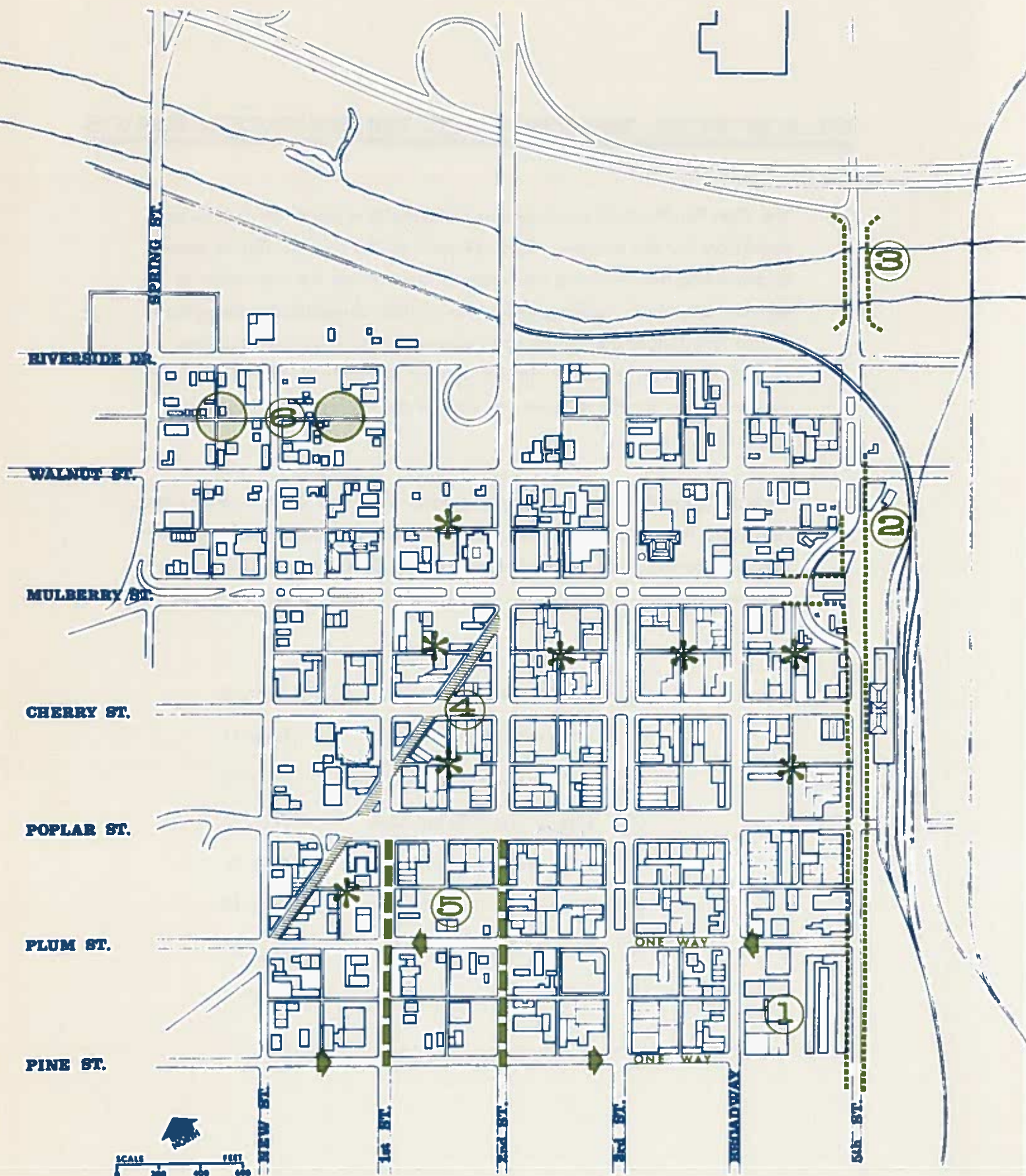


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VEHICLE CIRCULATION AND PARKING

The third report in this series presented an exhaustive analysis of vehicle circulation and parking problems. Recommendations for circulation in the "access area" (I-75, U.S. 80 relocated and extended) are made by the MATS. However, in the CBD:

- ① Plum and Pine Streets are made one-way pairs.
- ② Fifth Street is widened and extended through the "bulge" thereby creating two new corners at Mulberry Street.
- ③ Main Street Bridge is widened to four lanes.
- ④ Cotton Avenue is closed.
- ⑤ First and Second Street parking is removed during peak hours.
- ⑥ Block core, unified parking and truck loading areas are provided primarily for employees in the office and service area.
- ⑦ Block core parking areas are provided for existing and new retail areas which are marked with an asterisk.

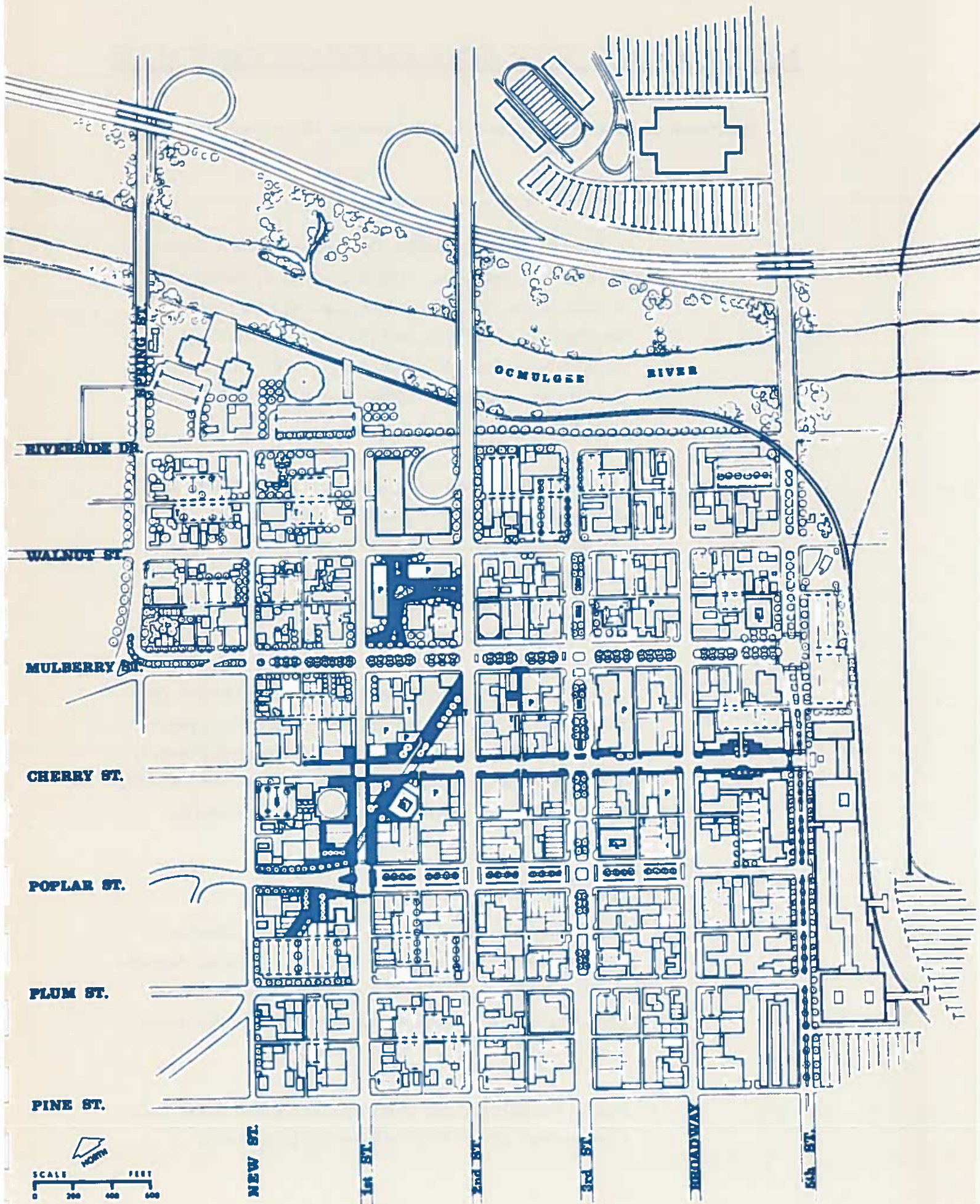


PLAN FOR PHYSICAL IMPROVEMENTS

The Plan For Physical Improvement is basically a means for improving conditions for the shopper. Each element of the overall plan is geared to attracting him, holding his interest, simplifying the mechanics of arrival, departure, parking and store-to-store shopping; encouraging him to stay longer and return more often. Identified problem areas, in each instance, either mitigated against this overall goal of improving conditions for the shopper, or did not capitalize on full potential in working towards it.

Each design project is described in greater detail on the following page. However, these are general recommendations, and exact working drawings must be prepared for precise estimates. Such on-ground engineering and detailed constitutes the next stage, Phase III of this program.

- | | | |
|---|---------------------------|-----------|
| ① | Blockfront Improvement | - Page 9 |
| ② | Governmental Center | - Page 11 |
| ③ | Cotton Avenue Improvement | - Page 13 |
| ④ | Cherry Street Retail Link | - Page 15 |
| ⑤ | Fifth Street Improvement | - Page 17 |
| ⑥ | Cherry and Third Streets | - Page 19 |
| ⑦ | Riverfront Plan | - Page 21 |
| ⑧ | Courtyard | - Page 23 |



MULBERRY STREET IMPROVEMENTS

Functional and aesthetic elements in this prototype design include:

Block Improvements

- . Parking Bays - By extending the sidewalk further into the street at crosswalks, visibility of and by pedestrians is vastly increased, the resultant parking bays permit smoother flow of traffic, and the extension itself becomes a useful and attractive design motif. This simple device can be adapted in other instances of high pedestrian mid-block crossings.
- . Median Improvements - The dangerous mid-block double vehicular turn-around is closed, and the opposite end of the median opened for one-way turns. The median, now twenty-five linear feet longer, is landscaped in keeping with the sidewalk extensions forming the parking bays and sidewalk plantings.
- . Block Fronts - The overall appearance of the block is upgraded and coordinated through individual and cooperative effort. To avoid the impression of a shopping center, a deliberate effort is made not to have the buildings match, but simply to look good individually and collectively.

Building Improvements

- . Facelifting - Painting, sandblasting, or other means of cleaning and brightening building faces, is needed throughout the block. Windows are cleaned, window sashes replaced as needed. Second floors, visible from the street, become display windows for merchandise.
- . Signs - Present signs are redesigned in scale with the structures and are placed flush with the building faces.



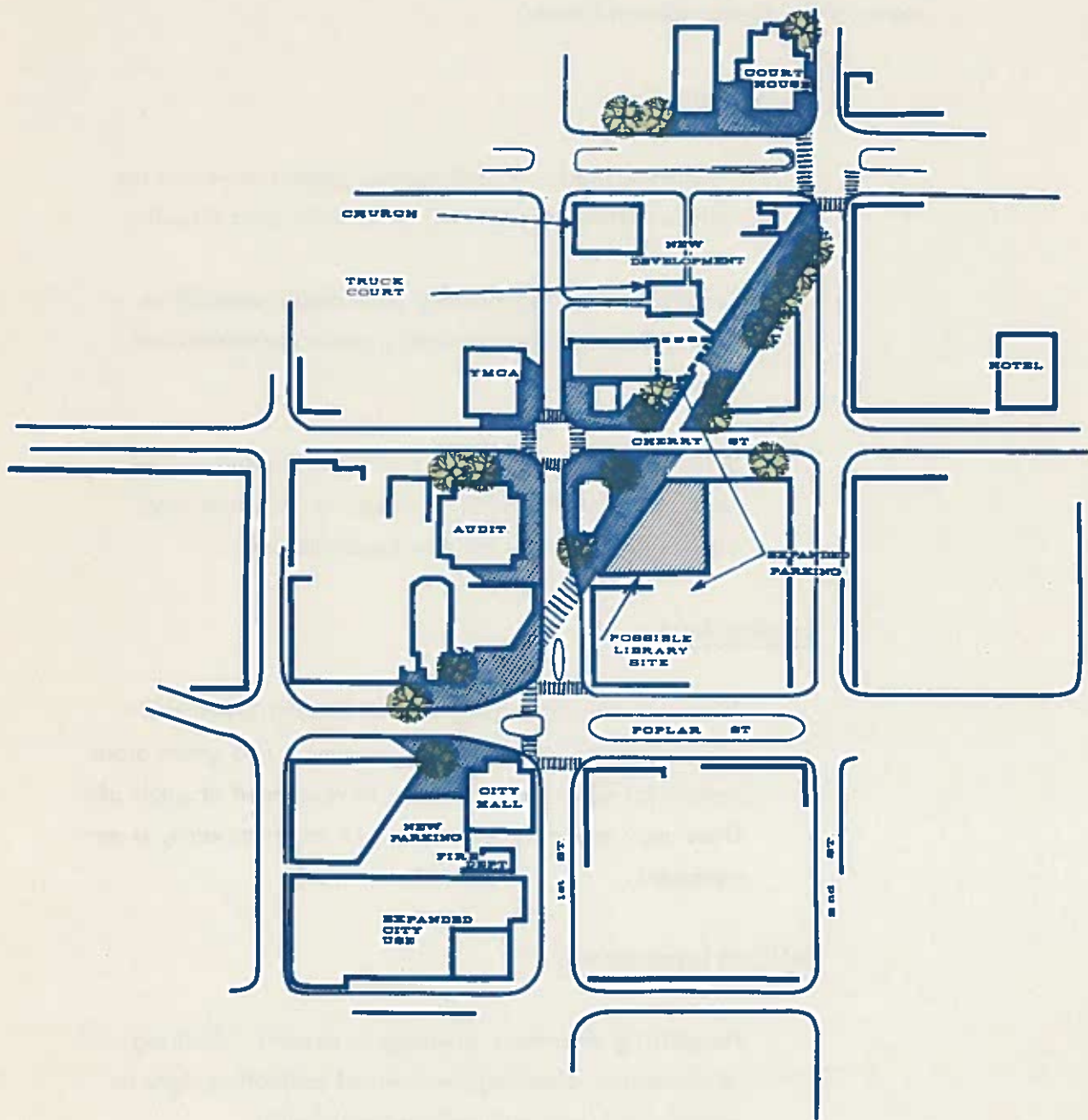
ELEVATION

SECTION

GOVERNMENTAL CENTER

Formation of a Governmental Center is facilitated by closing off Cotton Avenue. Several significant advantages result:

- Like functions are clustered, with pedestrian linkage from Courthouse to City Hall, including the Auditorium, YMCA and, possibly, the new Library as proposed at First and Cherry Streets.
- Present problem intersections formed by Cotton Avenue, the only street that doesn't follow the "grid" system, are eliminated. The Vehicle and Circulation Analysis shows surrounding streets to have sufficient capacity to handle added volume more safely and efficiently than at present.
- Provision is made for expansion of City and County uses through acquisition of remaining blocks for additional parking now, office expansion in the future.
- Provision for additional parking is made - to compensate for the fifty-four on-street parking spaces lost through the closing of Cotton Avenue, and in anticipation of projected increased need:
 - by expansion of present parking garage, with a driveway to Cherry Street that will ease congestion at First Street; and,
 - by expansion of the present parking area from Second Street.



PLAN



COTTON AVENUE

Here, close-up, are recommended design treatments for specific elements of the Governmental Center:

Block Improvements

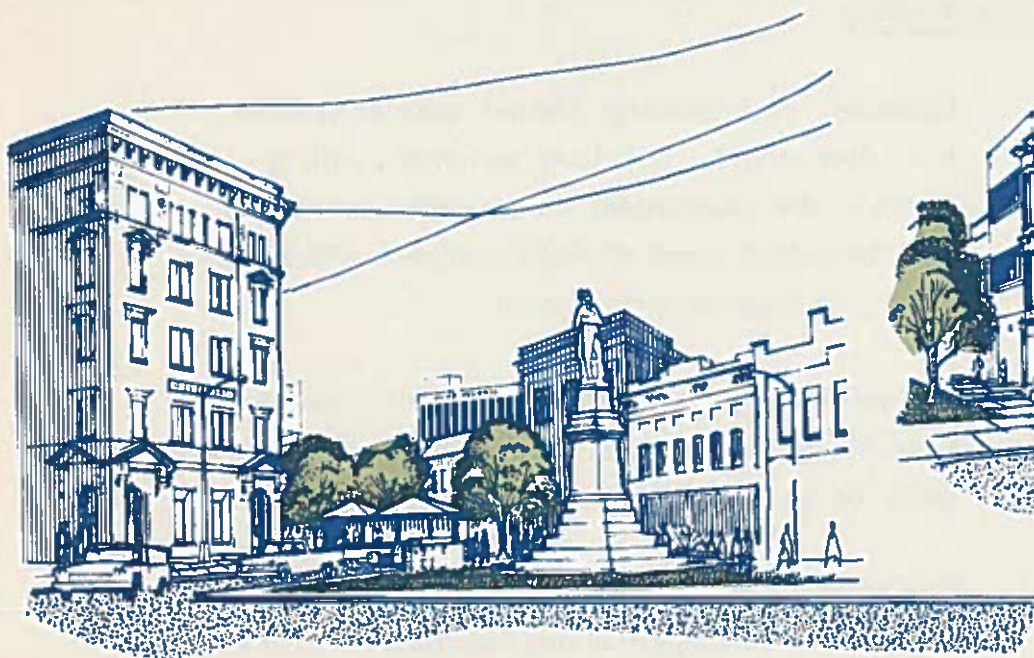
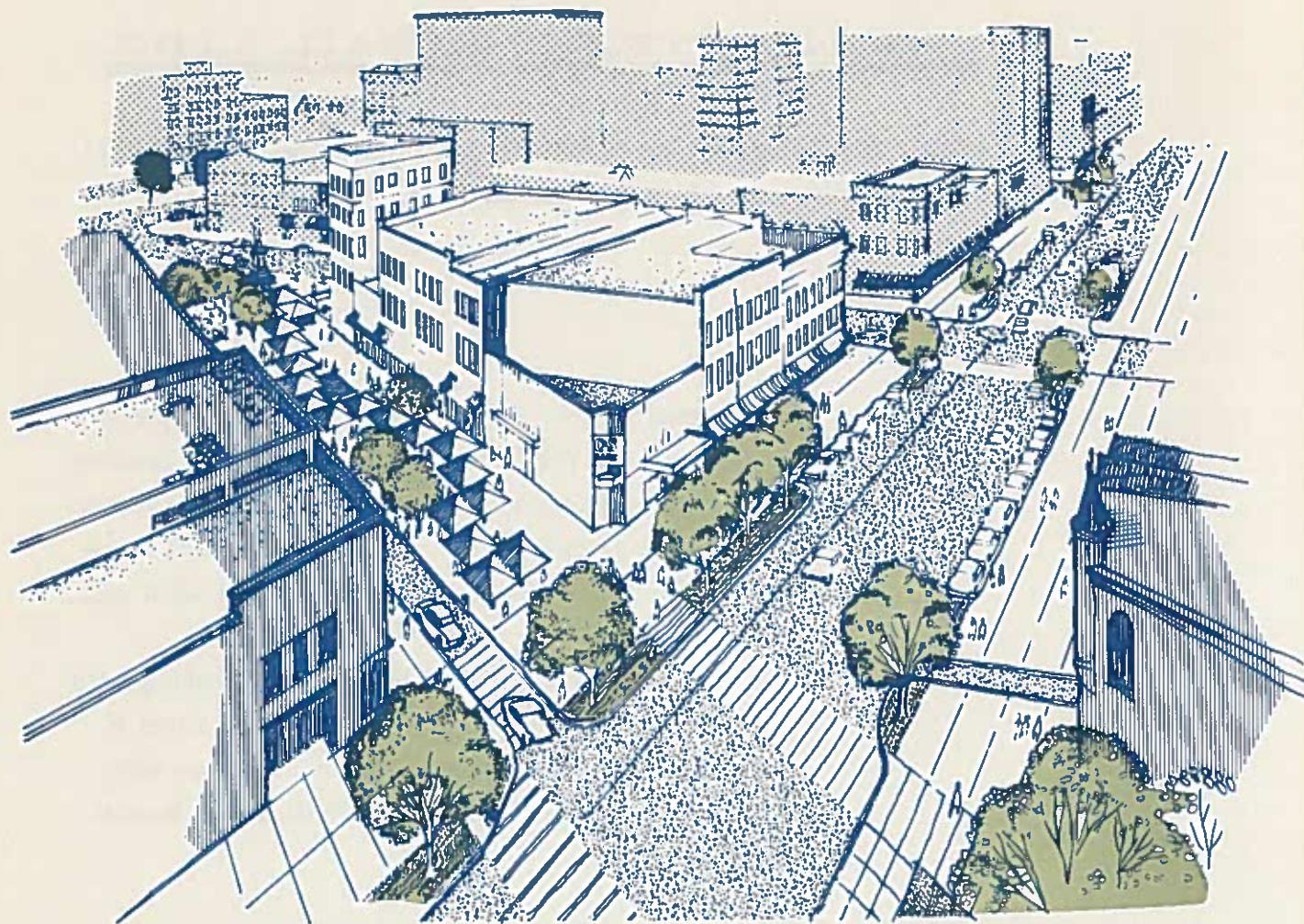
- Pedestrian Mall - A landscaped, protected pedestrian mall facilitates access and updates the area visually.
- Pedestrian Crossing - Boldly patterned crosswalk on Cherry Street pavement visibly alerts pedestrian and motorist.
- Driveway - A driveway exit from the expanded garage helps to alleviate traffic problems on 1st Street and also serves as access for emergency vehicles.

Loading Area

- A screened truck loading area at Second Street efficiently fills this need, while monument and green areas remain for visual relief. New development of small offices and supporting services, such as restaurants, is encouraged.

Building Improvements

- Facelifting of present buildings is needed. Painting, sandblasting, cleaning; removal of projecting signs to reveal good lines and architectural detail.



CHERRY STREET RETAIL LINK

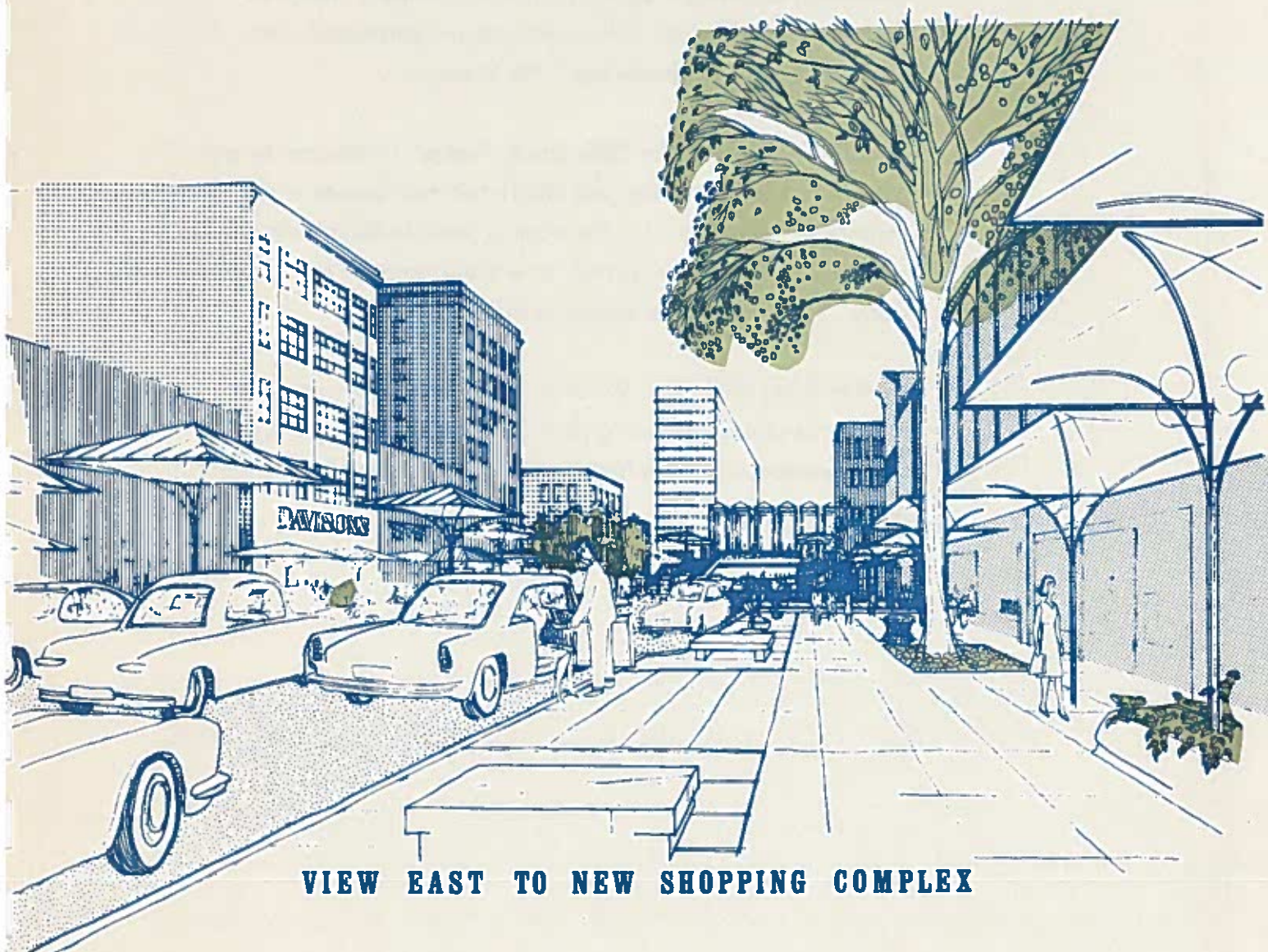
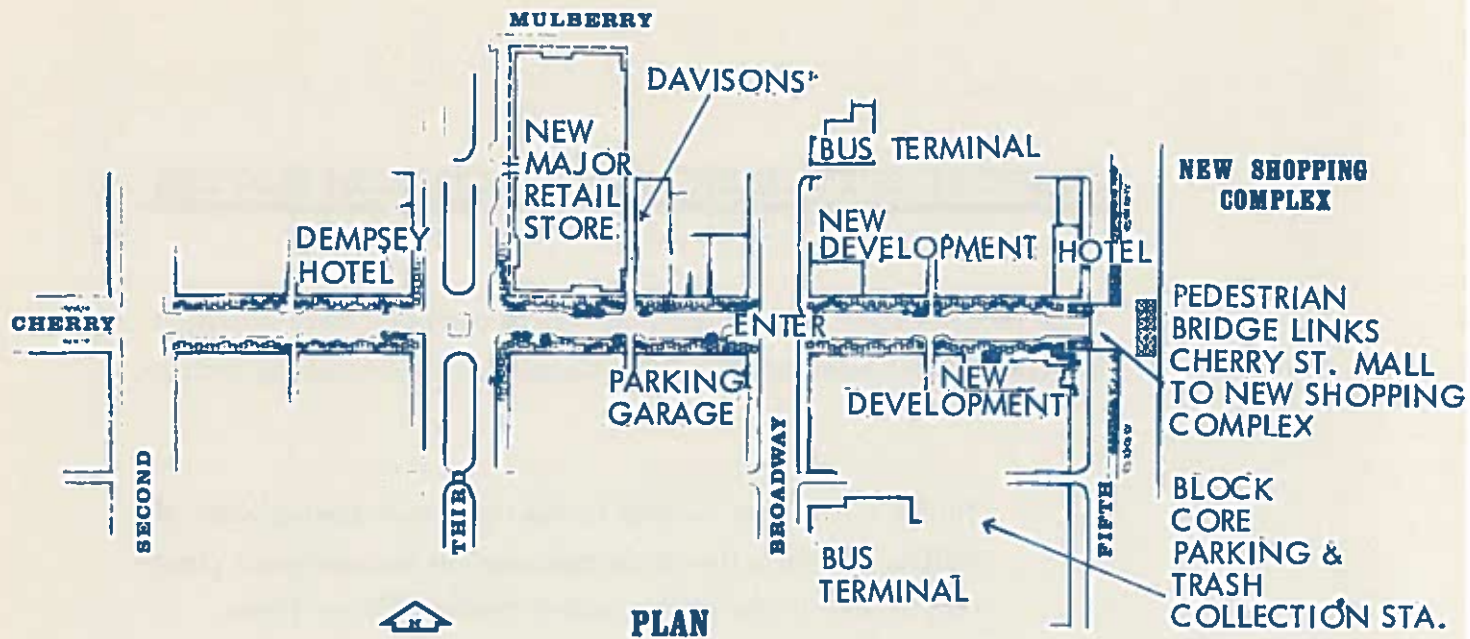
Cherry Street, from Second to Fifth Streets, is developed into a retail link - the design for which includes these specific elements:

Plan

- New Development - A major retail magnet is proposed at the corner of Third and Cherry Streets. New development of retail stores and offices, on both sides of Cherry between Broadway and Fifth and wrapping around to include Fifth Street frontage, ties into existing retail core.
- Provision for Parking - While the projected parking need on each side of the new development at Fifth Street is 200 spaces, supplemental parking can come from adjacent streets which, the Parking Analysis shows, have a surplus of spaces.
- Bus Traffic - Bus turnouts and far-side bus stops ease traffic congestion and stop tie-ups at green lights.

New Shopping

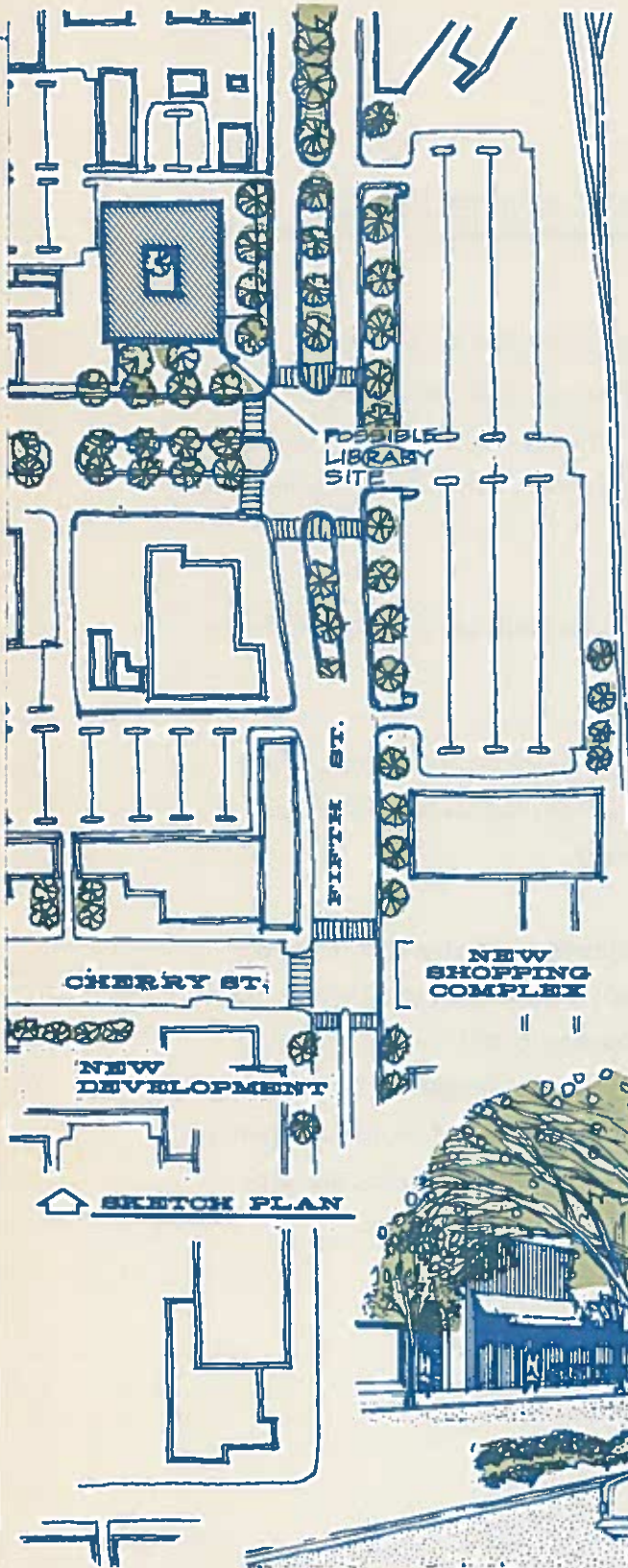
- Canopies - Free-standing, lighted canopies span the four-block stretch. Individual variations, with approval by the Corporation, is encouraged, in keeping with the overall intent of visual continuity without the rigidity of shopping center design.
- Sidewalks - A variety of paving materials is used to break up the 24-foot wide stretch of sidewalk and to designate a variety of functions.
- Parking Bays - Parking bays are recommended for safety, easing of traffic congestion and the visual relief of occasional green areas.



FIFTH STREET IMPROVEMENTS

These recommended improvements capitalize upon and make provision for repercussions from the new retail complex. Major changes include:

- . Traffic - Provision is made for four generous moving lanes of traffic, plus heavily-landscaped median and pavement plantings as seen in the close-up view towards Cherry Street.
- . Pedestrian Crossings - Boldly patterned pavement indicates crosswalks at instances of heaviest use and particularly at the intersection of Cherry and Fifth Streets.
- . Street Re-Routing - The Fifth Street "bulge" is removed to ease present traffic congestion and create two new corners - one for commercial development, the other a possible library site, utilizing existing parking facilities, at a major point of entry into the CBD. The existing fire station is retained.
- . Median Extension - The Mulberry Street median is extended for new development facing Fifth Street with parking in block core compounds to keep from breaking continuity of block frontage.



SKETCH PLAN



THIRD AND CHERRY STREETS

Development of this corner for a major retail magnet is an element of the overall design for the retail core. Effect of such development on the immediately adjacent areas and, conversely, the effect of the areas upon the retail development, must be considered. The following improvements are recommended:

- . Parking - Provision is made for both parking and delivery under the structure itself.
- . Canopies - Canopies and the weather protection, light and unifying motif they provide, are extended around the corner from Cherry Street.
- . Medians - Medians are improved visually and functionally. They are interestingly landscaped and benches are provided to encourage shoppers to rest so that shopping trips are comfortably lengthened. Length of time spent shopping is known to be directly related to dollars spent. Permanent kiosks, to replace temporary shacks, are provided for sale of items by civic organizations.

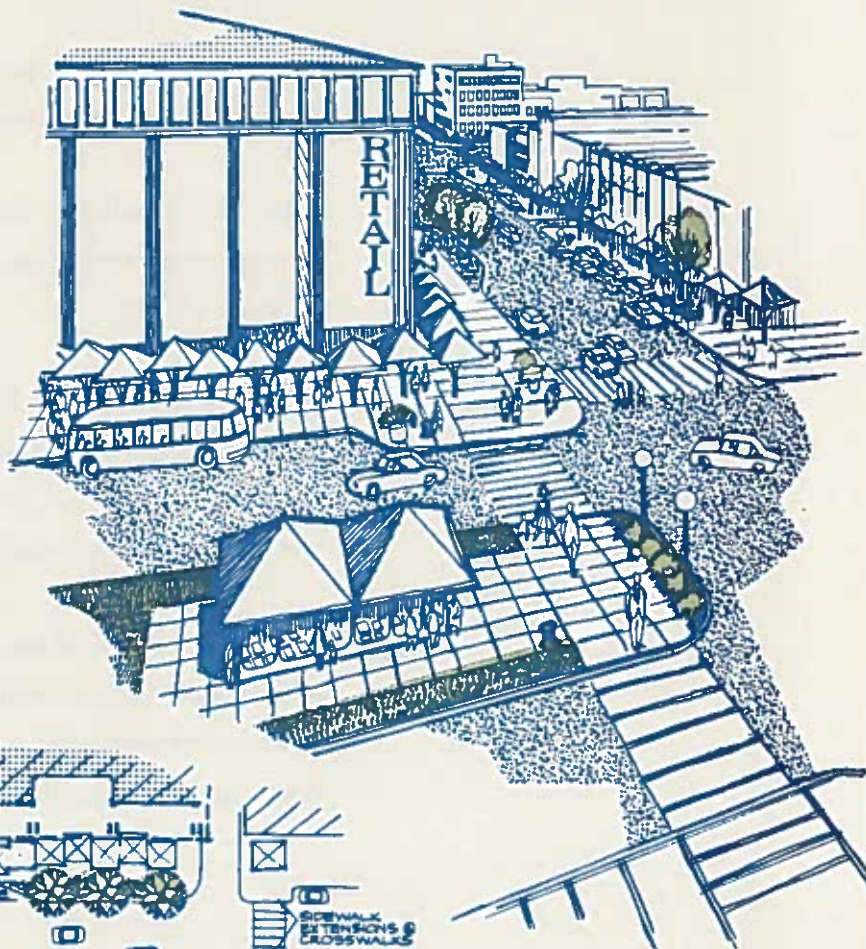
MULBERRY

CHERRY

THIRD

W. 6TH ST. JUNCTION

PLAN

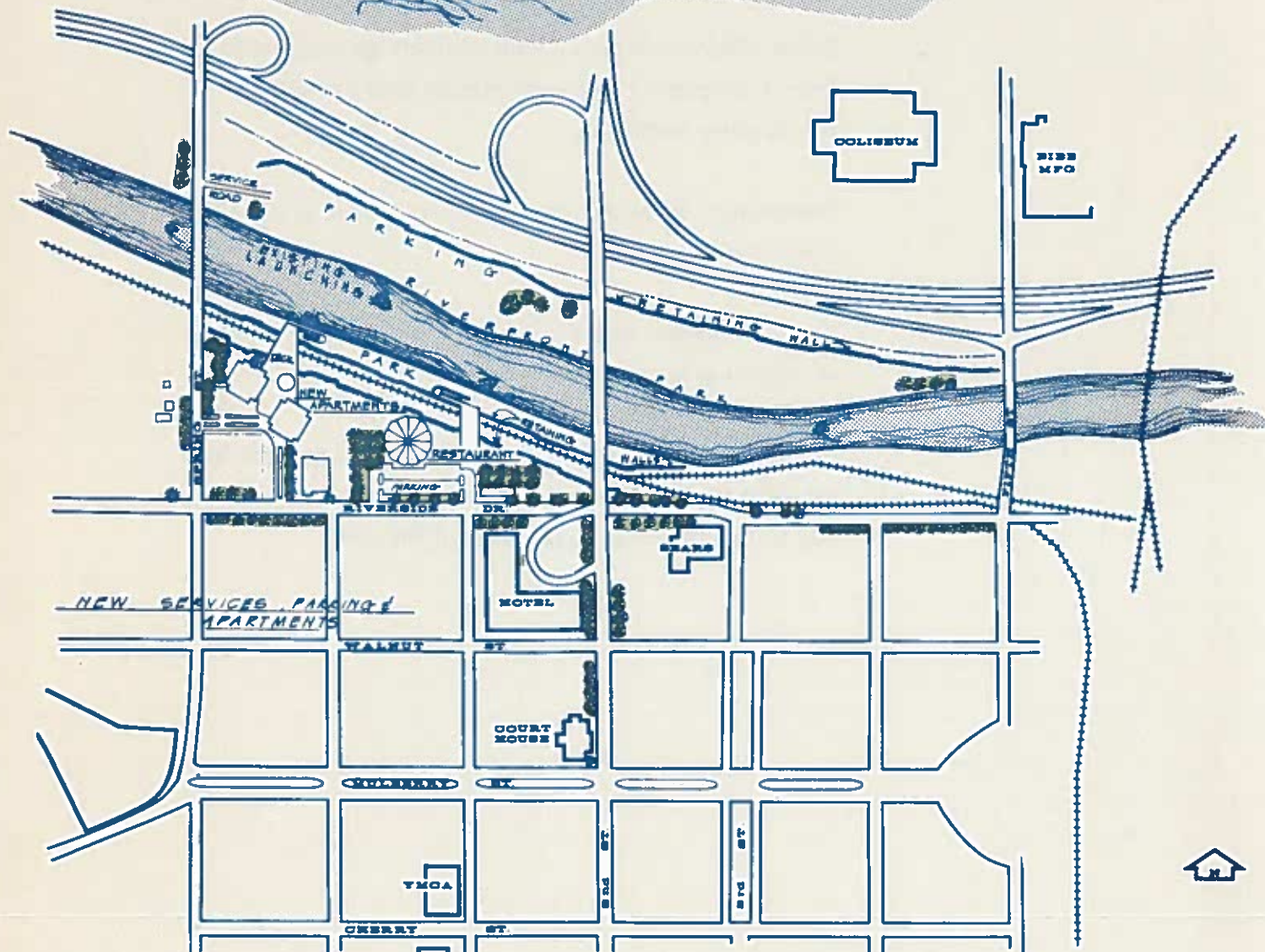
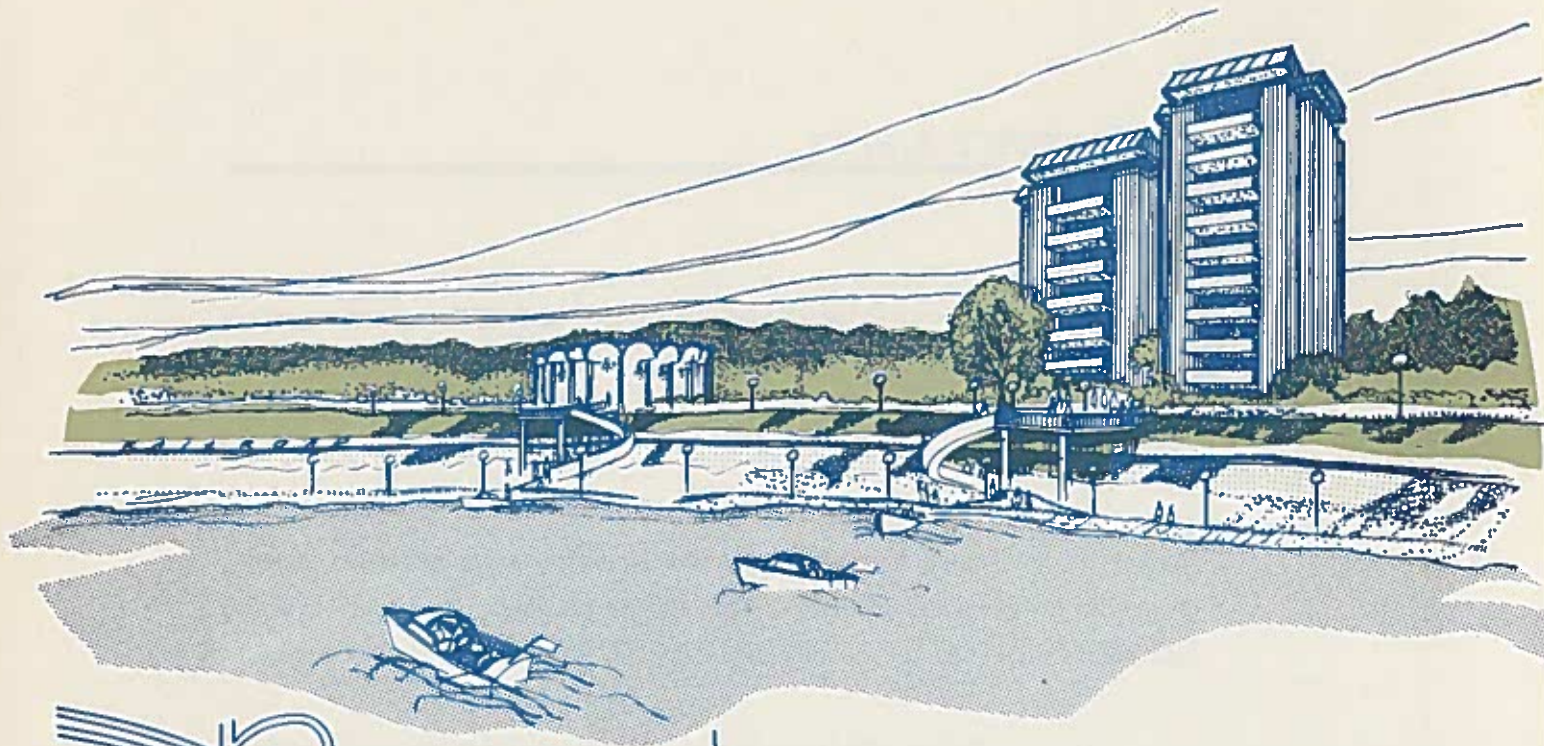


SIDEWALK
EXTENSIONS &
CROSSWALKS
PAVERS

RIVERFRONT PLAN

Proposed new development along the riverfront makes a dramatic impact at a major point of entry to the CBD, as well as filling a specialized residential need and capitalizing upon the natural asset of the river. Elements of the plan include:

- . Apartments - Development of high-rise apartment towers, with adequate provision for parking.
- . Auxiliary Services - Development of a restaurant, other commercial enterprises to serve residents, take advantage of view of river.
- . Landscaping - The railroad embankment area - too narrow for development - is landscaped; the railroad track, itself, is not moved. The area around the new hotel and the courthouse is landscaped.
- . Opposite Side of River - While severe flooding conditions prohibit permanent improvement, this can become a pleasant recreational area with the addition of picnic tables, docking space and improvement of the launching ramp.

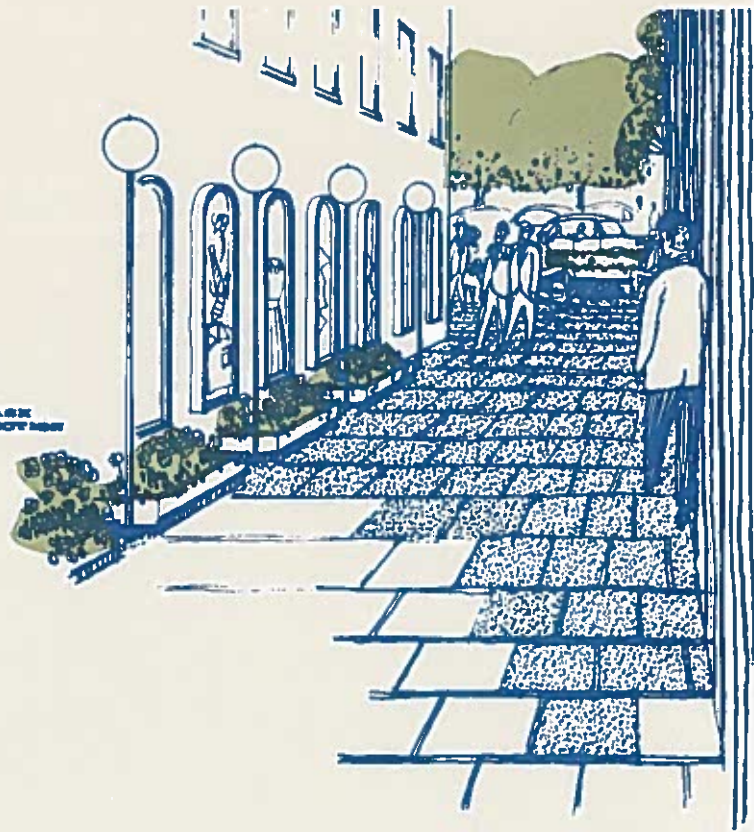
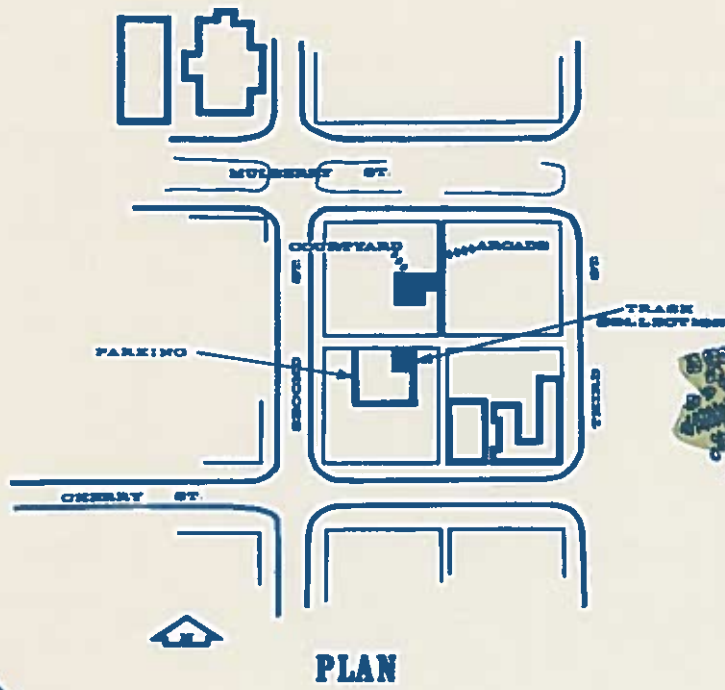


COURTYARD

Accidental circumstance produced a happy situation that no amount of planning could have precisely duplicated. This back alley courtyard - now a dumping area for trash - can easily become a charm-laden landmark of the CBD.

Pedestrian volume is already high, due to restaurants, garages, liquor store and hotel in the vicinity. With these changes, the courtyard can become a busy tearoom by day, an atmospheric beer garden at night:

- . Entire alleyway is paved with concrete paving blocks, lined with display cases and planter boxes or other landscaping treatment.
- . Entrances to shops are provided at both sides of the courtyard, itself.
- . Food, in limited variety, can be offered from kitchen of adjoining restaurant.
- . Colorful umbrella tables, lighting and display areas to art exhibits, community activities notices, etc., can add to the appeal and usefulness of the area.





PART 2

PHYSICAL AND ENVIRONMENTAL DEFICIENCIES

	BLOCK 23				BLOCK 33				BLOCK 43				BLOCK 22				BLOCK 32				BLOCK 42			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PREDOMINANT LAND USE	o	c	c	o	c	c	c	c	m	h	m	t	c	c	o	c	c	o	o	c	o	w	m	t
BUILDING INTEREST	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
UPPER FLOORS USED	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
50% NEED MAJOR REPAIRS					•																•	•		
20% NEED MAJOR REPAIRS AND UP TO 50% NEED MINOR REPAIRS					•					•							•	•						
20% NEED MINOR REPAIRS	•		•	•				•	•	•		•		•			•	•						•
EFFECTIVE SIGNS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
EFFECTIVE AWNINGS/CANOPIES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE STREET REPAIR	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE SIDEWALK REPAIR	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE STREET LIGHTING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
DETRACTING WIRES & POLES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE TRASH RECEPTACLES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE LANDSCAPING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE MEDIAN UTILIZATION	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE PARKING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

☒ Yes

☒ No

☐ Not Applicable

SUGGESTED IMPROVEMENTS

	BLOCK 23				BLOCK 33				BLOCK 43				BLOCK 22				BLOCK 32				BLOCK 42			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PROVIDE DISPLAY, ETC. ON UPPER FLOORS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
INITIATE SELECTED CLEARANCE					•								•				•	•			•	•		
INITIATE REHABILITATION					•																			
PAINT, SANDBLAST, MODERNIZE STOREFRONTS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
REDESIGN SIGNS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
PROVIDE AWNINGS, CANOPIES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
REPAIR STREET	•				•		•				•		•		•		•				•	•	•	•
REPAIR OR WIDEN SIDEWALKS					•		•				•		•		•		•				•	•		
PLACE UTILITIES UNDERGROUND					•	•		•		•		•					•							
PROVIDE TRASH RECEPTACLES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
PROVIDE LANDSCAPING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
DEVELOP MEDIAN	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
PROVIDE PARKING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

☒ First Priority

☒ Second Priority

☐ Not Applicable

SECTOR I



GENERAL COST ESTIMATES

Street Paving:

Widening Fifth Street	\$171,000.00
Connecting Mulberry to Fifth Street	7,500.00
Other Streets	15,350.00
	<hr/>
	\$193,850.00

Landscaping:

Interior Court, Block 23	17,500.00
Pedestrian Bays	2,880.00
Medians*	219,500.00
	<hr/>
	\$239,880.00

Sidewalk Repairs:

1,500.00

Canopies:

120,000.00

Trash Receptacles:

Curbside	3,510.00
Interior Block	2,700.00
	<hr/>
	\$ 6,210.00
	<hr/>
	\$561,440.00

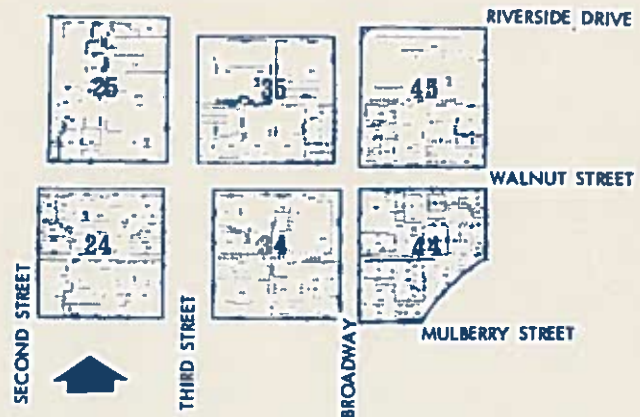
* Where medians are on streets which divide sectors, half the cost of landscaping is allocated to each sector.

PHYSICAL AND ENVIRONMENTAL DEFICIENCIES

	BLOCK 25				BLOCK 35				BLOCK 45				BLOCK 24				BLOCK 34				BLOCK 44			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PREDOMINANT LAND USE	c	c	c	c	c	c	c	c	i	m	o	p	c	p	h	m	p	c	c	w	c	m		
BUILDING INTEREST																								
UPPER FLOORS USED																								
50% NEED MAJOR REPAIRS																								
20% NEED MAJOR REPAIRS AND UP TO 50% NEED MINOR REPAIRS																								
20% NEED MINOR REPAIRS																								
EFFECTIVE SIGNS																								
EFFECTIVE AWNINGS/CANOPIES																								
ADEQUATE STREET REPAIR																								
ADEQUATE SIDEWALK REPAIR																								
ADEQUATE STREET LIGHTING																								
DETRACTING WIRES & POLES																								
ADEQUATE TRASH RECEPTACLES																								
ADEQUATE LANDSCAPING																								
ADEQUATE MEDIAN UTILIZATION																								
ADEQUATE PARKING																								

☒ Yes
 ☒ No
 ☐ Not Applicable

SECTOR II



SUGGESTED IMPROVEMENTS

	BLOCK 25				BLOCK 35				BLOCK 45				BLOCK 24				BLOCK 34				BLOCK 44			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PROVIDE DISPLAY, ETC. ON UPPER FLOORS																								
INITIATE SELECTED CLEARANCE																								
INITIATE REHABILITATION																								
PAINT, SANDBLAST, MODERNIZE STOREFRONTS																								
REDESIGN SIGNS																								
PROVIDE AWNINGS, CANOPIES																								
REPAIR STREET																								
REPAIR OR WIDEN SIDEWALKS																								
PLACE UTILITIES UNDERGROUND																								
PROVIDE TRASH RECEPTACLES																								
PROVIDE LANDSCAPING																								
DEVELOP MEDIAN																								
PROVIDE PARKING																								

☒ First Priority

☐ Second Priority

☐ Not Applicable

GENERAL COST ESTIMATES

Street Paving:

Widening Fifth Street	\$ 85,500.00
Connecting Mulberry to Fifth	7,500.00
Other Streets	2,061.00
	<hr/>
	\$ 95,061.00

Landscaping:

Medians	\$120,750.00
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Sidewalk Repairs:

1,500.00

Trash Receptacles:

Curbside	1,350.00
----------	----------

\$218,661.00

PHYSICAL AND ENVIRONMENTAL DEFICIENCIES

	BLOCK 50A				BLOCK 50B				BLOCK 50C				BLOCK 50D				BLOCK 50E				BLOCK 51			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PREDOMINANT LAND USE			t	o			c				o				t				w	t			o	o
BUILDING INTEREST			•	•		•				•				•			•	•					•	•
UPPER FLOORS USED			•							•														
50% NEED MAJOR REPAIRS																								
20% NEED MAJOR REPAIRS AND UP TO 50% NEED MINOR REPAIRS																								•
20% NEED MINOR REPAIRS				•																				
EFFECTIVE SIGNS			•	•		•				•					•							•	•	
EFFECTIVE AWNINGS/CANOPIES																								
ADEQUATE STREET REPAIR			•	•		•				•				•			•	•				•	•	
ADEQUATE SIDEWALK REPAIR																								•
ADEQUATE STREET LIGHTING			•	•		•				•				•			•	•				•	•	
DETRACTING WIRES & POLES			•	•		•				•				•			•	•				•	•	
ADEQUATE TRASH RECEPTACLES																								
ADEQUATE LANDSCAPING			•	•		•				•				•			•	•				•	•	
ADEQUATE MEDIAN UTILIZATION																								
ADEQUATE PARKING			•	•		•				•							•					•	•	

☒ Yes
 ☒ No
 ☐ Not Applicable

SECTOR III



SUGGESTED IMPROVEMENTS

	BLOCK 50A				BLOCK 50B				BLOCK 50C				BLOCK 50D				BLOCK 50E				BLOCK 51			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PROVIDE DISPLAY, ETC. ON UPPER FLOORS																								
INITIATE SELECTED CLEARANCE																								
INITIATE REHABILITATION																								
PAINT, SANDBLAST, MODERNIZE STOREFRONTS																								
REDESIGN SIGNS																								
PROVIDE AWNINGS, CANOPIES																								
REPAIR STREET																								
REPAIR OR WIDEN SIDEWALKS																								
PLACE UTILITIES UNDERGROUND																								
PROVIDE TRASH RECEPTACLES																								
PROVIDE LANDSCAPING																								
DEVELOP MEDIAN																								
PROVIDE PARKING																								

☒ First Priority

☐ Second Priority

☐ Not Applicable

GENERAL COST ESTIMATES

Street Paving:	\$ 9,184.50
Landscaping:	
Trees	\$ 630.00
Sidewalk Repairs:	\$ 3,112.50
	<u>\$ 12,927.00</u>

PHYSICAL AND ENVIRONMENTAL DEFICIENCIES

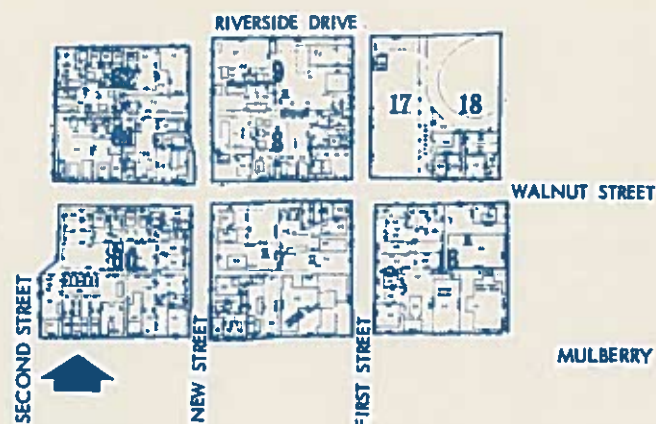
	BLOCK 62				BLOCK 78				BLOCK 118				BLOCK 60				BLOCK 7				BLOCK 16			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PREDOMINANT LAND USE	m	c	c	c	c	c	m	c					c	c	c	m	c	c	m					
BUILDING INTEREST	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•				
UPPER FLOORS USED			•											•				•						
50% NEED MAJOR REPAIRS							•																	
20% NEED MAJOR REPAIRS AND UP TO 50% NEED MINOR REPAIRS		•																						
20% NEED MINOR REPAIRS	•												•			•	•							
EFFECTIVE SIGNS	•	•	•	•	•	•	•	•						•				•						
EFFECTIVE AWNINGS/CANOPIES																								
ADEQUATE STREET REPAIR	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE SIDEWALK REPAIR	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE STREET LIGHTING	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•
DETRACTING WIRES & POLES	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE TRASH RECEPTACLES	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE LANDSCAPING	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE MEDIAN UTILIZATION														•				•						
ADEQUATE PARKING	•	•	•	•	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•

☒ Yes

☒ No


☐ Not Applicable


SECTOR IV




SUGGESTED IMPROVEMENTS

	BLOCK 61				BLOCK 71				BLOCK 71B				BLOCK 60				BLOCK 7				BLOCK 16			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PROVIDE DISPLAY, ETC. ON UPPER FLOORS																								
INITIATE SELECTED CLEARANCE																								
INITIATE REHABILITATION																								
PAINT, SANDBLAST, MODERNIZE STOREFRONTS																								
REDESIGN SIGNS																								
PROVIDE AWNINGS, CANOPIES																								
REPAIR STREET																								
REPAIR OR WIDEN SIDEWALKS																								
PLACE UTILITIES UNDERGROUND																								
PROVIDE TRASH RECEPTACLES																								
PROVIDE LANDSCAPING																								
DEVELOP MEDIAN																								
PROVIDE PARKING																								

 First Priority

 Second Priority

 Not Applicable

GENERAL COST ESTIMATES

<u>Street Paving:</u>		\$ 8,622.00
<u>Landscaping:</u>		
Medians		\$ 24,000.00
<u>Sidewalk Repairs:</u>		\$ 750.00
<u>Trash Receptacles:</u>		
Curbside	\$540.00	
Interior Block	900.00	
		<u>1,440.00</u>
		<u>\$ 34,812.00</u>

PHYSICAL AND ENVIRONMENTAL DEFICIENCIES

	BLOCK 44 ¹⁵				BLOCK 24 ¹⁵				BLOCK 11				BLOCK 10				BLOCK 6				BLOCK 5				BLOCK 24 ³				BLOCK 1			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PREDOMINANT LAND USE	p	e	c	e	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c	c
BUILDING INTEREST	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
UPPER FLOORS USED	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
50% NEED MAJOR REPAIRS																																
20% NEED MAJOR REPAIRS AND UP TO 50% NEED MINOR REPAIRS			•																													
20% NEED MINOR REPAIRS						•	•	•	•						•				•			•									•	•
EFFECTIVE SIGNS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
EFFECTIVE AWNINGS/CANOPIES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE STREET REPAIR	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE SIDEWALK REPAIR	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE STREET LIGHTING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
DETRACTING WIRES & POLES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE TRASH RECEPTACLES	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE LANDSCAPING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE MEDIAN UTILIZATION	•																•															
ADEQUATE PARKING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

☒ Yes ☐ No ☐ Not Applicable

SECTOR V



SUGGESTED IMPROVEMENTS

	BLOCK 14 ¹⁵				BLOCK 13 ¹⁵				BLOCK 11				BLOCK 10				BLOCK 6				BLOCK 5				BLOCK 2 ⁴ ₃				BLOCK 1			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PROVIDE DISPLAY, ETC. ON UPPER FLOORS																																
INITIATE SELECTED CLEARANCE																																
INITIATE REHABILITATION																																
PAINT, SANDBLAST, MODERNIZE STOREFRONTS																																
REDESIGN SIGNS																																
PROVIDE AWNINGS, CANOPIES																																
REPAIR STREET																																
REPAIR OR WIDEN SIDEWALKS																																
PLACE UTILITIES UNDERGROUND																																
PROVIDE TRASH RECEPTACLES																																
PROVIDE LANDSCAPING																																
DEVELOP MEDIAN																																
PROVIDE PARKING																																

☒ First Priority

☐ Second Priority

☐ Not Applicable

GENERAL COST ESTIMATES

Street Paving: \$ 11,637.00

Landscaping:

Cotton Avenue		\$275,000.00
Medians		29,500.00
		\$304,500.00

Sidewalk Repairs: 6,750.00

Trash Receptacles:

Curbside		\$ 2,070.00
Interior Block		1,800.00
		\$ 3,870.00

\$326,757.00

PHYSICAL AND ENVIRONMENTAL DEFICIENCIES

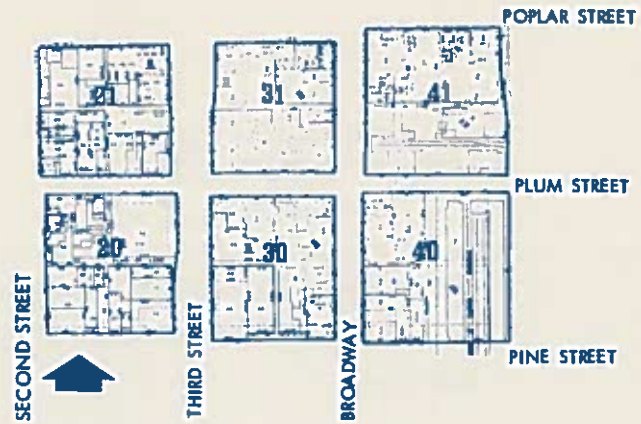
	BLOCK 21				BLOCK 31				BLOCK 41				BLOCK 20				BLOCK 30				BLOCK 40			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PREDOMINANT LAND USE	c	o	p	e	c	c	m	w	w	w	w	w	m	o	o	o	p	o	o	o	w	w	w	w
BUILDING INTEREST	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
UPPER FLOORS USED					•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
50% NEED MAJOR REPAIRS																								
20% NEED MAJOR REPAIRS AND UP TO 50% NEED MINOR REPAIRS					•	•				•	•						•							
20% NEED MINOR REPAIRS	•	•	•	•					•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
EFFECTIVE SIGNS	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
EFFECTIVE AWNINGS/CANOPIES	•				•																			
ADEQUATE STREET REPAIR	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE SIDEWALK REPAIR	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE STREET LIGHTING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
DETRACTING WIRES & POLES		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE TRASH RECEPTACLES	•	•			•	•				•														
ADEQUATE LANDSCAPING	•	•			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE MEDIAN UTILIZATION	•	•			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ADEQUATE PARKING	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

☒ Yes

☒ No

☐ Not Applicable

SECTOR VI



SUGGESTED IMPROVEMENTS

	BLOCK 21				BLOCK 31				BLOCK 41				BLOCK 20				BLOCK 30				BLOCK 40			
	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
PROVIDE DISPLAY, ETC. ON UPPER FLOORS																								
INITIATE SELECTED CLEARANCE																								
INITIATE REHABILITATION																								
PAINT, SANDBLAST, MODERNIZE STOREFRONTS																								
REDESIGN SIGNS																								
PROVIDE AWNINGS, CANOPIES																								
REPAIR STREET																								
REPAIR OR WIDEN SIDEWALKS																								
PLACE UTILITIES UNDERGROUND																								
PROVIDE TRASH RECEPTACLES																								
PROVIDE LANDSCAPING																								
DEVELOP MEDIAN																								
PROVIDE PARKING																								

☒ First Priority

☒ Second Priority

☐ Not Applicable

GENERAL COST ESTIMATES

Street Paving:

Widening Fifth Street
Other Streets

\$171,000.00
18,535.00

\$189,535.00

Landscaping:

Medians

\$ 17,500.00

Sidewalk Repairs:

\$ 5,100.00

\$212,135.00

REMODELLING COSTS

The following briefly presents several factors which will affect average unit costs developed for the prototype blockfront presented earlier in this report:

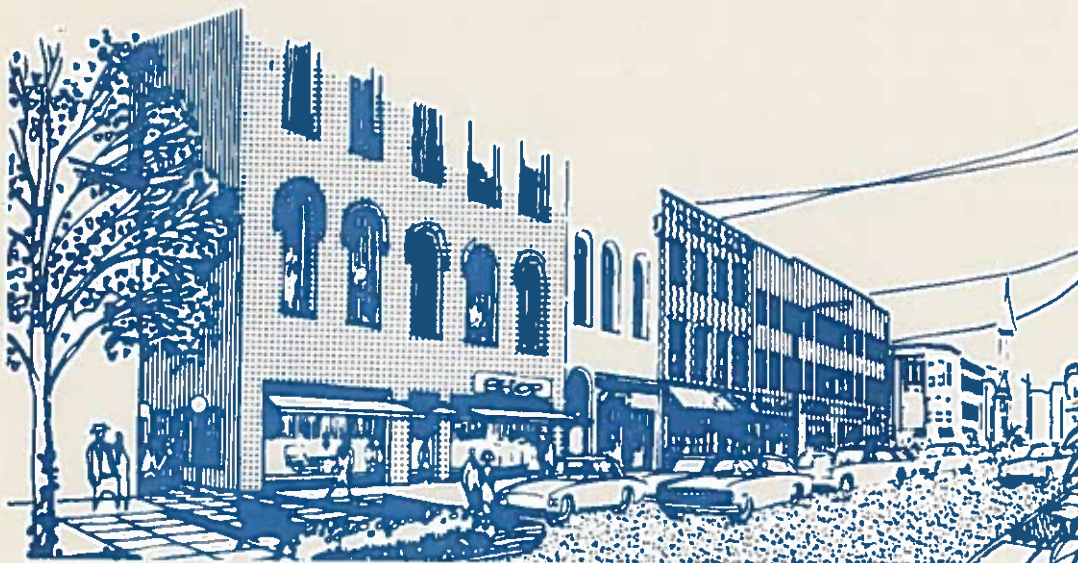
Size of Job. Figures are generally based on commercial work costing \$50,000 and up. It must be stressed that there is a great cost advantage in cooperative or multi-building work.

Quality. Labor costs and material prices represent average figures for sound construction in line with U.S. Government Specifications. Use of higher than standard quality materials will naturally result in a higher unit cost.

Construction Time. No overtime costs have been assumed to be necessary.

Overhead, Profit and Fees. All overhead, profit, fees and contingencies will vary with individual firms.

Other Factors. Season of the year, weather and certain business conditions will also influence the cost and availability of labor and materials.



FACADE WORK

Sandblast, all buildings (6,550 square feet @ .25 square feet)	\$1,637
Repoint joints, one building (1,600 square feet @ .17 square feet)	275
Paint, three buildings (5,000 square feet @ .11 square feet)	550

DOORS, WINDOWS, STOREFRONT

Storefront (1,250 square feet @ 3.25 square feet)	4,000
Windows (30 @ \$64 each frame, trim glazing)	1,900
Doors (7 @ \$300 each complete)	2,100

OTHER WORK

Tree (One, 7" tall @ \$265 each)	265
Ground Cover (100 square feet @ .50¢ each)	50

SIGNS

Removal (5 @ \$50 each)	250
Replacement (5 @ \$350 each)	1,750

Contractor's overhead, profit, contingencies and professional fees:	4,470
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TOTAL:	<u>\$17,247</u>
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Cost data includes material and installation.

APPENDIX



APPENDIX

MISCELLANEOUS COST FIGURES *

Demolition - Steel .10 C.F.
Concrete .08 C.F.

Removal - Concrete Sidewalk 1.35 Square Yard
Masonry Wall \$11-\$14 C.Yard

Brick Sidewalk - Laid flat on sand bed 1.20 Square Foot

Concrete Sidewalk - .55 Square Foot

Bituminous Paving - 1.55 Square Yard

Curb (Concrete Cast in Place) - 2.65 L. Foot

Ivy - .47 Square Foot

Hedge Plants (Barberry or Privet) - 1.45 to 1.70 each

Trees (to 10 feet tall) - \$23 each

Masonry Restoration -

Clean & Point .17/Square Foot
Repoint .40/Square Foot

Sandblasting -

Brick .25/Square Foot
Granite .20/Square Foot

Steam Clean Building - .20/Square Foot

DECIDUOUS TREES

<u>Tree Diameter</u>	<u>Height</u>	<u>Cost</u>	<u>In Place</u>
2-3"	14'	\$35	\$ 70
3-4"	16'	50	110
4-5"	18'	70	165
6-7"	22'	120	265
8-9"	26'	180	425

Storefront - 3.25 Square Foot

Windows - With frame trim glazing \$64 each
With frame trim 1/2" insul. glazing \$84 each

Doors - \$300 each

* New work includes installation.

1957-1958

1958-1959

1959-1960

1960-1961

1961-1962

1962-1963

1963-1964

1964-1965

1965-1966

1966-1967

1967-1968

1968-1969

1969-1970

1970-1971

1971-1972

1972-1973

1973-1974

1974-1975

1975-1976

1976-1977

1977-1978

1978-1979

1979-1980

1980-1981

1981-1982

1982-1983

1983-1984