Lindbergh-LaVista Corridor Coalition
FINAL REPORT

Fall 2008 City Planning Studio
Georgia Institute of Technology
City & Regional Planning Program

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1.0 EXECUTIVE SUMMARY

Well before the Blueprints process began over four months ago two things were very apparent about the Lindbergh-LaVista Corridor Coalition (LLCC) study area. First, due to the presence of neighborhood associations for Lindridge-Martin Manor, LaVista Park and Woodland Hills it was known there were strong individual neighborhoods in the study area. This meant there were people willing to work to preserve and improve the places they live, work, play, and worship. Second, with the formation of the larger LLCC it was clear that there were common issues and visions among the three. Chief among these issues are the pressures of increased development entering the area. This subsequently conflicts with a shared vision of preserving the area's existing single-family, leafy neighborhood character while still creating a better defined and recognizable image with outsiders. Embarking on the Blueprints process marks the realization by the neighborhoods of the LLCC that impending development is an opportunity more than it is a challenge. Preparing and clarifying the vision for the area will maximize the potential of the area and make a difference as development comes to the table.

"You have an area where everyone wants to come and build something and you just might get too much of it."

Initially, we held a stakeholders meeting in order to acquire information about the assets and challenges of the community. To fully grasp these assets and challenges, we presented our existing conditions findings to the stakeholders in a second meeting, based on four overarching sections: housing & demographics, urban design, transportation, and the environment. Once we had a firm grasp of existing conditions, we began to formulate ideas on how to enhance the community. We presented these ideas at a third stakeholder meeting where we were again able to get community feedback on our suggestions. The fourth and final stakeholder meeting was our opportunity to present the final recommendations for the LLCC and to get final input from the community for our report. We have split our recommendations into *Nodes, Corridors,* and *Environment*, three sections that continue to stand out as key areas of interest.

1.1 NODES

"Six years from now it shouldn't be embarrassing to say I live over by Cheshire Bridge."

Nodes are the places of commerce, places where community members can gather and places that are most often visited and experienced by those from outside the area. Nodes serve as the centers of activity within the LLCC and are the places where future development can be focused in order to preserve both the surrounding single family neighborhoods as well as the environment and open space beyond its borders. Moreover, they are the spaces of opportunity to define the area within the region. Our work with the nodes has identified low, mid, and high potential sites for redevelopment. Moreover, we have offered recommendations for the very short-term, short-term, medium-term, long term and very long-term time frames.

Very short term

- To resubmit an LCI application with editions
- Further develop a community vision and consider using a scorecard to begin rating how future development can meet this vision
- Propose and petition for changes to zoning at the nodes that meets the vision criteria

Short term

- Optimize and improve existing transit
- Establish a non-profit redevelopment fund for strategic improvements
- Assess interest among businesses in forming a Community Improvement District
- Consider the impact future development will have on local schools

Medium term

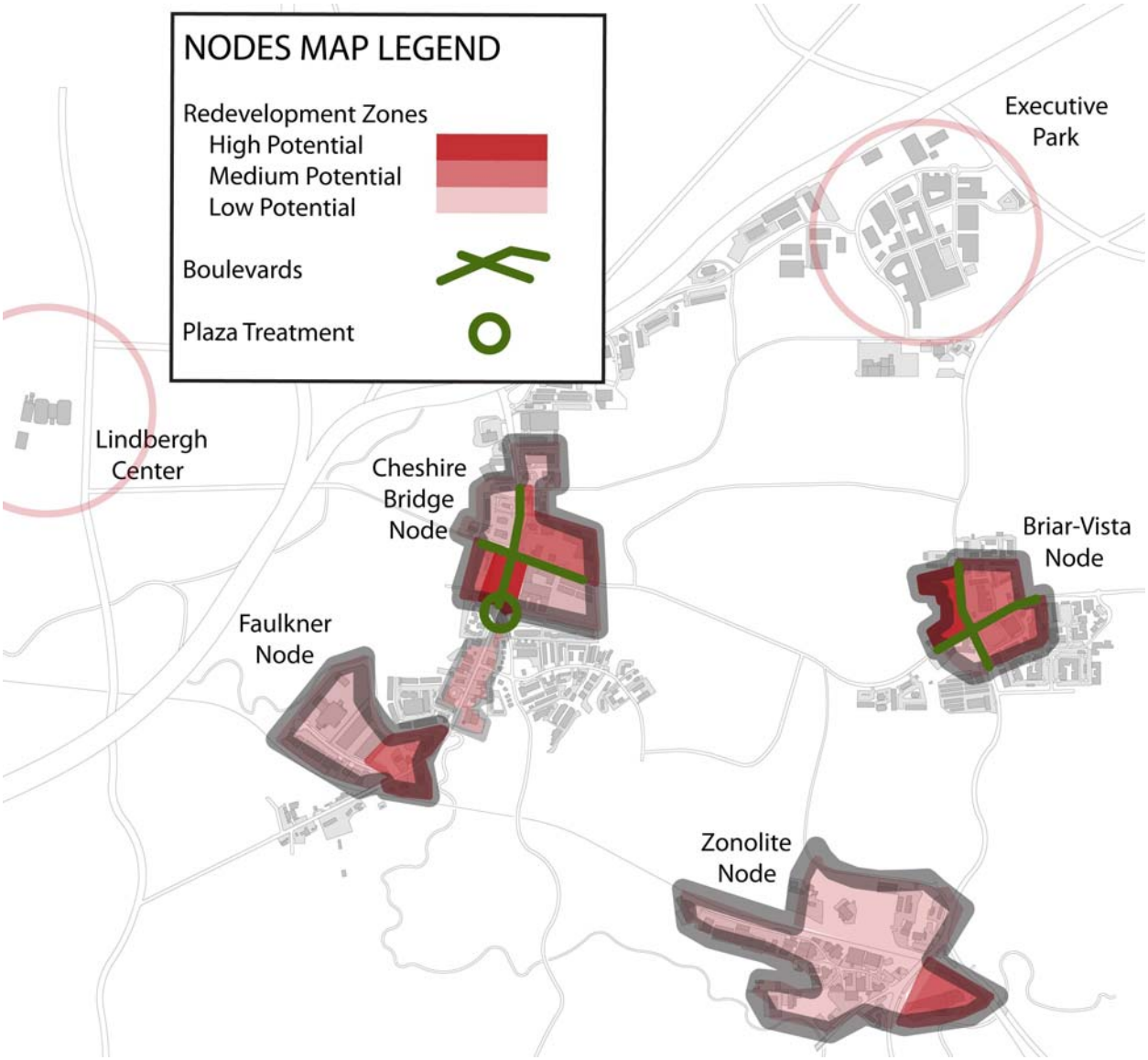
- Incrementally build well-planned nodes which are in concordance with the vision
- Build structured parking that replaces surface lots and creates a pedestrian-friendly area
- Improve community hospitality and branding with signs and gateway treatments

Long term

- Propose and petition for road, intersection and streetscape improvements at appropriate node locations
- Propose and petition for improvements to the street network around appropriate nodes to enhance the pedestrian environment and connectivity

Very long term

- Consider new transit connections along the CSX right-of-way

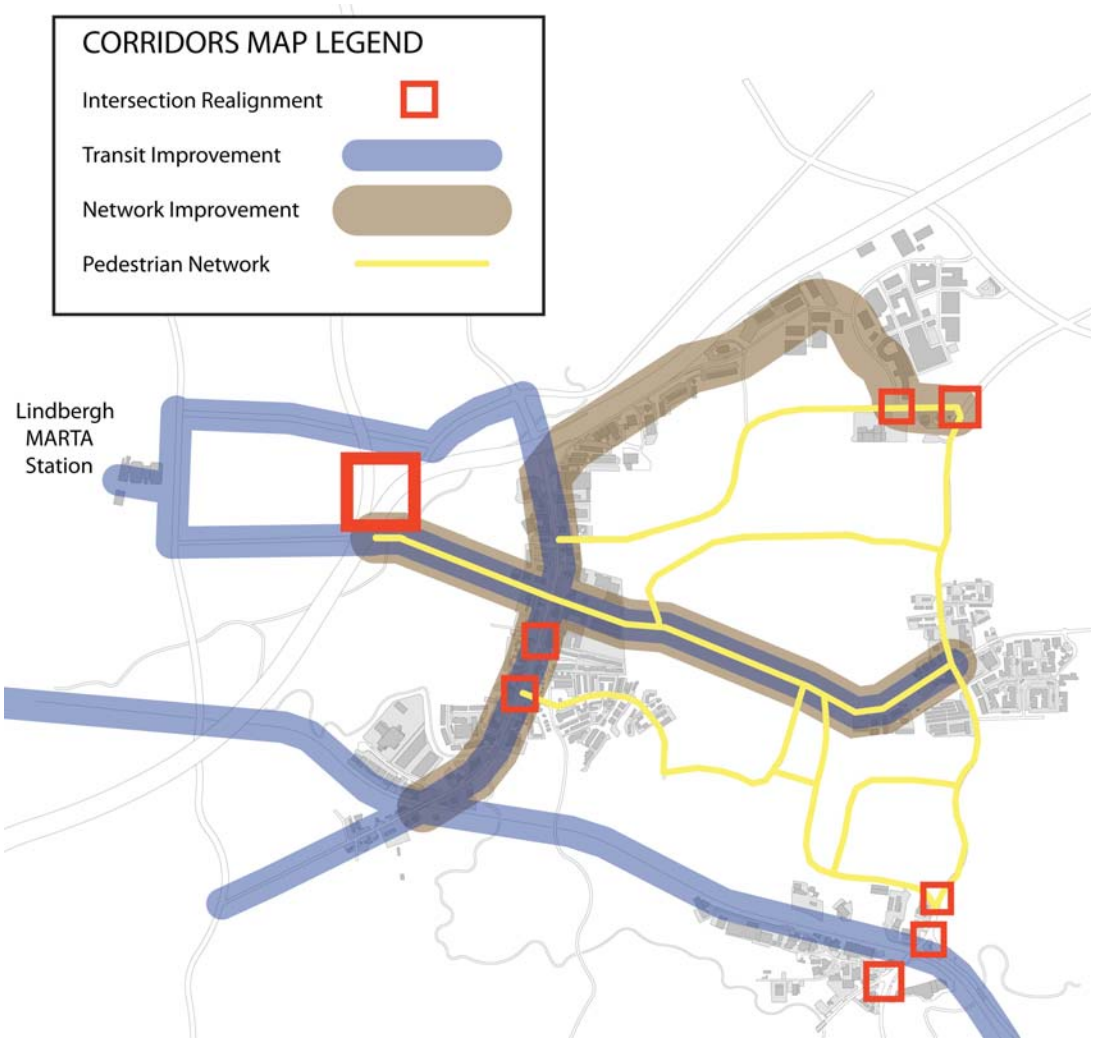

NODES MAP LEGEND
Redevelopment Zones
High Potential
Medium Potential
Low Potential
Boulevards
Plaza Treatment
Executive Park
Lindbergh Center
Cheshire Bridge Node
Briar-Vista Node
Faulkner Node
Zonolite Node

1.2 CORRIDORS

Corridors serve as the main connections both within the area and between the area and the rest of the region. Corridors are also places of high use and visibility among residents and those from outside the area; for trips beginning and ended in the area as well as those passing through. These are the places where pedestrians, cyclists, transit and automobiles all interact with one another and our discussions with the LLCC reflected these numerous interests. Our work with the corridors sought to prioritize improvements for all of the many users of corridors while giving attention to equity, safety, and efficiency. Short and long term recommendations include:

"Speeding on the entire corridor is a big problem."

- Improving the streets and intersections in the community
- Upgrading and adding sidewalks
- Enhancing the streetscape with quality urban design
- Creating gateways into the community
- Improving the efficiency of transit service

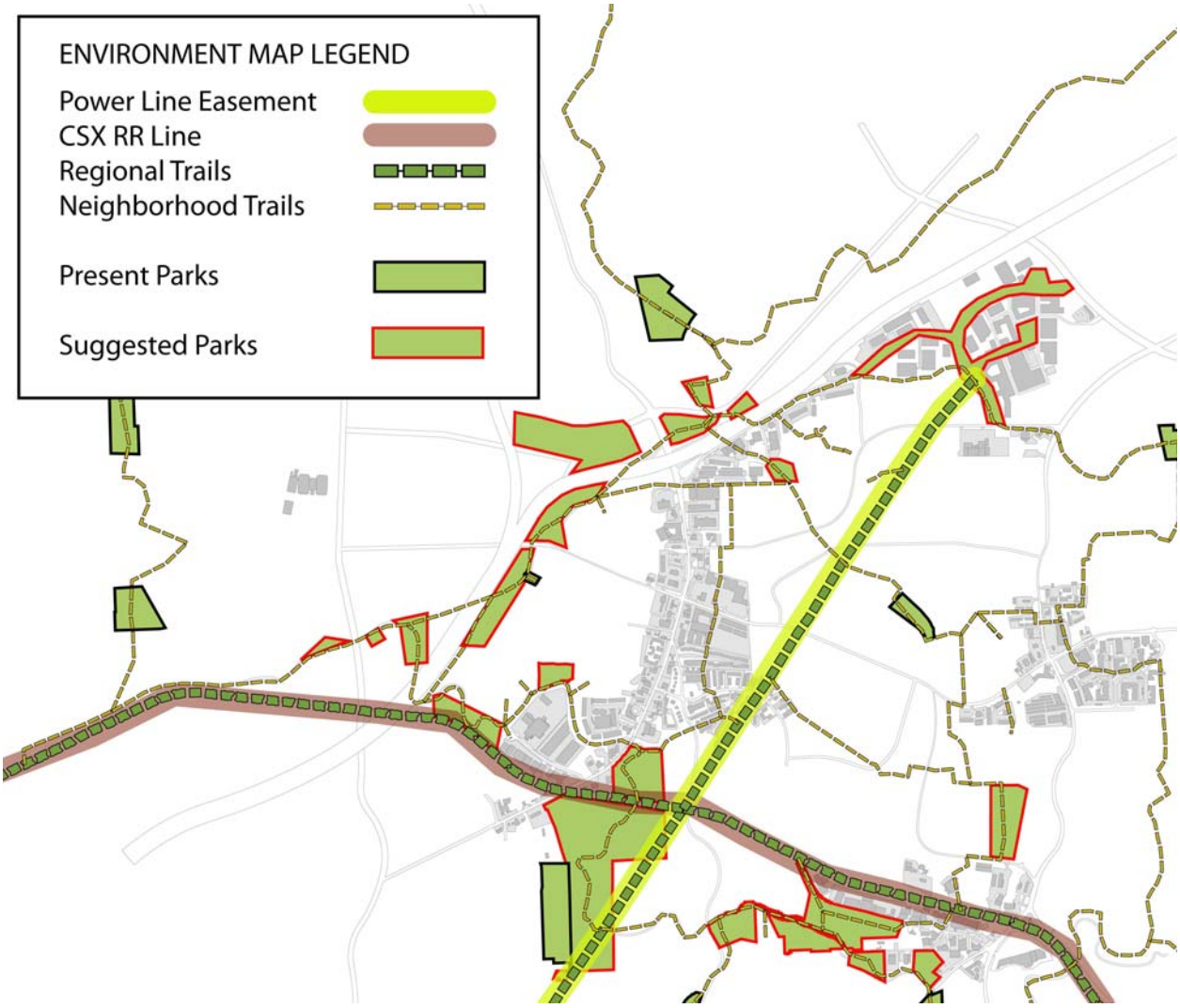


1.3 ENVIRONMENT

"We need more parks and greenspace."

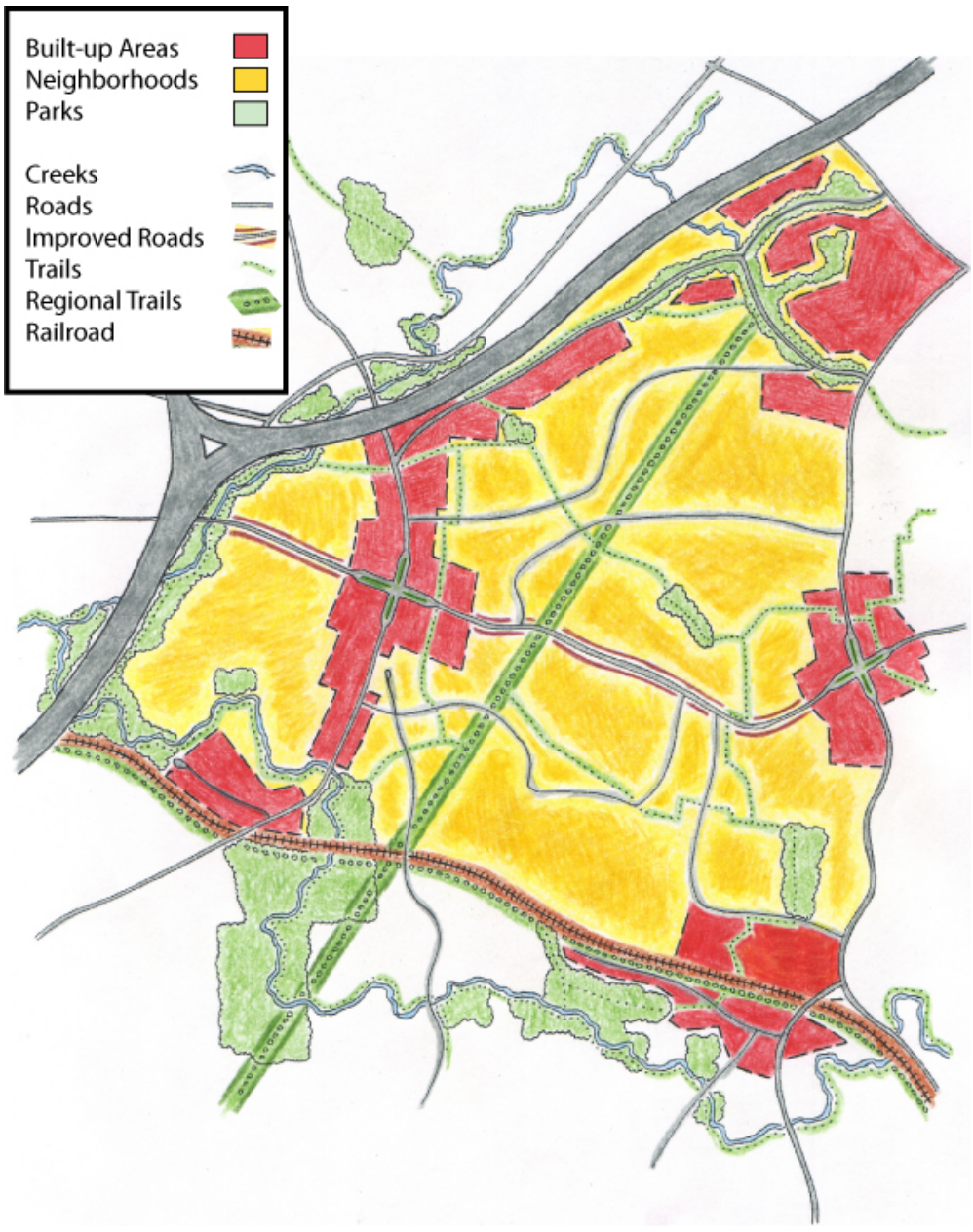
Environmental areas are those which benefit the community and the city at large. These places are recharge areas for both air and hydologic resources and have profound impacts beyond simply the borders of the LLCC. Trails, nature preservation areas, parkland, greenspace and watersheds are included in this unique area of study. Environmental areas are an important resource that is enjoyed by all segments of society and should be protected and enhanced for greater access.

- Increase amount of organized and informal natural and park space
- Create a system of neighborhood trails which can connect to regional trails and parkspace
- Decrease amount of impervious surfaces (rooftops, parking lots, etc.)
- Mitigate local sources of air, water and heat pollution



1.4 SYNTHESIS

The remainder of this report contains the following sections: existing conditions, subject area analysis, and final recommendations. The *Existing Conditions* section is divided into the primary sections that were employed for the assets and challenges stakeholder meeting. These were housing and demographics, land use and urban design, transportation, and environment. The *Subject Area Analysis* is stratified by the overarching groups that were outlined in the previous parts of the executive summary. Finally, the *Recommendations* section contains the final proposals that were a product of the charrette and the final stakeholder meeting. Again, this section is divided similar to the *Subject Area Analysis.* It is our sincere hope and intent that this report becomes a positive impetus for change for the Lindbergh-LaVista Corridor Coalition.



2.0 EXISTING CONDITIONS

2.1 DEMOGRAPHICS & HOUSING

Understanding the characteristics and current condition of the Lindbergh-LaVista population is essential to make well supported and long-term planning decisions. The demographic information included in this section is important to better understand the unique needs and opportunities throughout the study area. Additionally, this information offers background and guidance for making appropriate solutions for long-term planning within the study area and surrounding community.

2.1.1 POPULATION DENSITY

Population density data, as seen in the following map, gives an idea of where people are located within the neighborhood. The population density map shows the number of people per Census Block in the year 2000, where one dot on the map represents five people. Denser populations, an indication of multifamily dwellings, can be seen in the LaVista Walk area around the intersection of Lindbergh Drive, LaVista Drive, and Cheshire Bridge Road, and also directly outside of the neighborhood near the Lindbergh MARTA station to the west and along Briarcliff Road to the east.

Similarly, the housing density information shows us the distribution of living units throughout the neighborhood. This can be seen on the housing density map, where one dot represents two housing units. The Atlanta Regional Commission's land use classifications are also included on this map, where orange represents medium density residential (0.25 to 2.0 acre parcels), high density residential (less than 0.25 acre parcels), and multi-family residential (8 or more units per acre). By combining the two, one can see how the land use classification affects the distribution of units. Denser housing can be seen again at the LaVista Walk area, near the Lindbergh MARTA Station, and along the eastern side of Briarcliff Road.

By combining the population and housing density distributions, it can be seen how the two sets of information align and relate to one another. Looking closely at both maps, however, can lead to more informative conclusions. The area just west of I-85 on Lindbergh Drive has a similar population density to the LaVista Walk area, but the housing unit density is somewhat higher in the LaVista Walk area. This means that more people are living in fewer units, so the household sizes are larger.

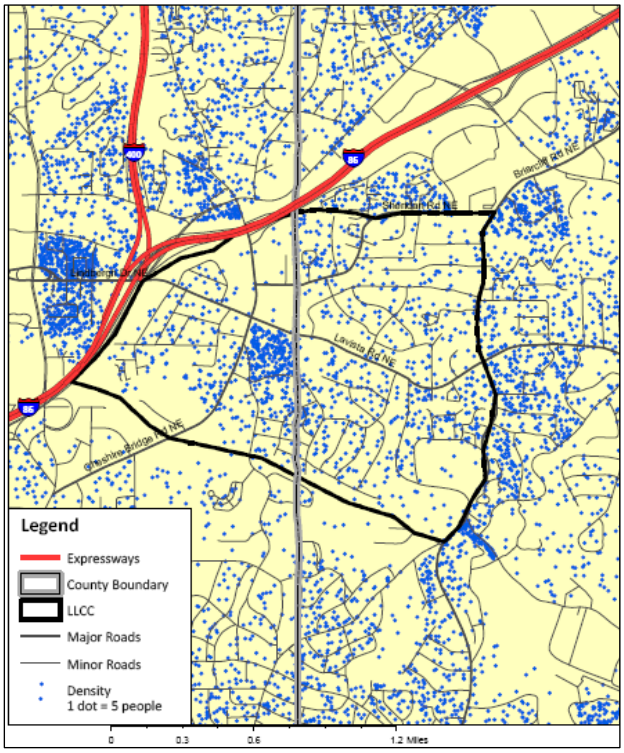


Figure 2.1-1: Population Density

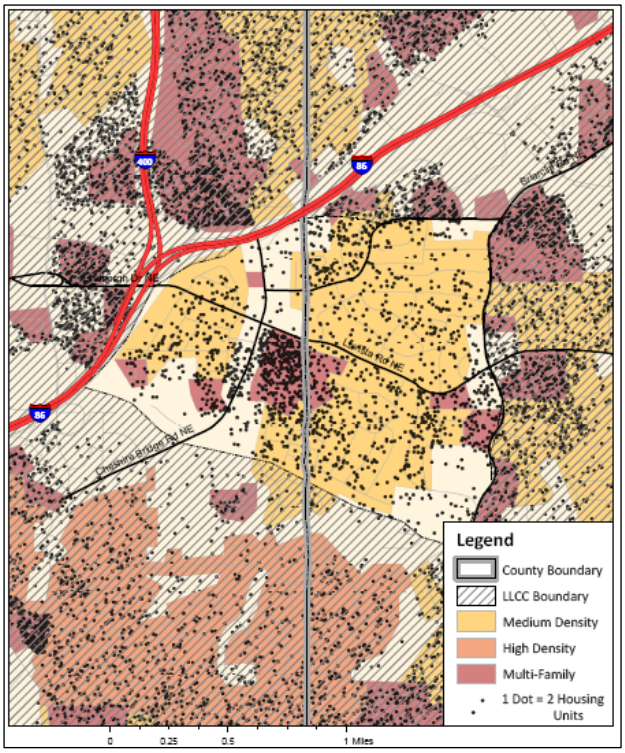


Figure 2.1-2: Housing Unit Density

2.1.2 DEMOGRAPHIC STUDY OF NEIGHBORHOOD CENTERS

Beyond the basic analysis of demographic information in the area, we compared current demographic estimations for three regions of the study area. These areas include a half mile radial distance from three intersections: Lindbergh/LaVista/Cheshire Bridge, North Druid Hills/Briarcliff, and LaVista/Briarcliff. These three areas are shown in the figure below.

These sites were selected because neighborhood residents voiced an overwhelming opinion that the existing shopping and neighborhood centers should be more walkable, easier to travel to by various transportation modes, and should be more unified in their identity. In order to achieve these objectives, it is important to compare the current demographic information of each. Using 2000 census data and estimated 2007 Claritas projection sources, we were able to highlight key findings from the demographic comparisons of each neighborhood node.

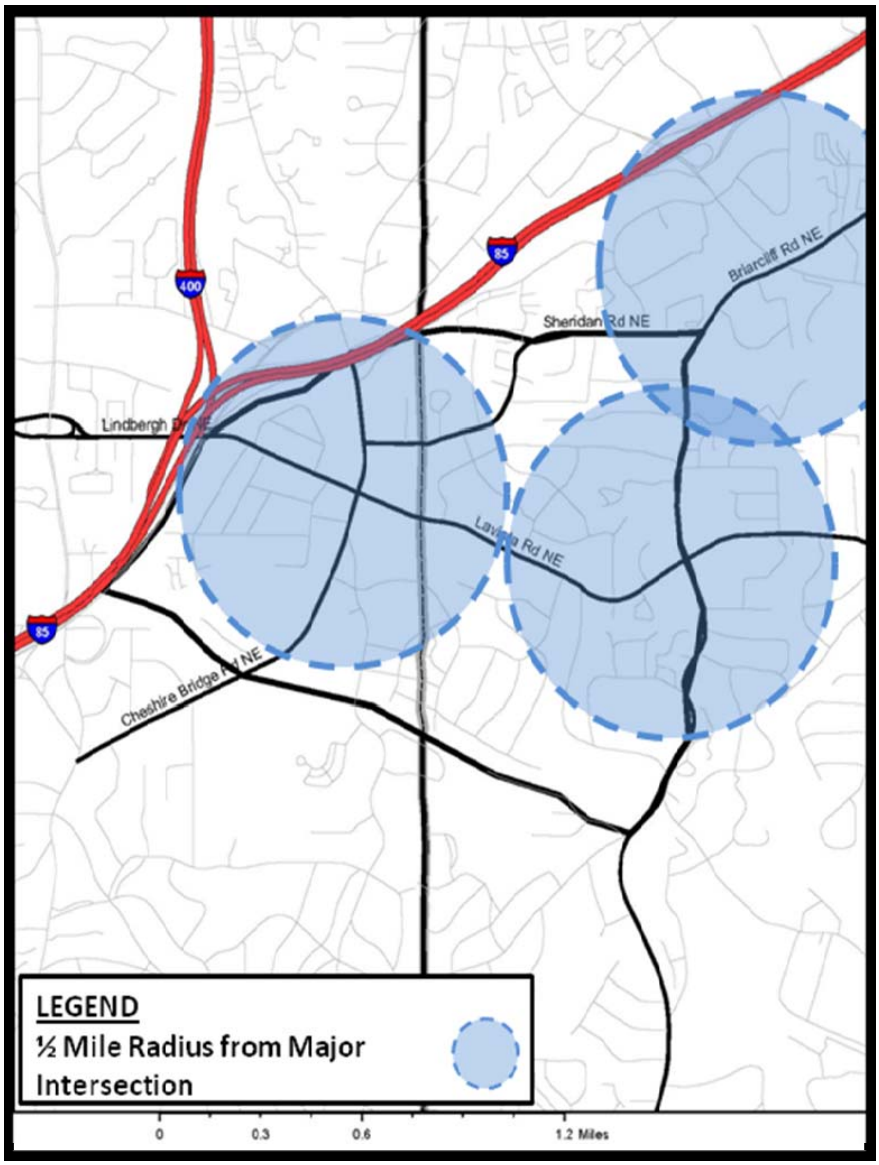


Figure2.1-3: Neighborhood Centers within Study Area

As seen in the figure below, the half-mile radius surrounding the intersection of Lindbergh/LaVista/Cheshire Bridge is clearly the most highly populated area. This suggests that this portion of the study area offers that highest concentration of multifamily housing dwellings. The area of North Druid Hills/Briarcliff has the second highest concentration of population, followed by the area surrounding the intersection of LaVista/Briarcliff.

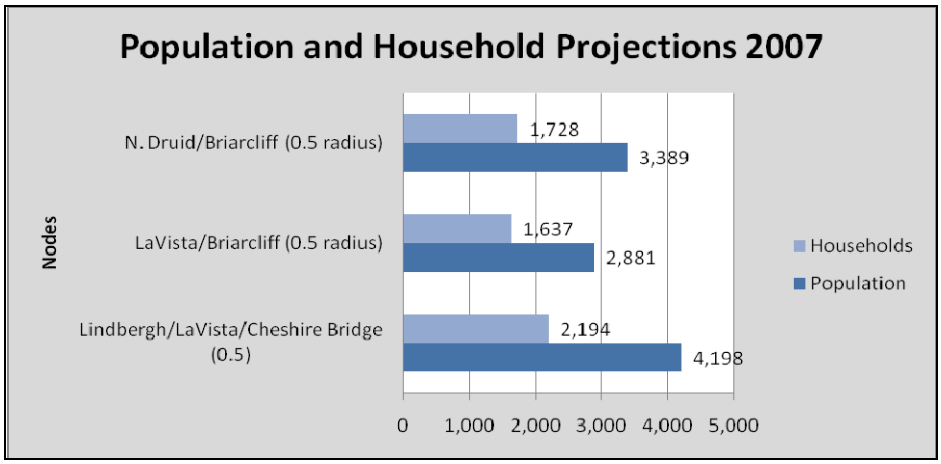


Figure 2.1-4: Population & Household Data

The figure below indicates that all three areas are similar in their mixture of family and non-family households. Notably, Lindbergh/LaVista/Cheshire shows the highest portion of nonfamily households in the area, suggesting more single residents in that area.

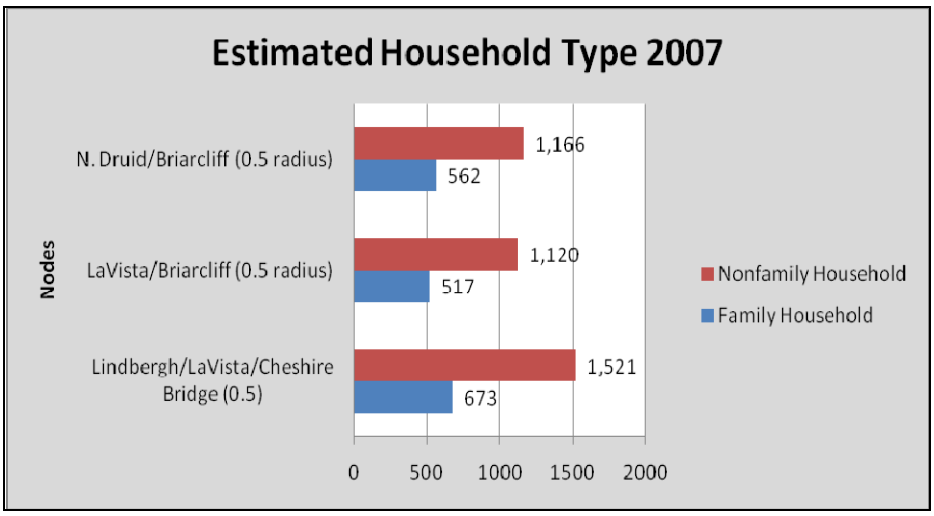


Figure 2.1-5: Estimated Household Type

The figure below displays the estimated average household size in the three subareas. The data estimates that Lindbergh/LaVista/Cheshire Bridge has the largest household sizes on average, followed by North Druid/Briarcliff and then LaVista/Briarcliff.

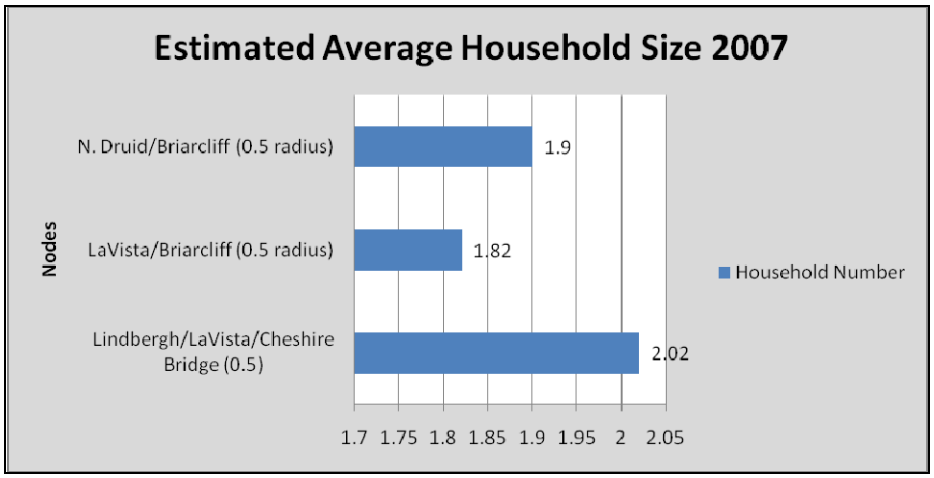


Figure 2.1-6: Average Household Size

The following table of renter and owner occupied housing is very helpful in showing the characteristics of residents living in the area. While single-family, owner-occupied housing comprises the majority of the neighborhood area, the renting population within the half-mile radii of the commercial areas actually outnumbers the owning population.

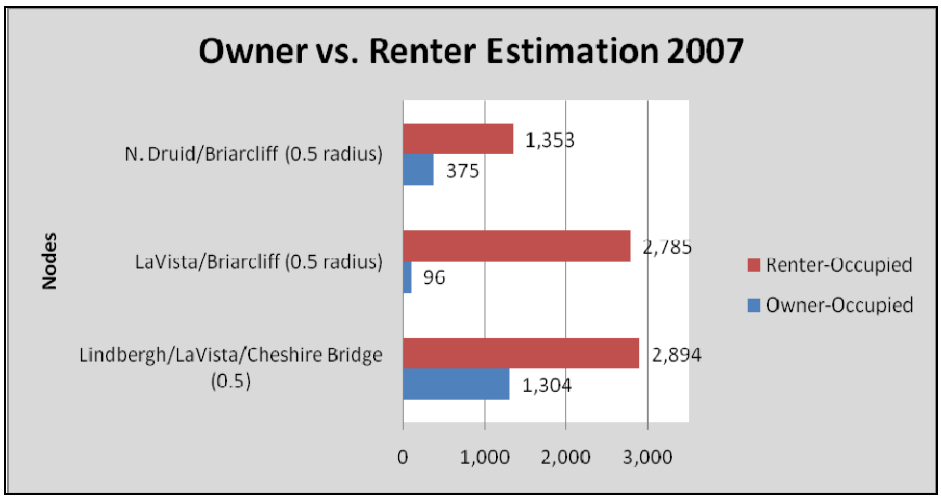


Figure 2.1-7: Study Area Tenancy

The following table displays the estimated 2007 per capita income, median income, and average income level for the three subareas. This information is important to note that the area surrounding Lindbergh/LaVista/Cheshire Bridge has the lowest median income of the three areas. The area surrounding LaVista/Briarcliff is estimated to have the highest income levels in the area.

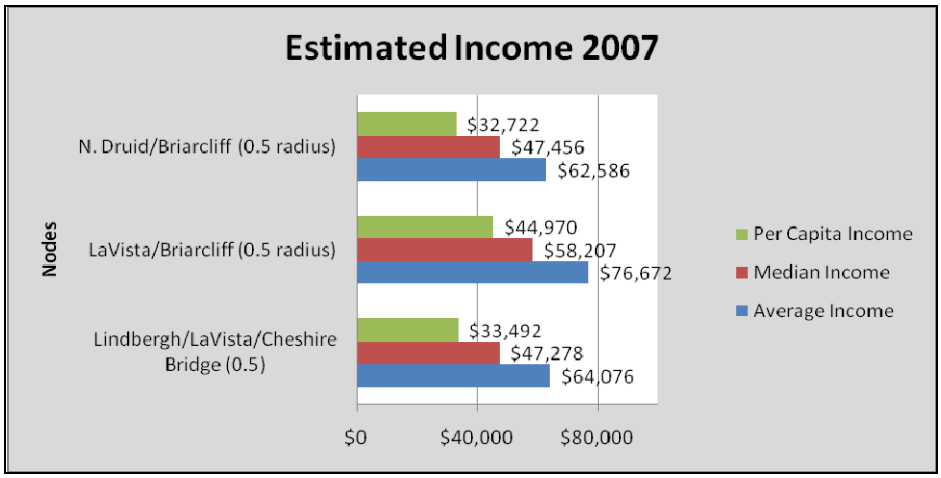


Figure 2.1-8: Income Levels

The following table indicates that the overwhelming majority of residents in the areas as a whole work in white collar professions. However, important to note, Lindbergh/LaVista/Cheshire Bridge has the highest proportion of blue collar and service jobs, followed by North Druid/Briarcliff. This seems accurate given the comparison of income levels in the previous figure.

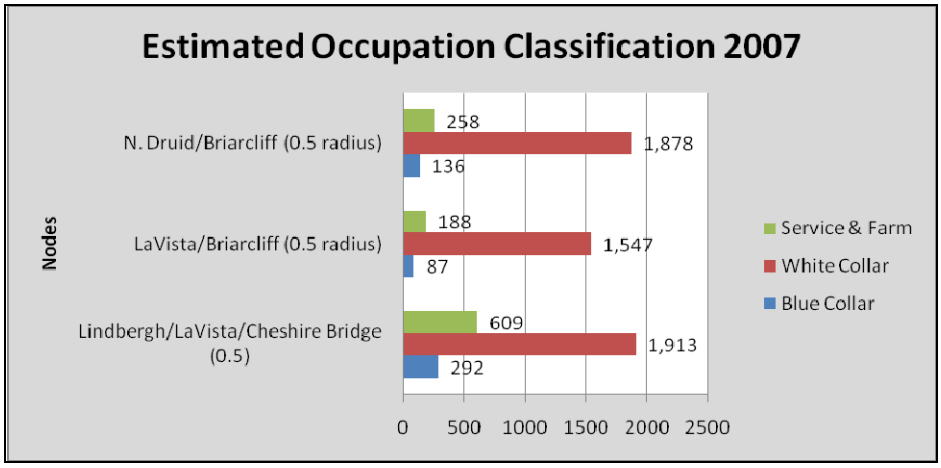


Figure 2.1-9: Occupation Type

The study area as a whole is very well educated. According to the information as shown in the chart below, over 50% of the population over the age of 25 has a bachelor's degree or higher. In addition, only 10% of the population does not have a high school diploma.

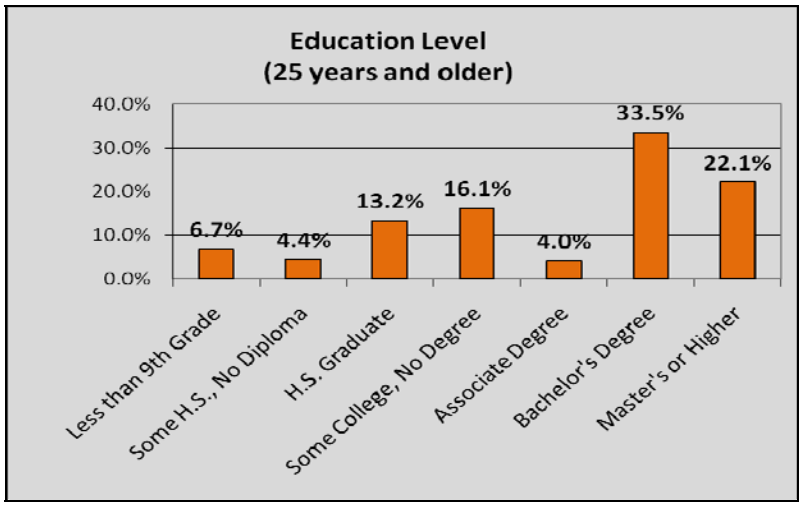


Figure 2.1-10: Education Level

The age of residents in the study area is predominately between 25 and 54, with the largest of the portions being the 25-34 cohort. One of ten residents in the study area is under the age of 17. This information supports the community input that the area is predominately young to middle-aged individuals, with a notable proportion of families with children. Considering that a significant proportion of the population, 25%, is 45-64 years old, it is important to prepare for that aging population and accommodate their changing needs.

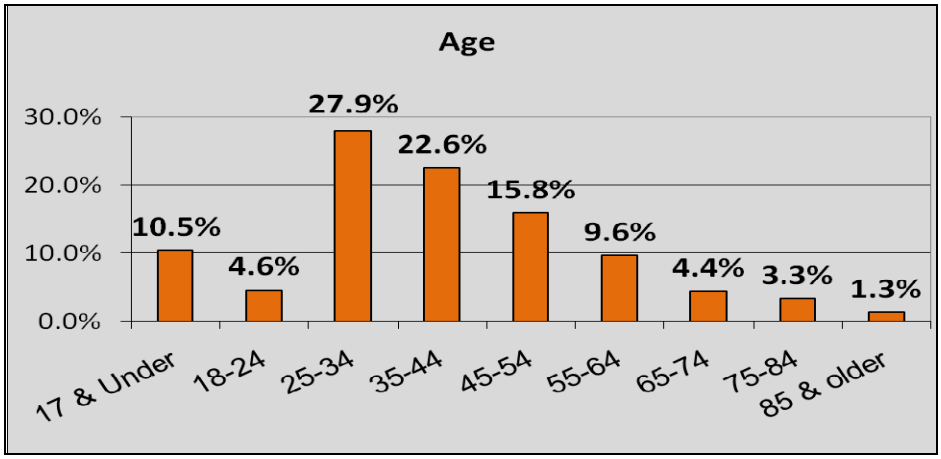


Figure 2.1-11: Age Distribution

2.1.3 SUMMARY BY NODES

Overall the demographic information suggests the presence of three stable, fairly concentrated neighborhood nodes. The data estimations indicate some unique characteristics of the each subarea in the study area.

North Druid Hills and Briarcliff Node

Given the estimates presented above, the area surrounding North Druids Hills and Briarcliff seems to have the strongest concentration of owner-occupied, family households in the area. This area has moderate to high income levels, and a notable proportion of blue collar and service occupations compared to the area as a whole.

LaVista and Briarcliff Node

The area surrounding the LaVista/Briarcliff intersection appears to represent the least populated area compared to the other neighborhood nodes. However, this area has the highest income level earners in the area. Interestingly, this area also is estimated to have an overwhelming proportion of rent-occupied units and the lowest representation of owner-occupied units. This suggests a large concentrate of higher-end, rental housing options in this portion of the study area.

Lindbergh/LaVista and Cheshire Bridge Node

Finally, the Lindbergh/LaVista/Cheshire Bridge neighborhood node is the most highly populated, given the large presence of multifamily housing. This area also has the largest household size suggesting there are more families occupying the area. On the other hand, this area has a lower median income level than the surrounding community suggesting that housing affordability must remain a long-term planning consideration.

2.1.4 HOUSING AFFORDABILITY

While the LaVista Road corridor might have a single-family residential feel, the housing stock within the entire LLCC study area is predominately renter-occupied. Based on housing projections from the 2000 Census, within a half-mile radius of the LaVista/Briarcliff intersection node, 62% of the population is renter-occupied housing. Within a half-mile radius of the LaVista/Cheshire Bridge intersection node, 67% of the population resides in rental housing. And immediately adjacent to the study area to the northeast, 93% of the population within a half-mile radius of the North Druid Hills/Briarcliff intersection node resides in rental housing.

In attempting to understand the type of housing stock in which the LLCC population currently dwells, we found 34 multifamily housing complexes inside and around the study area. Of these 34 complexes, 26 are rental buildings, while 8 are condominiums. The multifamily units are concentrated around the neighborhood nodes, as well as along Sheridan Rd, and immediately outside the study area to the west, clustered around the Lindbergh MARTA station. As can be seen in the map shown previously, a high density of multifamily housing units lay southeast of the LaVista/Cheshire Bridge node, southeast and southwest of the LaVista/Briarcliff node, and east of the intersection of Sheridan and Briarcliff. The concentration of multifamily housing is important to consider the connectivity of apartment communities to the neighborhood amenities in the commercial node. Twenty of the 26

rental apartments listed the total number of units within the buildings, totaling 5,232 living units. Another 546 living units exist within 6 of the 8 condominiums.

The average cost of the apartment units, including studios, one, two and three bedroom units, is $1,090 per month. This average proves to be affordable for those making $43,612 a year or more. Housing affordability is understood as one who pays equal to or less than 30% of one's annual income towards housing expenses. Since the Area Median Income (AMI) in Atlanta is $52,299, the average cost of rental housing in and around the LLCC study area is fairly affordable to a median income renter. More specifically, however, those making less than 84% of AMI cannot afford the average rental price in the study area. Also, the average monthly cost of 6 of the 26 rental apartments is not affordable to those making anything less than AMI. Fourteen of the apartments offer units larger than 2 bedrooms, a minimum of what is often suitable for a family with multiple children. Of those apartments large enough for a family, 10 of the 14 have an average monthly rent payment that is below affordable to those earning the AMI.

The average price to purchase a condominium in the area is $279,325. Using a standard of affordability equivalent to 2.5 times one's yearly income, a household would need to make at least $111,730 to afford the average price of a condominium. This cost is over 200% of AMI. Only one condominium complex is affordable to those making 100% of AMI. The breakdown of multifamily housing costs, including both apartments and condos, can be seen in the chart below.

Apartments	Address	Phone #	Unit Types	Unit Sq. ft	Total # of Units	Total Lot Acreage Sq. ft	Units per Acre	Price Range Low	Price Range High	Average Cost per Month	Annual Income Needed	Affordability to Area Population
Reserve at LaVista Walk	1155 LaVista Rd, 30324		Studio, 1,2,3	531-1436			#DIV/0!	$ 955	$ 2,250	$ 1,603	$ 64,100	Above AMI
Briarhill Apartments	1470 Seridan Rd, 30324	404-634-5891	1,2		292		#DIV/0!	$ 819	$ 1,100	$ 960	$ 38,380	Below AMI
Gables Sheridan	1514 Sheridan Rd. 30324		1,2,3	630-1443	329		#DIV/0!	$ 1,081	$ 1,892	$ 1,487	$ 59,460	Above AMI
Kenco Briarcliff	2194 Briarcliff Rd, 30329		1,2,3	344-1200			#DIV/0!	$ 675	$ 815	$ 745	$ 29,800	Below AMI
Sloan Square	1555 LaVista Rd, 30329		1,2	550-1100			#DIV/0!	$ 849	$ 1,199	$ 1,024	$ 40,960	Below AMI
Briar Patch	2182 Briarcliff Rd, 30329	404.633.2680	1,2		32		#DIV/0!	$ 600	$ 700	$ 650	$ 26,000	Below AMI
2115 Piedmont	2115 Piedmont, 30324		1,2	662-1885	218	4.42	49.32	$ 825	$ 3,225	$ 2,025	$ 81,000	Above AMI
Heights of Cheshire Bridge	2124 Cheshire Bridge Rd, 30324		1,2,3	640-1300	318	9	35.33	$ 1,000	$ 1,847	$ 1,424	$ 56,940	Above AMI
Lindbergh Vista	2581 Piedmont Rd, 30324		Studio, 1, 2	640-1400	314	4.16	75.48	$ 975	$ 1,745	$ 1,360	$ 54,400	Above AMI
Tuscany at Lindbergh	600 Garson Dr NE, 30324		1,2,3	748-1471	324	5.71	56.74	$ 910	$ 1,790	$ 1,350	$ 54,000	Above AMI
Uptown Square	508 Main St, 30324		1,2,3	520-1230	363	12	30.25	$ 830	$ 1,690	$ 1,260	$ 50,400	Below AMI
771 Lindbergh	771 Lindbergh, 30324		1,2	600-1200	208	5.77	36.05	$ 800	$ 1,250	$ 1,025	$ 41,000	Below AMI
Lakeshore Crossing			1,2	600-1000	148	4.79	30.90	$ 740	$ 1,020	$ 880	$ 35,200	Below AMI
Northmoor	690 Lindbergh Dr, 30324		1,2,3	650-1450	176	11.56	15.22	$ 633	$ 931	$ 782	$ 31,280	Below AMI
Woodland View	1195 Woodland Ave, 30324		1,2	750-850			#DIV/0!	$ 648	$ 706	$ 677	$ 27,080	Below AMI
Atlanta Housing Authority	2170 Cheshire Bridge, 30324						#DIV/0!			$ -	$ -	Below AMI
Post Briarcliff	500 Briarvista Way, 30329		1,2,3		688		#DIV/0!	$ 764	$ 1,755	$ 1,260	$ 50,380	Below AMI
Archstone	2430 Cheshire Bridge, 30324		1,2,3	662-1350	164		#DIV/0!	$ 870	$ 1,725	$ 1,298	$ 51,900	Below AMI
Morgan Place	1680 Chantilly Dr, 30324		1,2	550-1050	186		#DIV/0!	$ 629	$ 1,000	$ 815	$ 32,580	Below AMI
Lenox Woods	2255 Lenox Rd, 30324		1,2,3	700-1300	151		#DIV/0!	$ 625	$ 875	$ 750	$ 30,000	Below AMI
Clifton Apartment Homes	1901 Briarcliff, 30329		1,2	650-1350	214		#DIV/0!	$ 810	$ 1,319	$ 1,065	$ 42,580	Below AMI
Tempo Parkway	2572 Lenox Rd, 30324		1,2,3		112		#DIV/0!	$ 695	$ 895	$ 795	$ 31,800	Below AMI
Post Lindbergh	485 Lindbergh PL, 30324		Studio,1,2,3	564-1450	396	11.67	33.93	$ 840	$ 1,610	$ 1,225	$ 49,000	Below AMI
Hampton Hall	2217 Briarcliff, 30324		1,2,3	576-1188			#DIV/0!	$ 645	$ 905	$ 775	$ 31,000	Below AMI
Arbor Gates	2500 Pine Tree, 30324		1,2	650-1100	303		#DIV/0!	$ 829	$ 1,229	$ 1,029	$ 41,160	Below AMI
Aventine at Lindbergh	740 Sidney Marcus Blvd, 30324		1,2	635-1130	296		#DIV/0!	$ 770	$ 1,185	$ 978	$ 39,100	Below AMI
Preserve at Briarcliff	1570 Sheridan Rd, 30324		1,2,3	550-1323			#DIV/0!	$ 745	$ 1,475	$ 1,110	$ 44,400	Below AMI
Totals					5232					$ 1,090	$ 43,612	Below AMI

Condos	Address	Phone #	Unit Types	Unit Sq. ft	Total # of Units	Total Lot Acreage Sq. ft	nits per Ac	Price Range Low	Price Range High	Average Unit Price	Annual Income Needed	Affordability to Area Population
Chantilly Station	1538 Chantilly Dr, 30324		1,2				#DIV/0!	$ 189,500	$ 230,000	$ 209,750	$ 83,900	Above AMI
Cheshier Place/Station	2230 Chesire Bridge Rd		Studio, 1, 2				#DIV/0!	$ 93,900	$ 329,900	$ 211,900	$ 84,760	Above AMI
Sheffield Glen	Sheffield Glen Way 30329						#DIV/0!			$ -	$ -	
SERA	Piedmont Rd. and Garson Dr. (745 Fountainhead		2,3	1022-1704	72	18.92	3.81	$ 300,000	$ 800,000	$ 550,000	$ 220,000	Above AMI
Cosmopolitan at Lindbergh	780 Lindbergh Dr 30324		1,2,3	671-1739	258	2.67	96.63	$ 170,000	$ 500,000	$ 335,000	$ 134,000	Above AMI
Cedar Chase	Cedar Chase Circle 30324		2	1509	47	12	3.92	$ 166,000	$ 202,000	$ 184,000	$ 73,600	Above AMI
Garden Brook			2	1020	76	8	9.50	$ 113,000	$ 162,000	$ 137,500	$ 55,000	Above AMI
430 Lindbergh			1,2	702	65	5.5	11.82	$ 858,000	$ 155,000	$ 506,500	$ 202,600	Above AMI
The Lindbergh Condo			2	1010	28	3	9.33	$ 50,000	$ 149,900	$ 99,950	$ 39,980	Below AMI
							#DIV/0!			$ -	$ -	
Totals					546					$ 279,325	$ 111,730	Above AMI

Table 2.1-1: Housing Affordability Summary

2.1.5 NEIGHBORHOOD AMENITIES

The study area currently has four main nodes that provide neighborhood amenities, as shown and pictured in the following two figures. These four areas include Loehmann's Plaza, Lindbergh Crossing, BriarVista, and the Zonolite and Sage Hill area. These four shopping center and commercial districts provide a wide array of convenient, everyday neighborhood goods and services. Each center is in close proximity to residential areas, although travel and connectivity between nodes can be heavily congested. Important to consider, as voiced by stakeholders, these shopping centers lack a cohesive and unified identity making the area seem more disconnected.

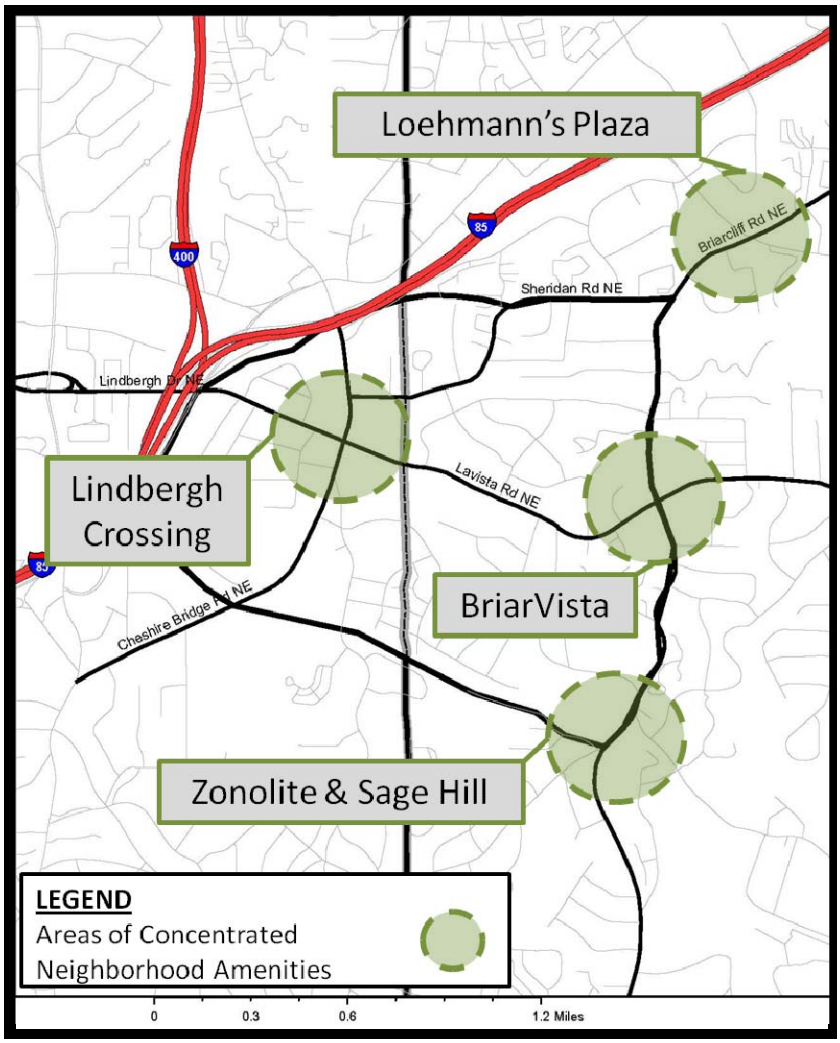


Figure 2.1-12: Neighborhood Centers

Figure 2.1-13: Photos of Neighborhood Centers

Zonolite Area

The Zonolite area is located in the southeastern portion of the study area and includes a unique mix of small industrial and commercial office space. Importantly, the area is bordered on the northern side by the CSX railroad and a large wetlands area to the south side. Some of the current tenants in the area include printing and media companies, dry cleaners, engineering and development firms, a large personal storage facility, an animal hospital, and a day-time café for employees.

Sage Hill Shopping Center

The Sage Hill shopping center is located in the southwest portion of the study area. The Sage Hill shopping center is in close proximity to the Zonolite Road area, and is also bordered by CSX railroad to the north. The shopping center is adjacent to the western entrance of Emory University and the Center for Disease Control by Clifton Road. Current tenants represent an array of neighborhood goods and services including a large grocery store, pharmacy, beauty and hair salon, fitness center, restaurant, post office, and dental clinic. Given the age and location of the shopping center, it appears to be a prime location for redevelopment attention.

BriarVista Shopping Center

The BriarVista Shopping center is located at the intersection of Briarcliff Road and LaVista Road, and offers a healthy mix of neighborhood services. The commercial area is located on the eastern border of the study area. The area includes several restaurants, both specialty, local and larger, chain establishments. In addition, there is a coffee shop and several retail stores. At the same intersection, there is also a Whole Foods grocery store, a large, church, and several automobile service stations. This commercial node offers a variety of well-serving neighborhood uses; however, as with other neighborhood nodes in the area.

Lindbergh Crossing Shopping Center

The intersection of Lindbergh/LaVista Road and Cheshire Bridge Road offers a large mix of commercial and residential uses. The commercial uses include a Publix grocery store, organic market, movie theatre, numerous banks, fast food restaurants, pharmacy, and gas stations. In addition, there are several well-known, local restaurants, the Junior Varsity and the Original Pancake House. Recently, LaVista Walk, a mixed-use development has been built and still under construction at this time.

Loehmann's Plaza Shopping Center

The Loehmann's Plaza shopping center is located north, outside of the study area but is a heavily traveled and large commercial anchor to the area. Loehmann's Plaza includes over two dozen commercial tenants representing large and small retailers, restaurants, health services, and other general neighborhood services. Loehmann's Plaza is also adjacent to the Executive Park site which is planned for significant redevelopment.

2.1.6 NEIGHBORHOOD ASSOCIATIONS

Within the study area, there are several extensive, well-informed neighborhood associations which provide an excellent social fabric. These well-formed neighborhood groups work independently and supportive of one another to make their neighborhoods a better place. Each association supports such efforts as crime watch teams, neighborhood clean-up and beautification programs, annuals festivals, and garden clubs. Each association has a helpful website which serves as a great medium for communication.

As related to the neighborhood environment, crime statistics within in the study area are fairly low compared to most surrounding neighborhoods and significantly lower than the Midtown and Downtown areas. The low levels of reported crime add value to the neighborhood by providing a safe environment and support the continued efforts by neighborhood association crime watch programs.

2.1.7 COMMUNITY FACILITIES

As depicted in the community facilities map below, the area offers significant public and community facilities. All community facilities in the surrounding area are included in the map; however, only religious institutions in the direct study area were included. Interestingly, while a sufficient array of community facilities are present in the area, there seems to be an opportunity to better connect the facilities and create a more unified collection of neighborhood amenities. In addition, only one school, BriarVista Elementary, exists within the study area and there is currently no police or fire departments located directly in the study area.

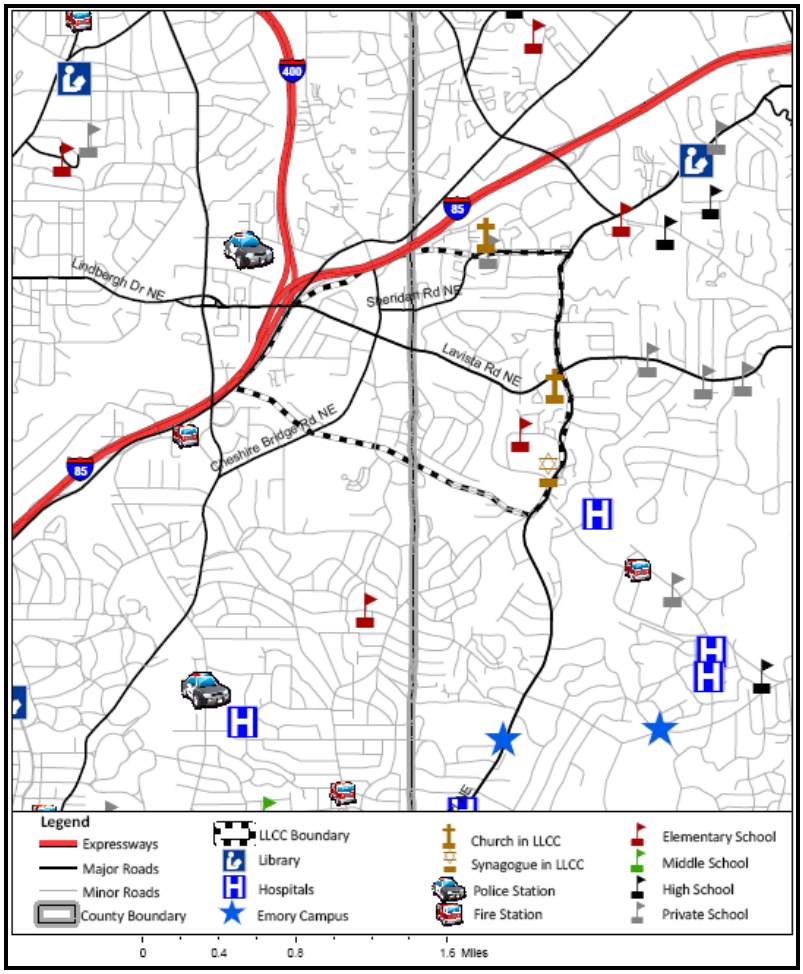


Figure 2.1-14: Community Facilities

2.1.8 EMPLOYMENT SUMMARY

There are three zip codes that contain industry statistics within the study area. According to the Atlanta Regional Commission, zip code 30324 includes a majority of the study area and continues to the west, zip code 30329 includes the DeKalb County portion of the study area, and zip code 30306 contains a small portion of the study area in the southeast corner.

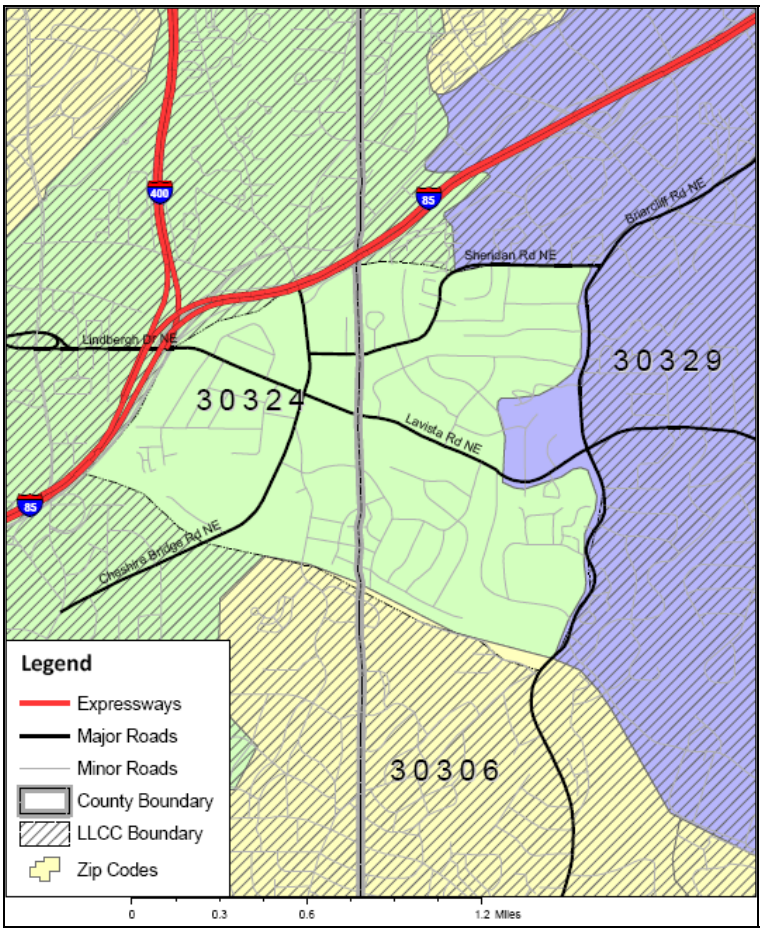
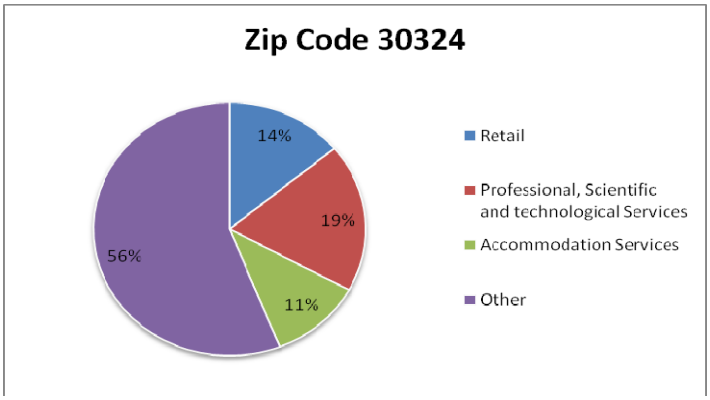


Figure 2.1-15: Zip Code Map

According to the zip code 30324 has the largest number of businesses (1,041) and provides 13,360 jobs in the area; although the data does not indicate what percentage of those jobs are held by residents in the study area. A majority of the jobs in the area are in the professional, science and technology industry (19 percent) followed by retail (14 percent) and accommodation and food services (11 percent). Other jobs in the area, include those that are not classified in the Census Bureau's system are jobs primarily engaged in equipment and machinery repairing promoting or administering religious activities grant making, advocacy dry cleaning, laundry services personal care services death care services pet care services, photofinishing services, temporary parking services, and dating services. Also private households that employ workers on the premises for household work are also included. These jobs comprise 56 percent of the industry make up for the zip code.

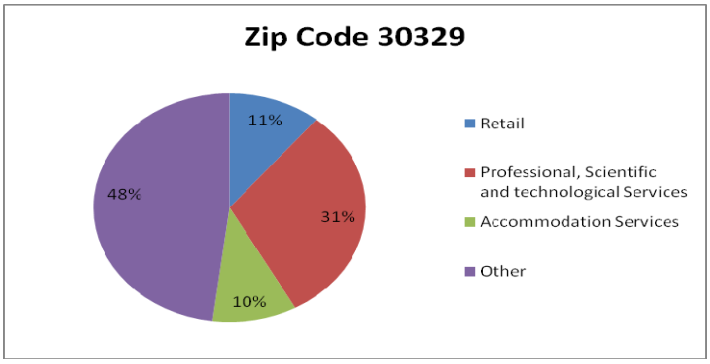
A majority of jobs in the area are service related, however not classified as accommodation or retail. There should not be overlap in the jobs that are categorized and those that are placed in the other category. However because some of the services are closely related, one has to carefully evaluate which category the establishment fits in.



Zip Code 30324	
Jobs	13,63
Businesses	1,041

Figure 2.1-16: Employment Data for 30324

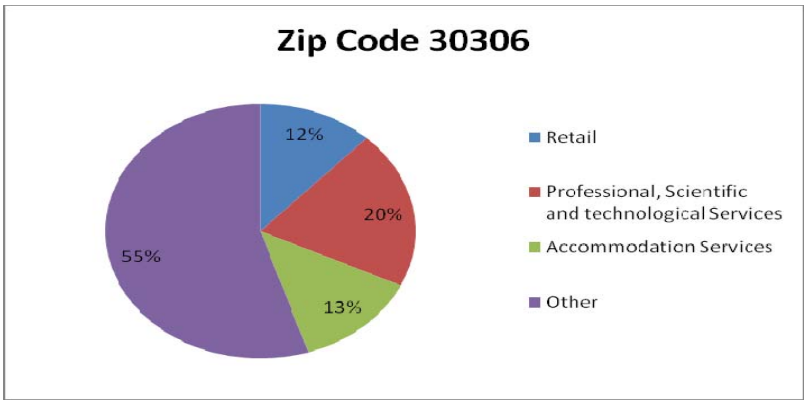
Zip code 30329 holds a total of 998 businesses in the area. These businesses provide 31,127 jobs. The percentage of available jobs for people within the area and those outside the area is not clear. Industry make up in the 30329 zip code is comprised of 31 percent professional, science and technology services, 11 percent retail, 10 percent accommodation and food services, and 55 percent other services.



Zip Code 30329	
Jobs	31,127
Businesses	998

Figure 2.1-17: Employment Data for 30329

In the 30306 zip code, there are 684 businesses providing a total of 7,349 jobs. Similar to zip codes 30329 and 30324, the percent of jobs for people within the area and outside the area are not calculated. The industry makeup for the area is 20 percent professional, science and technology services, 12 percent retail, 13 percent food and accommodation services, and 55 percent other services in the area.



Zip Code 30306	
Jobs	7,349
Businesses	684

Figure 2.1-18: Employment Data for 30306

Overall the employment data suggests that there are a substantial amount of jobs in the area for the population. In addition the number and variety of establishments in the area provide a mix of services to serve the current population. As the projected demographic shift shows an increase in multi-family housing, some of the establishments in the area may move or change in nature in order to accommodate the changing demographics.

2.1.9 OVERALL DEMOGRAPHIC CONCLUSIONS

The Lindbergh-LaVista study area represents unique characteristics with a notable mix of both long-time, single family and multifamily, owner and renter residents. Within the study area, there is a significant need encourage a more walkable and pedestrian friendly environment to accommodate children, families, aging and older adults, and transit dependent resident. This demographic information and the community needs assessment conducted will lead the direction of community planning and implementation. There is a great opportunity for the Blueprints process to enhance the long-term of the community.

2.2 LAND USE / URBAN DESIGN

The Lindbergh-LaVista Corridor's unique history, convenient access to employment centers, affordable housing, and strong sense of community is very appealing to many seeking to experience in-town living. Although the Corridor possesses many attributes that current residents and potential in-town dwellers admire; a number of Lindbergh-LaVista Corridor residents expressed a strong desire to witness tremendous improvements in the placement and design of sidewalks, better urban design considerations, and higher development quality; while maintaining the area's affordable, single-family housing. The following reviews existing land-uses, urban design conditions, and future areas susceptible to development.

2.2.1 HISTORY

Both farming and transportation provided the framework in which the entire Lindbergh-LaVista Corridor was settled and developed. The earliest records of settlement in the Lindbergh-LaVista Corridor indicate the area was first settled in the early 1820s by white pioneering farmers and mill workers. In 1823, the humble beginnings of commercial activity commenced when Abraham Chandler built a home, a small store, and a farm near the intersection of present day Cheshire Bridge and LaVista Roads. During this same time, two other recognized settlers, Jerome and Napoleon Cheshire—two brothers—are credited for settling the area due south of Chandler's farmstead. The brothers built small farms on both sides of the South Fork of Peachtree Creek and connected the two farms with a bridge—aptly named Cheshire Bridge. This bridge, in time, became a local landmark and would later pave the way for the route of modern day Cheshire Bridge Road. In 1835, DeKalb County decided it was necessary to facilitate the construction of new road connecting the city of Decatur with Paces Ferry on the Chattahoochee River. After construction, the new road was named Paces Ferry Road, and portions of this road would later become the modern day routes for LaVista and Lindbergh Roads. Very little changed from 1835 to 1870, with most of the area's farming, rural character remaining largely intact.

After the Civil War, agricultural production waned considerably in the South, as business community and government leaders focused extensively on industrialization. Rail played a pivotal role in Southern industrialization efforts and the Atlanta and Charlotte Air Line was completed in 1870. A rail stop was included along the rail line in the nearby Rock Spring community, providing opportunities for future development in the area. Also during this time, many farms in the Corridor struggled to make mortgage payments, and many foreclosed on their properties. Most of the land fell into the hands of Mr. Veach, a banker from Adairsville, Georgia. Mr. Veach came to own approximately 5,000 acres of land. Upon his passing, he left to his five children property surrounding the four corners of the Cheshire Bridge and LaVista Road intersection and property running along present day Lenox Road and Woodland Avenue.

Figure 2.2-1: Bungalow housing from the 1950s and 1960s.

In 1914, suburbanization commenced with plans for a garden suburb, Woodland Hills, to be developed on the land owned by Grady Veach. The garden suburb was marketed as a "property of the highest class" with "beautiful forest trees" in real estate advertisements; however the garden suburb failed to materialize fully and remained idle for almost thirty years. In 1921, historical maps included the Woodland Hills suburb. In 1948, three years after the end of World War II, construction once again commenced on both Woodland Hills and Lindridge-Martin Manor—except this time, plans called for some 500 closely spaced, single family detached homes on small lots with GI loans.

During the 1950s, the construction of Interstate 85 greatly improved access into the Corridor and further encouraged more commercial and residential development—including LaVista Park. Towards the end of the 1960s, the entire length of Cheshire Bridge Road contained a number of commercial and retail establishments. A small shopping center was constructed at the northeastern corner of the intersection of Cheshire Bridge and LaVista Roads and some industrial development occurred on Faulkner Road. Towards the beginning of the 1970s, pockets of the Woodland Hills neighborhood entered into a period of steep decline. Partly a symptom of white suburban flight and young families wanting larger homes and larger lots, many of the homes fell into disrepair, were razed, and replaced by apartment buildings. Although residential areas began to decline, the commercial areas did not; many new restaurants opened earning Cheshire Bridge Road the nickname "Restaurant Row" and a number of antique galleries opened to capitalize on the growing antique markets in Buckhead and the northeastern suburbs.

In the 1980s, some gentrification occurred, as a number of childless couples sought affordable residential areas in close proximity to Atlanta's central business district and the dining, entertainment, and shopping destinations of Midtown and Buckhead. It is also during this time, that adult business started to move into the area and the "Restaurant Row" image quickly faded and the area started to become widely known as a destination for adult entertainment. Today, the Corridor remains one in transition from an urban environment along the northern and western edges to a suburban environment along the eastern edges. Many still find the corridor highly attractive due to the area's diversity and close proximity to employment destinations.

Figure 2.2-2: LaVista Walk, one of the newer developments located on LaVista Road.

2.2.2 ORIENTATION

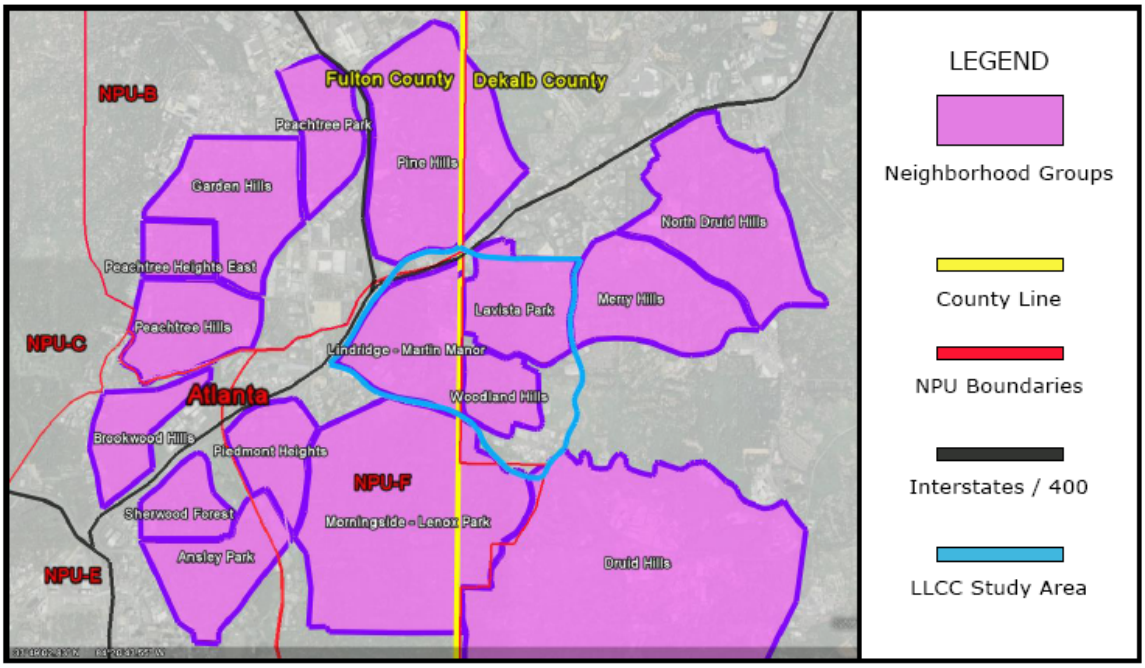


Figure 2.2-3: The Lindbergh-LaVista Study Area in Context Map.

The above map shows the LLCC Study Area within its regional context. The study area is shown surrounded in light blue, and contains the neighborhood groups representing Lindridge-Martin Manor, LaVista Park, and Woodland Hills. The study area is split roughly in half by the north-south division between Fulton and DeKalb Counties. To the west of the line, the study area is within the City of Atlanta, Fulton County, and a part of NPU-F. To the east of the line it is unincorporated DeKalb County. The study area is surrounded by a number of other organized neighborhood groups, notably Druid Hills, Morningside – Lenox Park, Piedmont Heights, and Pine Hills. Several regional centers are near the study area. The growing Lindbergh Center is immediately to the west, Buckhead is to the north, and Midtown is to the southwest, with Downtown further south.

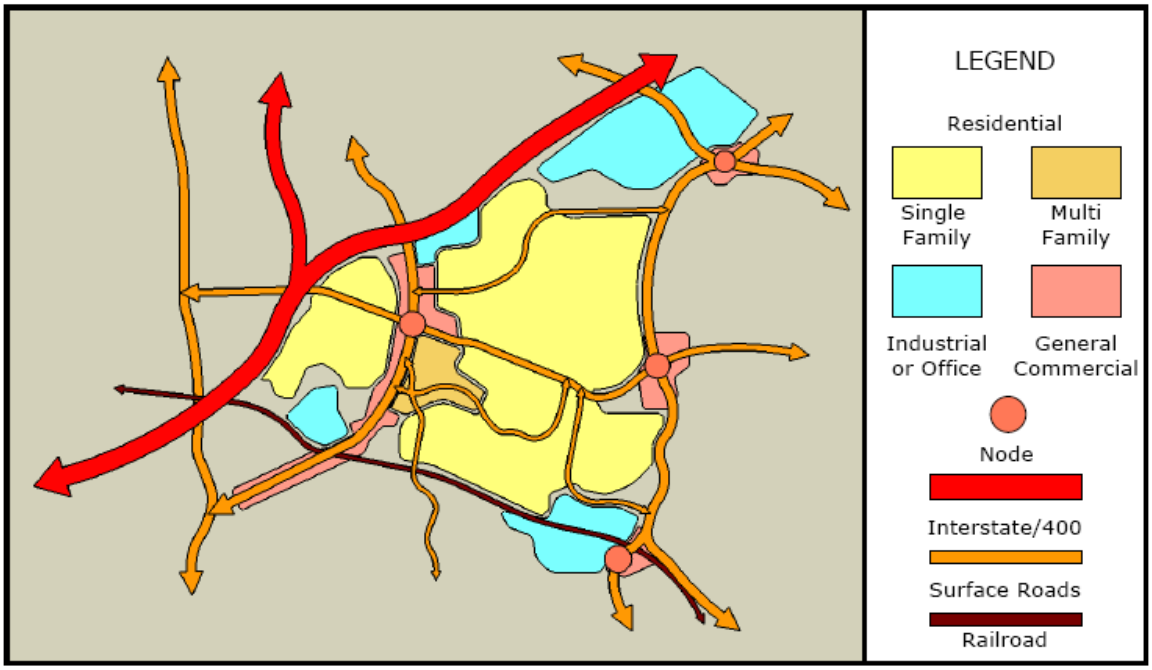


Figure 2.2-4: The Cognitive Map.

The "Cognitive" Map above is meant to show how residents might think of the study area broadly, in the mind's eye. Districts sharing similar characteristics are represented by colored polygons, while paths through and around the study area are represented by colored arrows. Nodes of commercial activity are represented by circles.

2.2.3 THE BUILT ENVIRONMENT

Stable neighborhoods with moderately sized ranch homes and bungalows with well established tree canopies comprise the bulk of the study area with commercial activity occurring along the entire length of Cheshire Bridge Road; particularly at the intersection with Lindbergh and LaVista Roads. Other commercial centers include at the intersection of Briarcliff and LaVista Roads, and Briarcliff Road, Johnson Road, and Zonolite Road. The Lindbergh-LaVista Corridor is a unique corridor because its

character remains largely undefined. While the corridor features a strong suburban character, there are pockets of industrial and warehousing spaces, some multi-family housing, and center-less commercial corridors along Cheshire Bridge Road and Briarcliff Road. Commercial building setbacks are relatively large due in part to auto-oriented zoning favoring parking lots in the front of buildings. A more appropriate description of the built environment along the Lindbergh-LaVista Corridor may be transitional suburban. Consequentially, because of the large setbacks, excessive parking lots, and auto-oriented development, the Corridor lacks a true center—and an overarching Corridor identity.

2.2.4 ZONING & LAND USE

Single-family residential is by far the more dominate land use and zoning designation for the Lindbergh-LaVista Corridor. Land uses and zoning such as mixed-use, medium and high density residential, and commercial and industrial activities are placed on streets and intersections in a hierarchical manner; with the most intensive uses being located closest to the most developed infrastructure. Mixed-use, commercial, and multifamily housing such as apartments, townhomes, condominiums, and community-focused commercial retail are located along Cheshire Bridge Road and LaVista Road. Some light industrial activity, which in this area means warehousing and distribution, are located in areas with access to rail and where trucks can easily access them (Please refer to the following Figures 2.2-5).

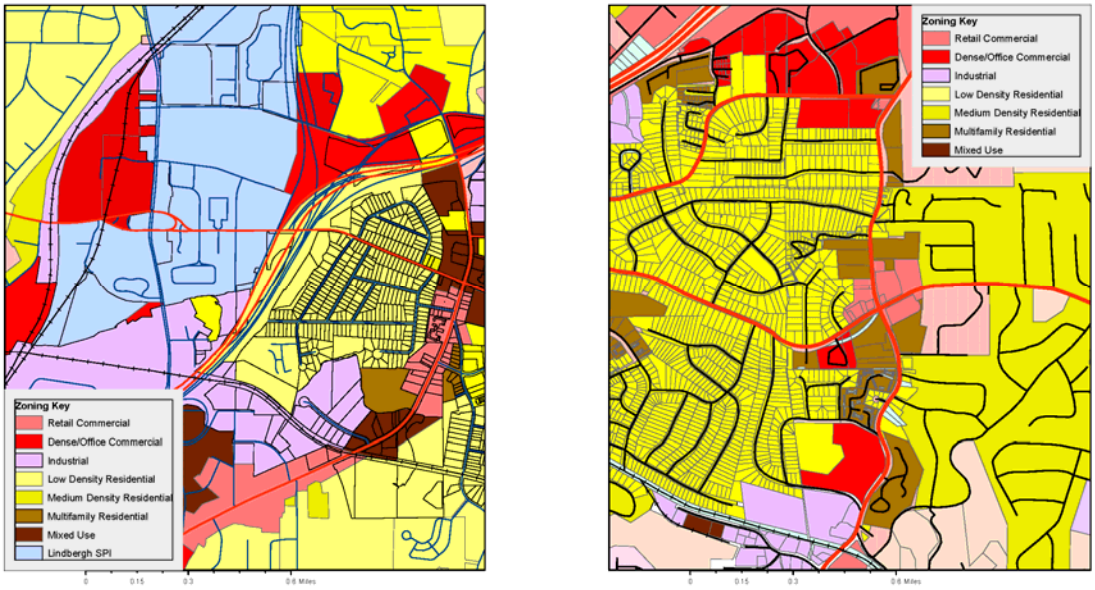


Figure 2.2-5: The General Zoning Map for the City of Atlanta and DeKalb County.

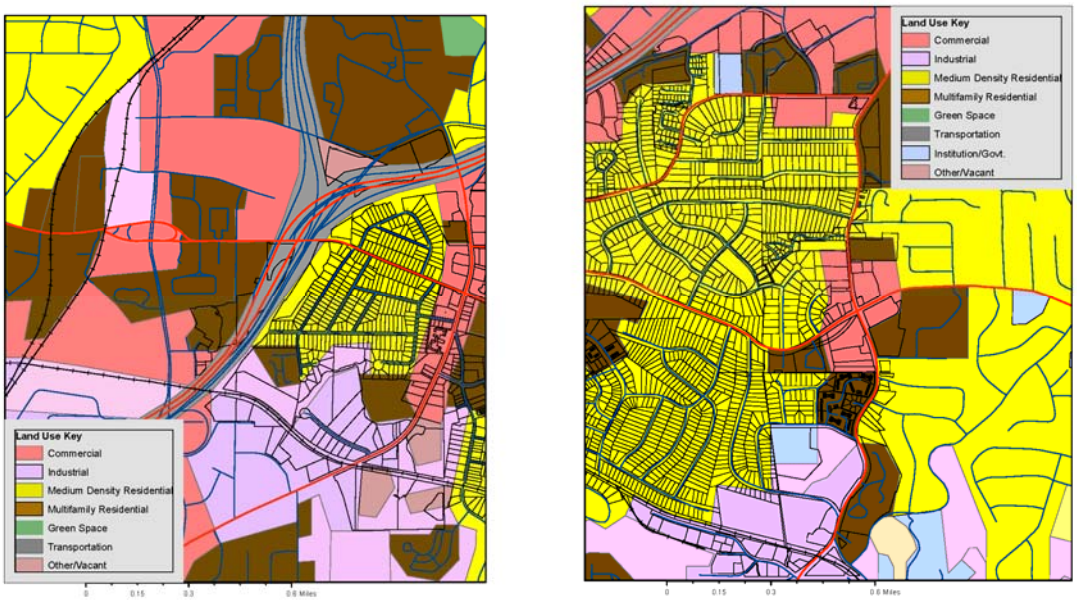


Figure 2.2-6: The Land Use Map for the City of Atlanta and DeKalb County.

2.2.5 URBAN DESIGN

Architecture

Figure 2.2-7: LaVista Walk features improved design and brick fronts.

The Lindbergh-LaVista Corridor was rapidly suburbanized during the 1960s and the 1970s, and most of the housing and commercial development reflects architectural styles of that period. Most of the single-family detached housing in the Corridor is a one story ranch style. Some pockets of the Corridor are undergoing gentrification and infill development. In these pockets, Craftsman, European Country, Contemporary American, and even some Art-Deco styles are expressed. The commercialized areas of the corridor feature traditional retail architecture in suburban areas from the 1970s to the 1980s; consisting primarily of little vegetation and green spaces, blank, non-descriptive massing, with some stucco and brick accents.

The Lindbergh-LaVista Corridor also features a number of multi-family residential complexes. The multi-family residential complexes can be found at the along the entire length of Cheshire Bridge Road, in the Woodland Hills neighborhood, as well as near the intersection of Briarcliff and LaVista Roads. The multi-family dwellings may be broadly classified as one of three styles. Firstly, there are older two to three story, single-loaded, "shotgun" apartments with exterior entrances clustered around Lenox Road and Woodlawn just east of Cheshire Bridge Road, and north of the Briarcliff and LaVista Road intersection. Secondly, newer four to five story complexes with interior entries characterized by the Archstone and LaVista Walk developments located near the intersection of Cheshire Bridge, Lindbergh, and LaVista Roads. Third, and finally, the Post complex on the southeast side of the Briarcliff Road and LaVista Road intersection characterizes the sprawling suburban style apartment complex of today.

The Pedestrian Environment

Figure 2.2-8: Some of the sidewalks in the study area are located too close to the road and lack a buffer for safety and ease of mind.

Figure 2.2-9: Some sidewalks are placed too close to the street.

Figure 2.2-10: Some of the sidewalks in the study area lack adequate maintenance.

Figure 2.2-11: Areas such as this one, between a gym and a large apartment complex, lack crosswalks.

Figure 2.2-12: Sidewalks are not provided for access to major centers and nodes in the study area, as seen here at the Briarcliff Road and LaVista Road node.

Figure 2.2-13: Accommodations are not provided for alternative methods of transportation, posing dangers to cyclists as well as motorists, as seen here at the Briarcliff Road and LaVista Road node.

During the first meeting, many stakeholders expressed a strong desire to see major improvements made to the pedestrian environment. Much of the discussion regarding the pedestrian environment focused on improving the safety of the pedestrian zone, enhancing its appearance, and establishing a unified network of sidewalks. Critical to the discussion on exploring avenues in which to substantially improve the pedestrian environment is to understand the existing condition of that environment. The sidewalks throughout the study area range from five to ten feet in width. The wider sidewalks can be found in and around some of the newer developments, such as LaVista Walk, the Tara Shopping Center, and the southern reaches of Cheshire Bridge Road reflecting newer, pedestrian-friendly regulations. The sidewalks in these areas contain landscaping, and in some instances, an intricate design to enhance the appearance of the sidewalk as well as reinforce the identity of the adjacent

development. The sidewalks that are five feet wide are typically found in DeKalb County, along Briarcliff, LaVista, and Sheridan Roads. The sidewalks along those thoroughfares were not constructed with pedestrian comfort and ease in mind, but rather with providing would be pedestrians with a zone in which to walk separately from the roadway.

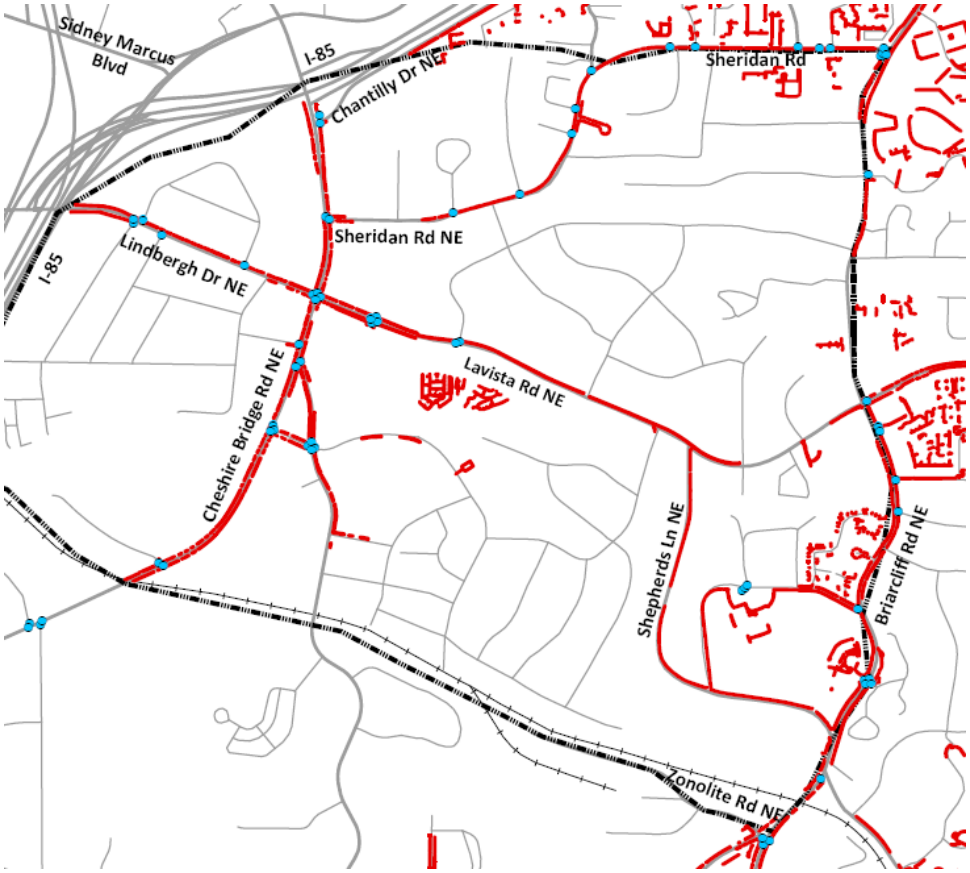


Figure 2.2-14: Existing formal pedestrian crossings in blue and existing sidewalks in red.

Vistas

Due to the gently rolling, hilly, terrain of the Lindbergh-LaVista Corridor, many vistas open to spectacular, breath-taking views of the Atlanta skyline. The quality of the views afforded by the vistas, however, is greatly diminished by both the strong presence of power lines and the poor design practices incorporated into some of the newer developments. There are a few key vistas and views—which are located at LaVista Road, just to the west of the intersection with Briarcliff Road, along the power line corridor, at the Publix grocery store, and the southern reaches of Cheshire Bridge Road.

2.2.6 SUSCEPTIBILITY TO CHANGE

The LLCC study area has undergone and will continue to experience an evolution as new development occurs both within the study area and at its periphery. Members of the community have expressed in meetings that new development is encouraged, so long as it is architecturally compatible with existing neighborhood character. For these reasons, community members are interested in encouraging development along major corridors, such as

Cheshire Bridge Road, as well as at major intersections and nodes of activity, such as the intersections of Briarcliff and LaVista Roads and LaVista, Lindbergh, and Cheshire Bridge Roads.

To cogently plan and consider each new development, it is important for residents to understand the susceptibility to change of the area overall. The first challenge to understanding susceptibility to change is identifying areas within and proximate to the study area that will likely see development in the future. As a first step in this process, a map, (Please refer to Figure 2.2-15), was created to identify recent developments as well as possible future developments. Possible future developments were identified by meeting with urban planners in both the City of Atlanta and DeKalb County to identify which parcels have submitted zoning and permitting requests. Areas that stood out to community members as susceptible to change were Cheshire Bridge Rd, the area around North Druid Hills Road and Briarcliff, and the area around LaVista and Cheshire Bridge Rd. The site at 2080 Briarcliff Road, which currently contains a Public Storage facility located just southwest of the Briarcliff Road and LaVista Road intersection, also seems that it is susceptible to change as the surrounding area develops, although the site is currently occupied. Analyzing and understanding susceptibility to change is a way for community members to help frame their perspective on how their community will look in the future. If areas prone to change are seen as good areas to absorb growth, then development can be encouraged there. However, if areas prone to change are not seen as the ideal place for development, then alternative areas can be proposed.

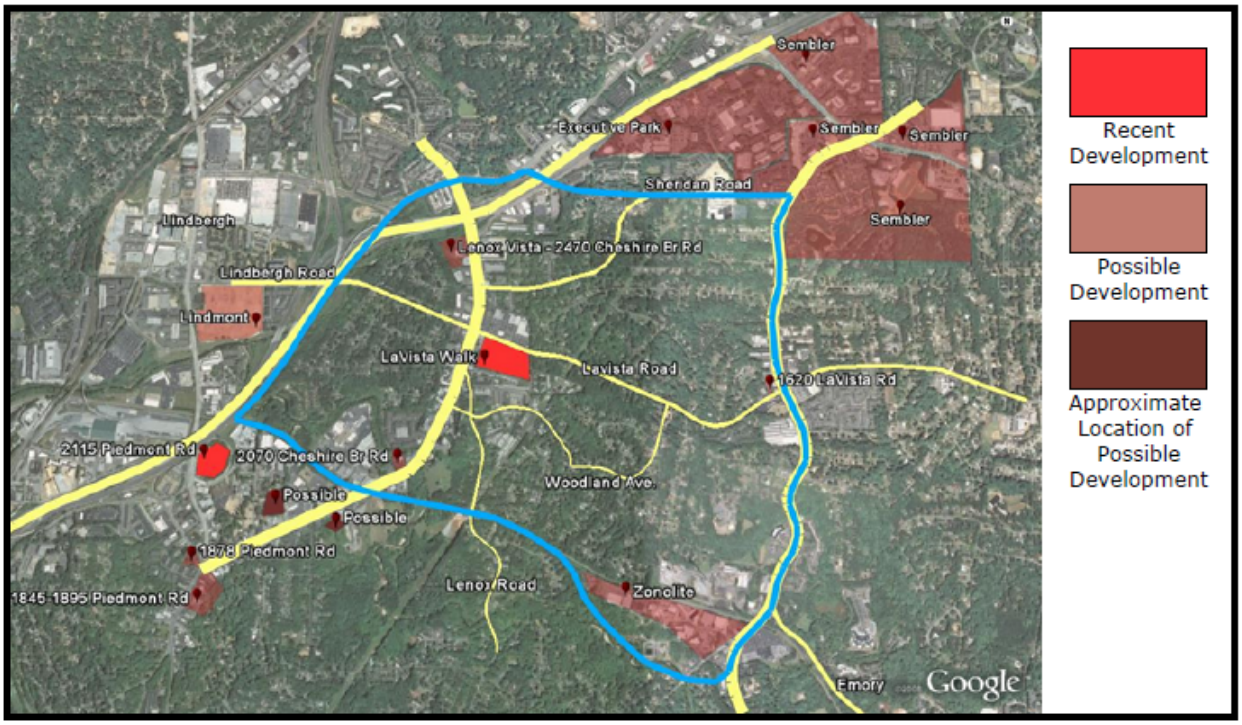


Figure 2.2-15: Recent and possible future development map.

2.3 TRANSPORTATION

What follows is the transportation section for the Lindbergh-LaVista Corridor Coalition's study pursuant to the Blueprints for Successful Communities program. This section contains technical analyses and inventory reports pertaining to vehicular, bicycle and pedestrian travel and environment. This report presents the existing conditions transportation analysis. The study area is located in northeast central Atlanta just south of the junction of Interstate 85 and State Route 400. The area is generally bounded by Sheridan Drive to the north, Briarcliff Road to the east, the CSX rail line to the south, and Interstate 85/Buford Highway to the west. Given the regional nature of traffic patterns and the presence within or very near to the study area of significant regional transportation facilities like Interstate 85, this study will consider factors affecting but not necessarily completely or partially within the study area.

2.3.1 INTRODUCTION

This study is focused on determining the existing conditions within the study area. Functional analysis will be conducted on various facilities within the study area generating descriptive statistics that can be used to guide future improvements. Figure 2.3-1 shows the study area transportation network with key analysis areas identified along with traffic counts. Figure 2.3-2 shows an aerial image of the study area.

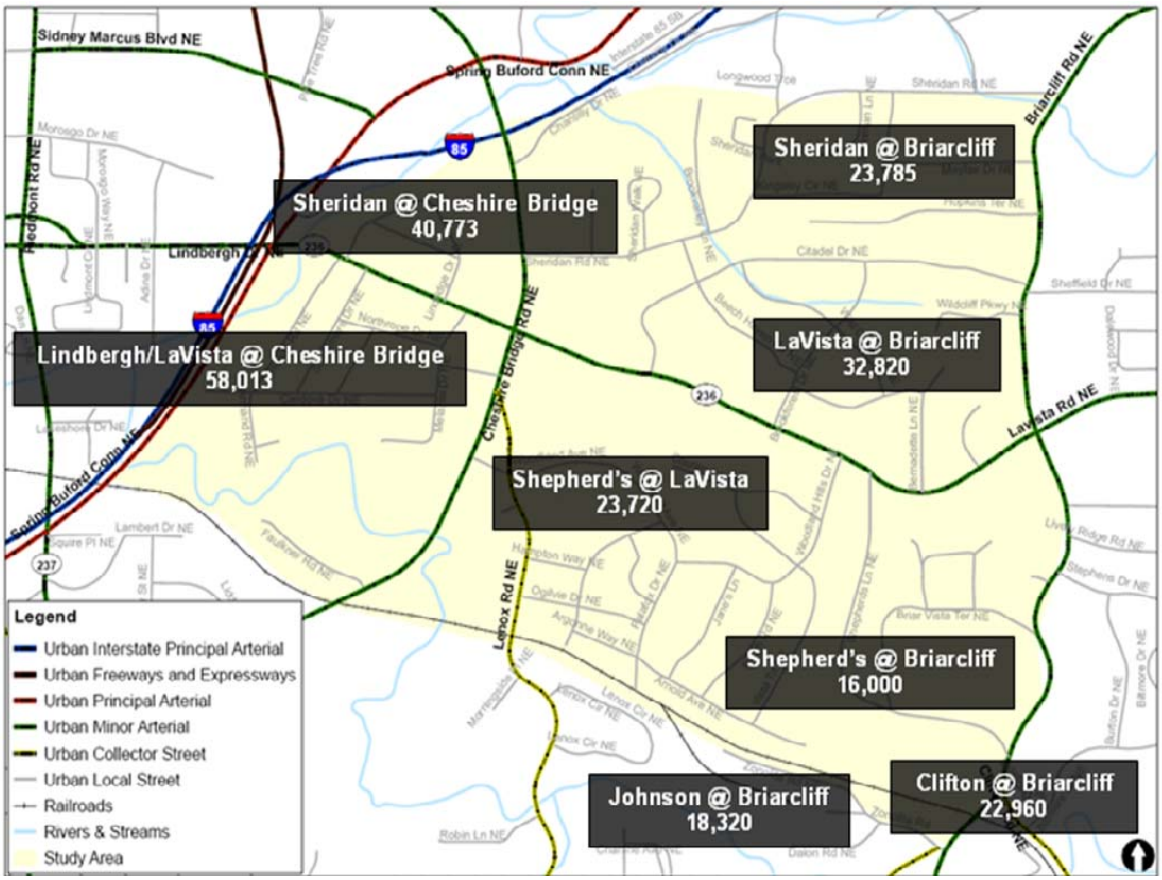


Figure 2.3-1: LLCC study area with key location traffic counts

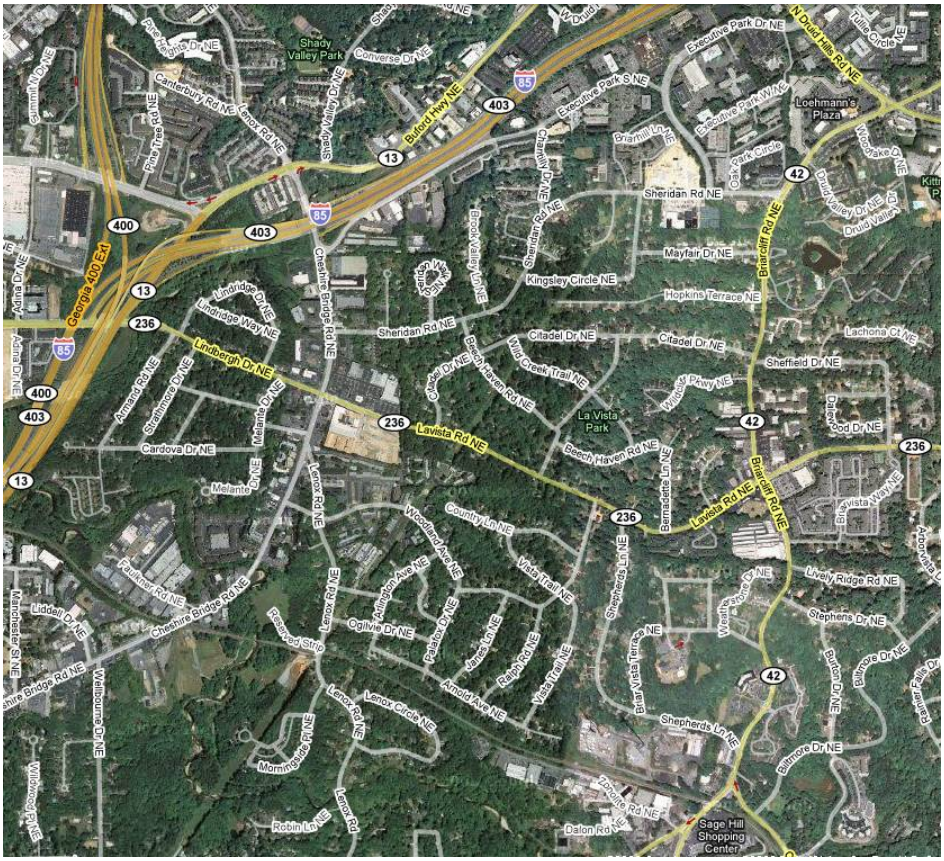


Figure 2.3-2: Aerial image of the study area

2.3.2 SITE REVIEW

The site has several interesting characteristics. The predominant land use is single-family residential although several activity centers are located at the intersections of major transportation corridors. These activity centers are located at Briarcliff Road at LaVista Road, Briarcliff Road at Zonolite Road and Cheshire Bridge Road at Lindbergh-LaVista Road.

There are four major transportation facilities that service the study area listed in Table 2.3-1. In addition there are several urban local streets providing access to the various single-family neighborhoods within the study area. Some of these local streets provide connections between the various major transportation corridors and alternative routes to the existing nodes. Lastly, the important regional corridors of Interstate 85 and GA-400 and the intersection of the two are just to the west and north of the study area.

The community has expressed a desire that local streets should not experience any additional traffic and, where possible, existing traffic through the neighborhoods should be limited as much as possible. Past efforts to reduce the speed and frequency of trips on some of the local neighborhood roads resulted in implementation of speed humps or similar devices.

Table 2.3-1: Major Transportation Facilities

Facility Name	Functional Classification
Lindbergh Drive/LaVista Road	Urban Minor Arterial
Cheshire Bridge Road	Urban Minor Arterial
Lenox Road	Urban Collector Street
Briarcliff Road	Urban Minor Arterial

In addition to the man-made barriers to connectivity there are several natural impediments to increased circulation within the study area. There are two forks of Peachtree Creek within the study area, one to the north running from just east of Cheshire Bridge Road and continuing south-east until stopping short of Briarcliff Road. The south fork runs roughly along the southern border of the study area. These two creeks require bridges wherever a transportation facility crosses. There is also a significant grade separation between the neighborhood south of LaVista Road between Cheshire Bridge Road and Briarcliff Road and the Zonolite area. The CSX line runs at the top of this ridge and poses additional challenges to interconnectivity between the Zonolite area and the rest of the study area.

2.3.3 ACCESS

The LLCC neighborhoods currently exist within the dense urban neighborhoods of Atlanta but were once located near dairy farms and rural county lanes. The study area has transformed from a semi-rural suburban area into an urban neighborhood. As such, the study area is currently grappling with a range of issues: pedestrian mobility and access, excessive commercial curb cuts, transit needs and increasing vehicular traffic. Major problems stem from the prior suburban framework attempting to fit an urban context.

2.3.3.1 PARKING INVENTORY

The Lindbergh-LaVista Corridor Coalition study area has an excess amount of commercial and industrial parking. Most of the commercial parking is highly visible with large lots surrounding stores. Figure 2.3-3 shows the amount of parking in the area. Parking lots are generally disconnected and parking spaces are scattered between individual commercial structures. Parking lots are generally in fair to poor condition often lacking in maintenance and landscaping. Structured parking exists only at residential complexes. No parallel or on street parking exists on major thoroughfares. Street parking is permissible and plentiful throughout the individual neighborhoods although it is not visibly marked on the street. All parking within this study area is free to customers.

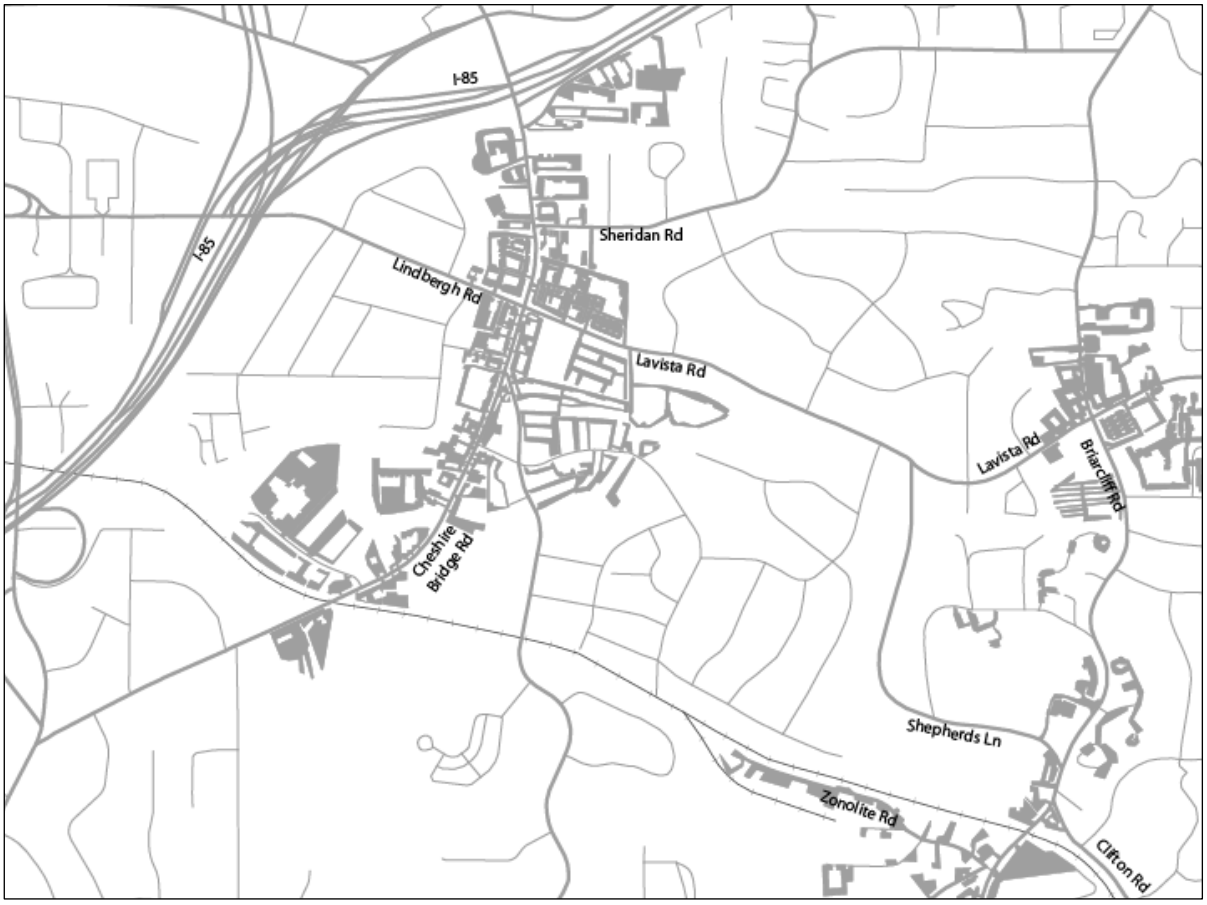


Figure 2.3-3: Commercial and industrial parking surfaces within LLCC study area

2.3.3.2 BICYCLE FACILITIES

Bicycle facilities do not currently exist within the study area. Bicycle racks and other areas available for locking up may exist intermittently throughout but the means to access these specific facilities, i.e. bike lanes and signage, are lacking. Further, bicyclists rarely use this area due to poor riding conditions, little provision of bicycle facilities and lack of connectivity to existing bicycle systems or routes. Relatively high traffic volumes also acts as a hindrance to riders. Future expansion of the bicycle system is proposed in the Connect Atlanta Comprehensive Transportation Plan but will depend on a variety of factors, most notably available funding, vehicular and bicycle traffic issues and needs, adjacent land uses and expected growth.

2.3.3.3 SIDEWALK & CROSSWALK INVENTORY

Sidewalks and crosswalks are the framework for a good pedestrian environment, in fact, for any great place. Fortunately, the LLCC study area has a good system of sidewalks along the major corridors of Lindbergh and LaVista Roads, Briarcliff Road, Sheridan Road, Shepherds Lane, Briar Vista Terrace, Lenox Road and Cheshire Bridge. Unfortunately, many of these sidewalks are limited in width, continuity or

accessibility, most notably those sidewalks along Cheshire Bridge, LaVista Road, Woodland Hills and Sheridan Road. Additionally, the Cheshire Bridge corridor is virtually inaccessible to those with disabilities because many sidewalks and crosswalks do not comply with codes from the Americans with Disabilities Act. Some sidewalks are located only on one side of the street as is the case on LaVista Road and portions of Briarcliff Road. None of the neighborhoods contain sidewalks in their interior streets which are wide and generally clear of parked cars. Figure 2.3-4 shows the sidewalk and crosswalk system within the LLCC study area.

Designated crosswalks—those which are painted and have proper signage—are generally only located at major intersections. Because of the nature of the study area's development, blocks are large and being able to cross midblock is made difficult with the moderate to high volume of traffic in and around the area. Crosswalk striping is barely recognizable to drivers at many if not all of the crosswalk locations, and signage is missing or in poor condition; these are jurisdictional maintenance issues.

It is also worth noting here that stormwater drains and covers along the Cheshire Bridge corridor are in very poor condition from being driven over by heavy buses or trucks and a lack of maintenance. This leads to poor drainage and an increasingly dangerous condition for drivers, pedestrians and bicyclists.

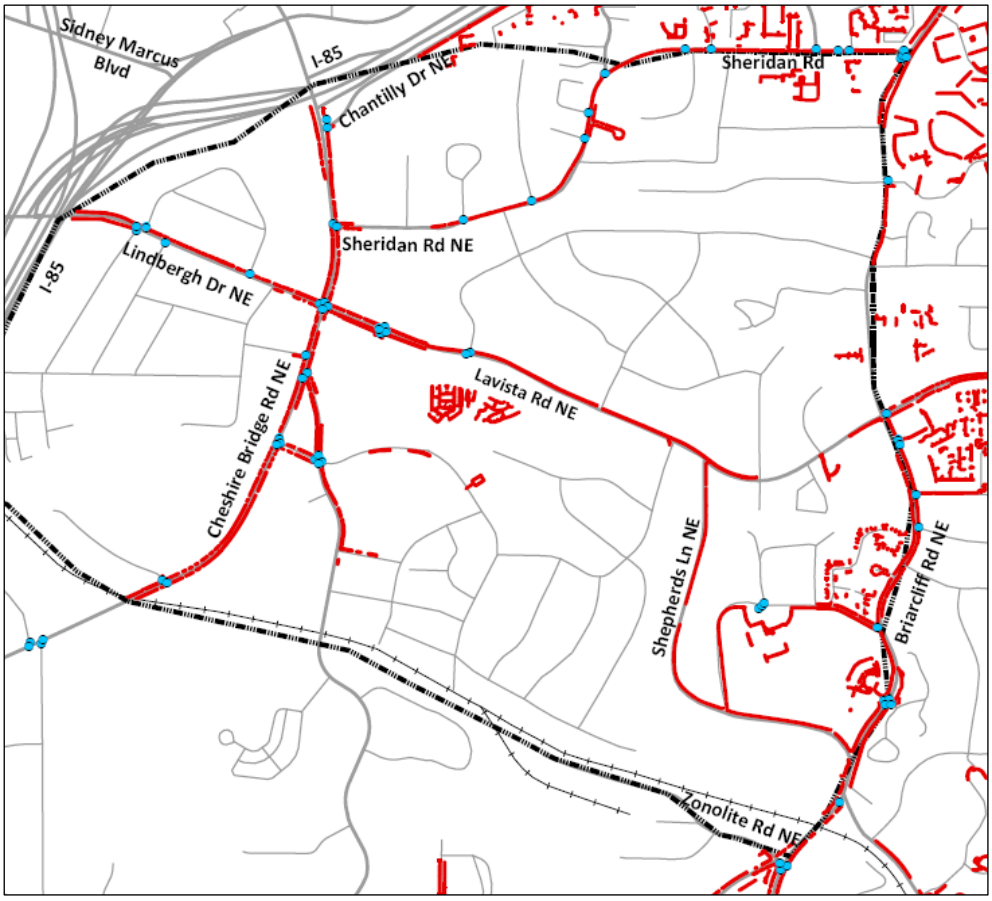


Figure 2.3-4: Sidewalks and designated crosswalks

3.4 COMMERCIAL CURB CUT INVENTORY

The commercial corridor along Cheshire Bridge Road and the two nodes at Briarcliff and LaVista and at Briarcliff and Johnson Roads contain a large number of curb cuts consistent with a transitional suburban commercial zoning pattern. Cheshire Bridge exemplifies this more so than the other nodes. The zoning of the late 1950s and 1960s allowed for many of the commercial and industrial uses along Cheshire Bridge to have two or more curb cuts for vehicular access to their lots. Curb cuts allow for a high level of access for vehicles, however, they also present a dangerous and equally unpleasant environment for pedestrian and bicyclists. Curb cuts for buildings which existed long ago still remain although the buildings are gone. These "historic" cuts in addition to currently-used cuts create a confusing and dangerous situation for drivers, pedestrians, and bicyclists. Figure 2.3-5 shows the curb cuts by major area. It was not determined whether accidents in the LLCC study area were side-impact, rear-end or front-end collisions or whether the interactions were between cars, pedestrians or bicyclists. Procurement of this type of refinement would help to further explain the relationship of curb cuts with accident rates. Crash data is presented in Section 10.

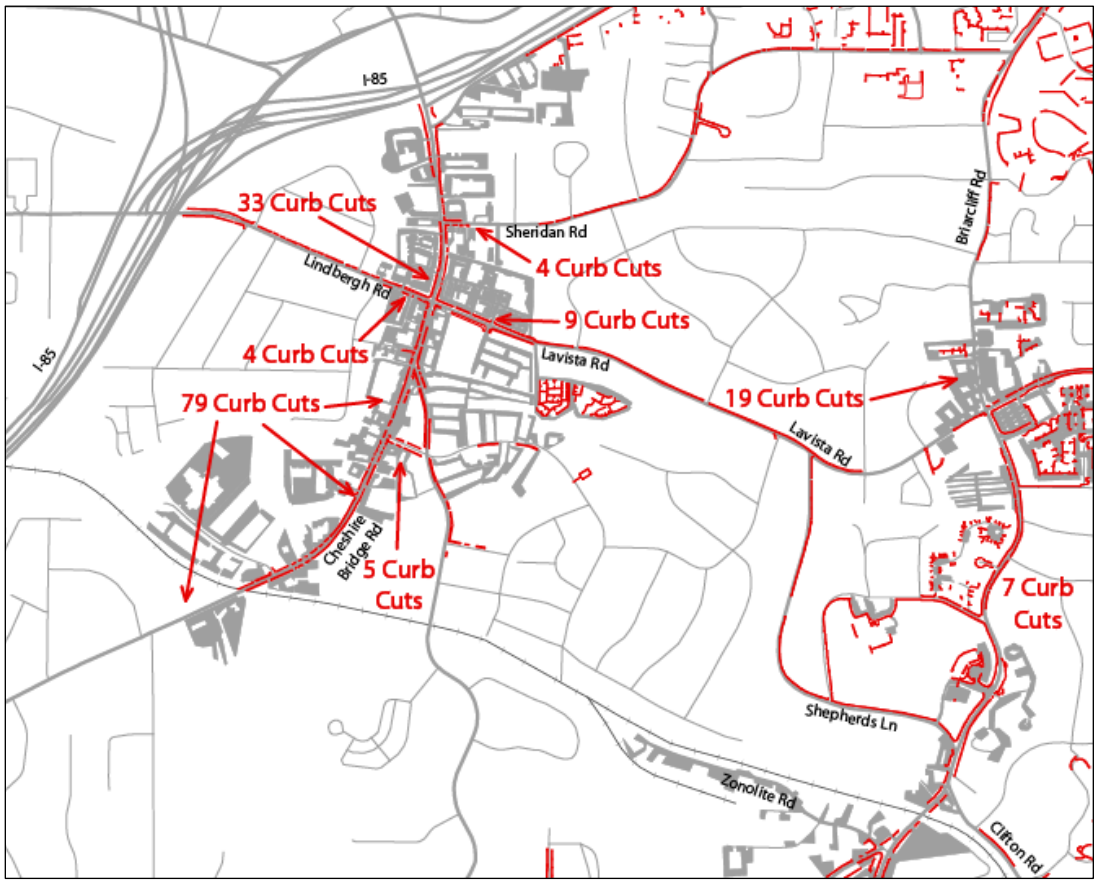
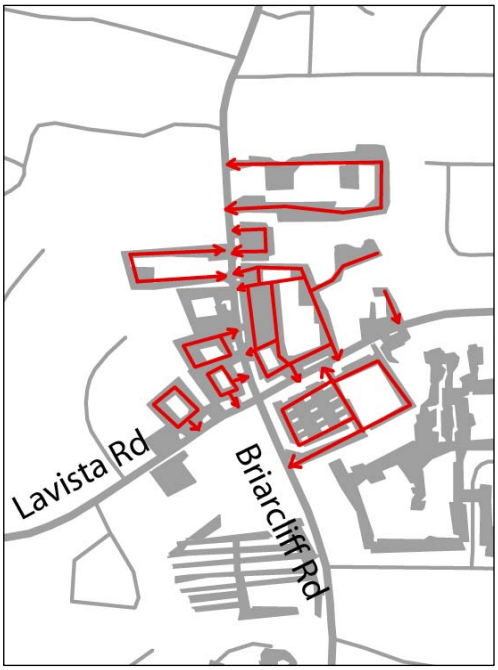


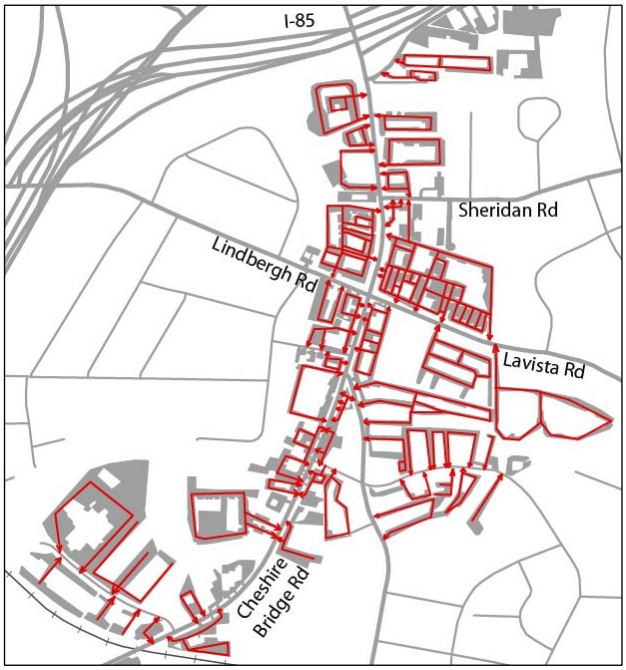
Figure 2.3-5: Commercial curb cut inventory

There are approximately 112 curb cuts along Cheshire Bridge, 13 along Lindbergh-LaVista Road at Cheshire Bridge, 19 along Briarcliff at LaVista Road and 7 along Briarcliff from LaVista to Johnson Road. In all, there are approximately 160 curb cuts within and along the borders of the LLCC study area. Curb cuts were not recorded within the residential areas. The likelihood of consolidating driveways in these residential areas is unlikely. Curb cuts were recorded only in commercial areas because the hazard of car and pedestrian interaction is much higher.

2.3.3.5 INTERPARCEL CONNECTIVITY

Currently there exist a wide range of commercial and retail services in the commercial nodes in or near the study area. These commercial nodes are located at the major intersections: Lindbergh-LaVista Road at Cheshire Bridge, Briarcliff Road at LaVista Road, North Druid Hills and Johnson Road. The general development pattern consists of a single use building surrounded by its own parking and its own access from the major road. This form has dominated over the previous 50 to 60 years. However, over time informal, internal connections began to emerge as parking lots were paved into one another, property barriers came down and parking spaces were shifted. Figures 2.3-6 through 2.3-8 show this interparcel connectivity at major intersection locations.





Figures 2.3-6, 2.3-7: Interparcel connectivity at Lindbergh Dr/LaVista Rd at Cheshire Bridge and Briarcliff Roads

Today a high potential for "interparcel connectivity" exists—that is, the ability to move between parking lots and buildings without first accessing the major road. Good examples of this type of connectivity can be seen along the west side of Cheshire Bridge Road between Lindbergh-LaVista and Sheridan Road. It is possible to access all the businesses in this section without having to access Cheshire Bridge Road in between trips. Ideally, one should be able to walk in between these uses but a lack of sidewalks and a generally hostile pedestrian environment makes this difficult. Driving lanes are also delineated either by explicit marking or by absence of parking space marking. The lanes at grocery store parking lots are good examples of this. The combination of these types of interconnectivity adds to greater connectivity between uses or parcels, and if formalized and enhanced, would decrease the level of congestion on the major roads surrounding the study area.

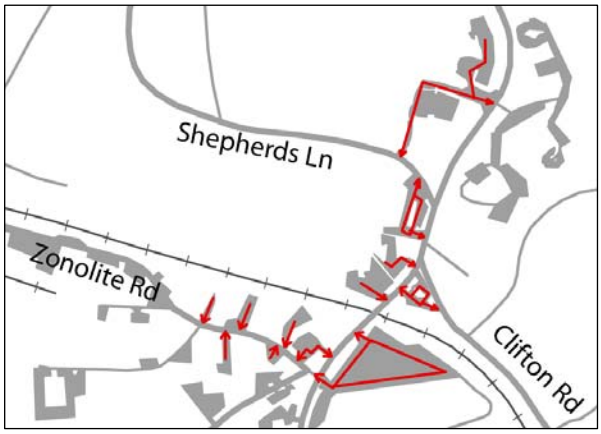


Figure 2.3-8: Interparcel connectivity at Briarcliff and Clifton Roads

2.3.4 PUBLIC TRANSPORTATION

2.3.4.1 CURRENT TRANSIT SERVICES

MARTA Bus & rail Service: Overview

The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates bus, paratransit (door to door bus service for patrons with disabilities) and heavy rail service within DeKalb and Fulton counties, with limited bus service in south Cobb County and one rail station within Clayton County. Operating hours vary by route. MARTA currently has a flat fare; the $1.75 sum will take patrons any distance within the service area and includes a free transfer to the heavy rail system.

Most MARTA bus routes in the study area (Routes 6, 27, 30, 33 and 245) drop patrons off at Lindbergh Station. Figure 2.3-9 shows these routes with their stops. Roughly one mile away from the center of the study area, Lindbergh Center provides direct access to MARTA's North-South and Northeast rail lines. East-West service is provided at Five Points station, a ten-minute ride south. Destinations easily accessible via the rail system include Downtown and Midtown Atlanta, Buckhead, Perimeter Center, Hartsfield-Jackson International Airport and Decatur. Service generally runs from 4:30 AM to 1 AM, with peak service for the morning (6:00 to 9:30 AM) and evening (3:00 to 7:30 PM) rush hours. Peak service operates at roughly seven minute headways. Off-peak service runs approximately every ten minutes for the Northeast line and fifteen for the North-South. Free daily parking is available for over 2,900 cars in three parking decks at Lindbergh Station. Additionally, transit oriented development at the station have made it more of a destination than a "park and ride" facility, with retail and employment centers at AT&T and MARTA's headquarters building.

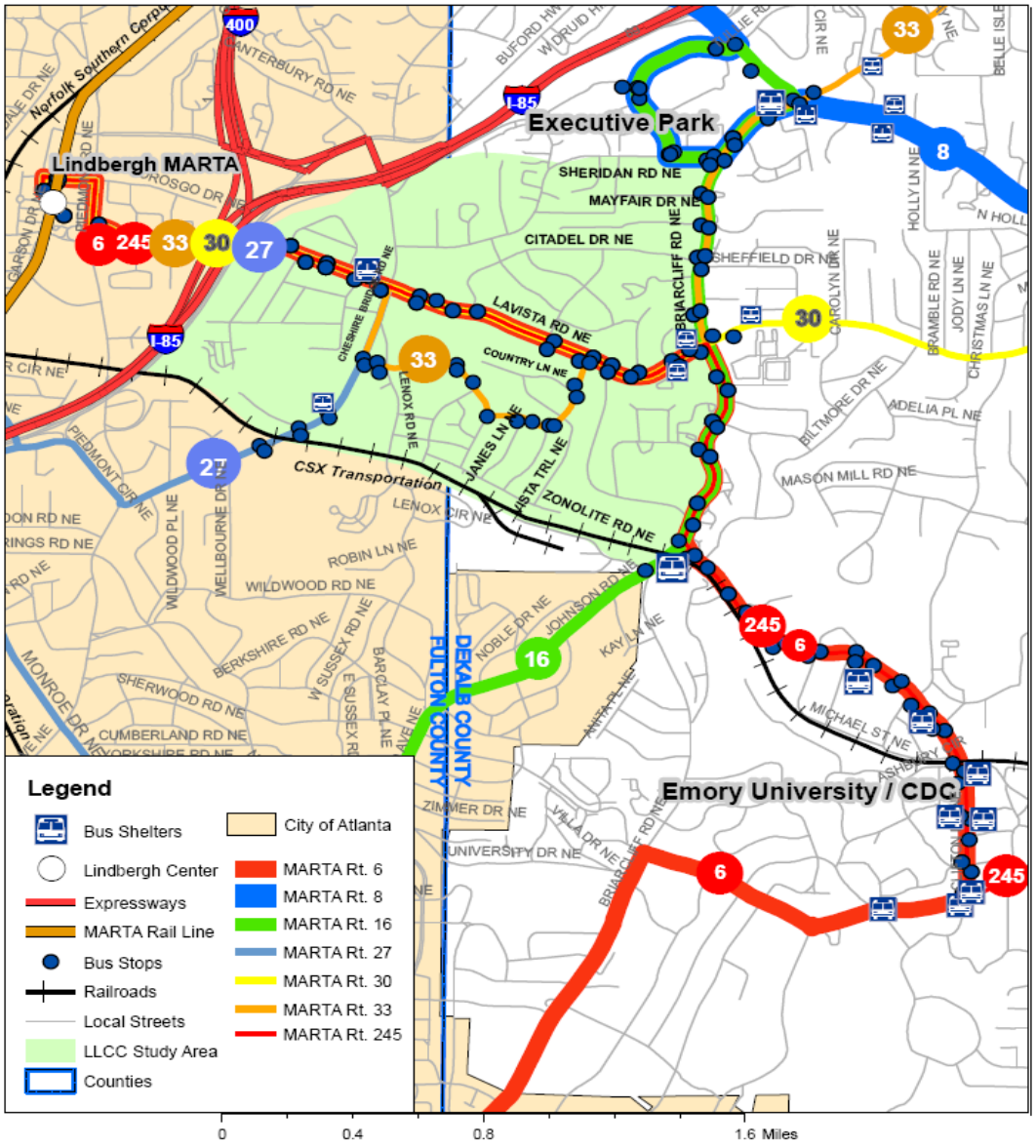


Figure 2.3-9: LLCC Bus Service & Stop Map

MARTA Bus Service: Study Area

MARTA operates seven fixed bus routes in the study area, excluding paratransit service for those who qualify. The service provided currently covers the three major neighborhood commercial nodes (Sage Hill, Lindbergh Crossing and Briar Vista) and feeds into eight different MARTA rail stations. Peak headways are as low as fifteen minutes and as high as forty-five. Data available for this study (represented by daily average counts for December of 2007) suggest that bus ridership in the study area (represented by the sum of boardings and alightments for each bus stop) is fairly light and that the study area contributes a relatively low percentage of the total ridership for each route. Figure 2.3-10 shows these boardings and Alightments at key areas. A detailed description of each route and related ridership statistics are listed below in Table 2.3-2. It is important to note that some of the routes with the highest ridership are those with the longest headways between buses.

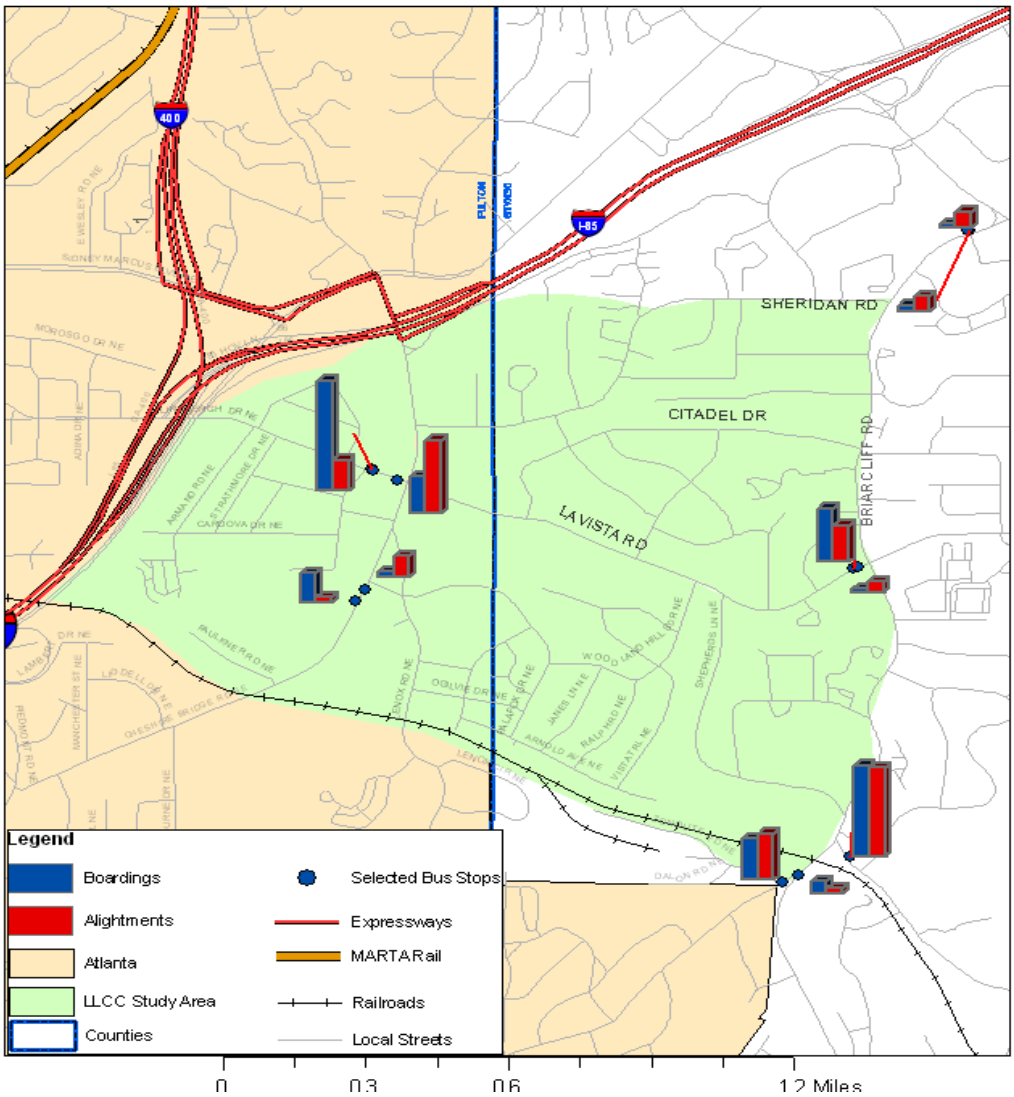


Figure 2.3-10: LLCC Transit Boardings and Alightments by stop

Table 2.3-2: Study Area Transit Routes Information

Route	Name	Services	Headways (min)	LLCC Ridership	Total Ridership	LLCC share of total ridership
6	Emory	Lindbergh Center to Inman Park via Emory	20	470	3,601	13 %
8	N. Druid Hills	Brookhaven to Avondale Stations via Sheridan Rd. and Toco Hills	30	14	4,215	0.03 %
16	Noble	Executive Park to Five Points Station via Old 4th Ward	15	230	3,877	5 %
27	Monroe/Cheshire Bridge	Lindbergh Center to N. Ave Stations via Midtown	30	377	4,844	8 %
30	LaVista	Lindbergh Center to Northlake/Tucker via LaVista Rd/Lindbergh Dr	45	215	1,950	11 %
33	Briarcliff	Chamblee to Lindbergh Center Stations via Briarcliff Rd, LaVista Rd, Woodland Hills Drive, Cheshire Bridge Rd and Lindbergh Dr	45	486	2,823	17 %
245	Kensington/Emory Blue Flyer	Kensington to Lindbergh Center Stations via Emory along LaVista/Lindbergh and Briarcliff Rd	25	N/A	N/A	N/A

Bus stop facilities in the study area are usually simple roadside signs. Patchy sidewalk coverage means that in rainy conditions patrons often must walk to and wait for their bus on soggy ground. A good example of this condition may be found along the majority of the eastbound (outbound) side of the Lindbergh/LaVista corridor. Bus shelters which provide a modicum of protection from the elements, seating and occasional lighting (in the form of backlit advertisements) can be found near the three major shopping nodes mentioned earlier (Sage Hill, Lindbergh Crossing and Briar Vista) which also represent the highest activity areas in terms of bus ridership. Some shelters include route scheduling information, though not all.

Executive Park Shuttle

The Emory University/Clifton Corridor Transportation Management Association (CCTMA) shuttle system offers a route that skirts the eastern boundary of the study area via Briarcliff Road. Service originates at

Emory University (Woodruff Circle) and loops around the Executive Park area before returning to Emory campus. Service is provided every forty-five minutes, free of charge. Stops for the service are posted with simple signage, similar to a standard MARTA bus stop. Study area stops include various stops within Executive Park, Emory facilities and apartment developments along Briarcliff Road (see Figure 2.3-11).

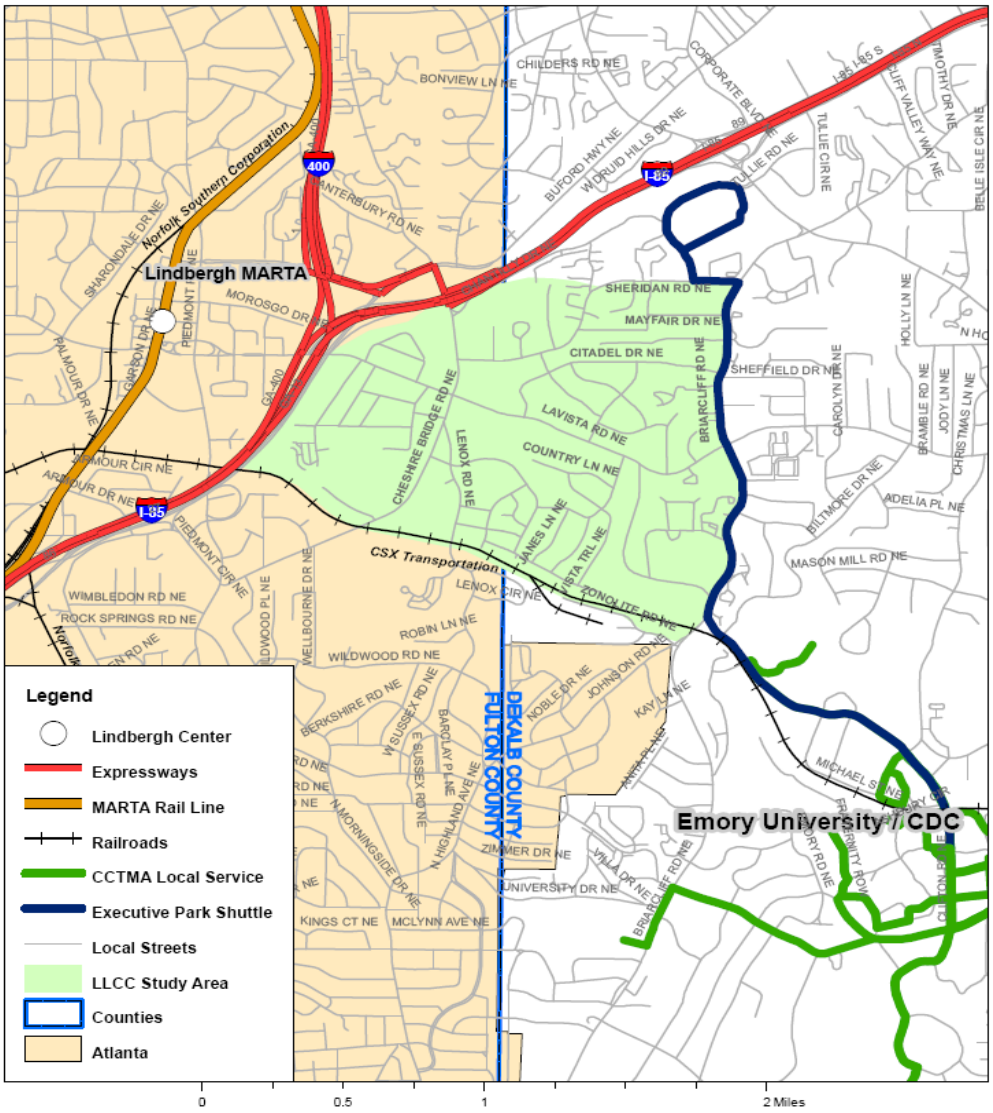


Figure 2.3-11: Executive Park and Cliff Shuttle Routes

2.3.4.2 TRANSIT CONCEPTS UNDER STUDY

Atlanta-Athens Commuter Rail

In 1995, the Georgia Department of Transportation (GDOT) released a commuter rail plan for the state of Georgia. The plan recommended the introduction of six lines, including a line providing service between Athens and Atlanta. Subsequent studies have refined the Athens-Atlanta concept and increased its priority for implementation. The current Athens-Atlanta concept utilizes the CSX Atlanta Terminal Subdivision through the study area (defining its southern border). CSX right of way through the study area is almost uniformly 100 feet across. Figure 2.3-12 shows this route. The closest stop to the study area would be at Emory University. Stops would cover Clarke, Oconee, Barrow, Gwinnett, DeKalb and Fulton Counties at Athens, Bogart, Winder, Cedars Road, Lawrenceville, Reagan Parkway, Lilburn, Tucker, Northlake, Emory, Atlantic Station and a future Atlanta Multimodal Station downtown. An environmental assessment report has been completed and a locally preferred alternative (LPA) has been chosen, both necessary for federal funding. A recent increase in political support (likely due to increased regional fuel and transportation costs) bodes well for the eventual construction of this line. This line is included into the recently approved plan for transit in the Atlanta region, the Transit Planning Board's "Concept 3".

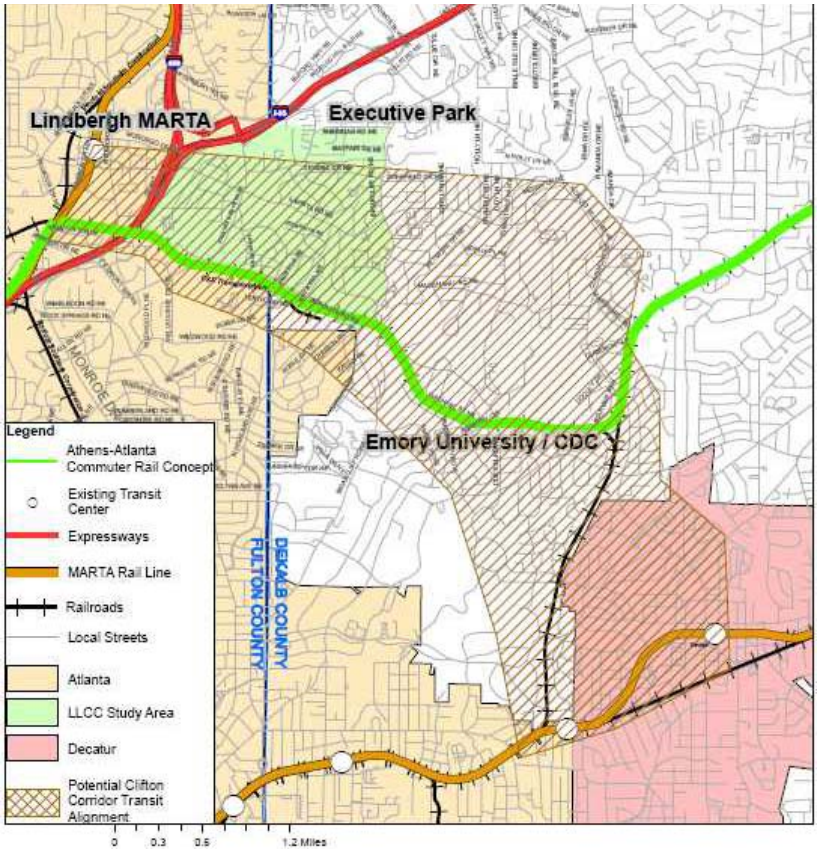


Figure 2.3-12: Future transit options within the LLCC study area.

Lindbergh-Decatur & Clifton Corridors

The idea of connecting Emory University to MARTA heavy rail with fixed-guideway transit was included in the 1971 referendum system plan as a heavy rail branch off the East-West line to North Decatur Road and North Druid Hills Road. That concept was never built and subsequent planning efforts in 2000 found little support for various concepts that attempted to connect Lindbergh Center to Emory University. This has seemed to change with positive public comment regarding the C-Loop concept which was briefly studied during MARTA's 2005 Inner-Core Feasibility Study. This concept, which linked Emory University to Lindbergh Center, Atlanta University Center and the I-20 East corridor, was separated from the other component of that study (the Beltline concept) for further study on its own. The resulting study will explore connecting MARTA's Lindbergh Center Station to Decatur Station by way of Emory University and would match TPB's Concept 3.

2.3.5 TRAFFIC ANALYSES, METHODOLOGY & ASSUMPTIONS

2.3.5.1 TRAFFIC DATA COLLECTION

Data for the technical analysis component of the report was gathered from previous studies performed in the area. The reports that were used to generate the data for the study are listed in Table 2.3-3 below.

Table 2.3-3: Contributing Reports

Report Name	Provider
Briarcliff Road Traffic Study	Kimley-Horn and Associates
The Park Druid Hills DRI	Marc R. Acampora, PE, LLC
Briarcliff/North Druid Hills DRI	Kimley-Horn and Associates

Information for a basic traffic analysis was obtained from the reports. This included turning movement counts for both the AM and PM peak hours and signal timings for the study intersections. All data was carefully evaluated to ensure accuracy and consistency. Data could not be collected for all intersections. In these cases engineering judgment was used to determine likely values for turning movement counts based on similar, available, data. Where signal timing information was not available the optimization functions in Synchro 6.0—a traffic analysis software package—were used to determine a likely signal timing plan and offset for that intersection.

2.3.5.2 DETAILED INTERSECTION ANALYSIS

Count data was compiled and balanced and is shown in Figures AM-E05 (AM peak hour) and PM-E06 (PM peak hour) in the appendix. This count data was then combined with the signal timing data and

used in Synchro which provided a Level of Service (LOS) for each signalized and un-signalized intersection based on the turning movement volumes and signal timings provided.

2.3.6 STUDY AREA NETWORK

2.3.6.1 OPERATIONAL STANDARDS

Level of Service (LOS) is the descriptive measurement used to describe the performance of transportation facilities. LOS describes the operating characteristics of a particular transportation facility (roadway or intersection) in terms of the operating conditions and the potential user perception. This allows us to quantitatively evaluate the performance of a particular facility and critically evaluate the impacts of various scenarios. The *Highway Capacity Manual* defines the LOS levels A though F for both signalized and unsignalized intersections. A signifies the best potential operating conditions with F representing the worst. This rating is given to each movement (right turn, left turn, through) for each approach (north, south…) at each intersection. The LOS is also aggregated for the intersection as a whole. It is not uncommon for an intersection to have a low LOS while one or more approaches have higher levels of service. The LOS schemes used in this report are detailed in Table 2.3-4.

Table 2.3-4: Level of Service Detail

Unsignalized Intersections		Signalized Intersections	
LOS	**Average Control Delay (sec/veh)**	**LOS**	**Average Control Delay (sec/veh)**
A	≤ 10	A	≤ 10
B	> 10 and ≤ 15	B	> 10 and ≤ 20
C	> 15 and ≤ 25	C	> 20 and ≤ 35
D	> 25 and ≤ 35	D	> 35 and ≤ 55
E	> 35 and ≤ 50	E	> 55 and ≤ 80
F	> 50	F	> 80

Source: 2000 Highway Capacity Manual

Another measure used to determine the effectiveness of a particular transportation facility is the Vehicle to Capacity ratio (v/c) which is also defined in the *Highway Capacity Manual* as the relation of demand for a facility to its capacity. As long as v/c is between 0 and 1 the facility has excess capacity, but over 1 and the facility will become congested and cause delay. In general a LOS of D is considered the minimum acceptable LOS for a given facility. However there are other circumstances under which a lower LOS would be considered acceptable. If an intersection is found to be at LOS E or F in the existing conditions then the new standard becomes LOS E for that intersection. This recognizes some of the technical limitations of control devices like traffic signals when employed in very high capacity situations where they will not be able to service all present demand. Also, an acceptable upper bound for Vehicle to Capacity (v/c) ratio would be around 1.2.

2.3.6.2 STUDY AREA NETWORK DETERMINATION

After an initial overview of the nodes within the study area and an evaluation of the impact that each has on the transportation network it was determined that the nodes listed in Table 2.3-**5** will provide the most complete picture of conditions within the study area when evaluated.

Table 2.3-5: Study Network Intersections

#	North-South Street	East-West Street	Type
1	Cheshire Bridge Road	Sheridan Road	Signalized
2	Cheshire Bridge Road	Lindbergh Drive/LaVista Road	Signalized
3	Cheshire Bridge Road	Lenox Road	Unsignalized
4	Citadel Drive	LaVista Road	Unsignalized
5	Briarcliff Road	Sheridan Road	Signalized
6	Briarcliff Road	Hopkins Terrace	Unsignalized
7	Briarcliff Road	Citadel Drive	Unsignalized
8	Briarcliff Road	Sheffield Drive	Unsignalized
9	Briarcliff Road	LaVista Road	Signalized
10	Briarcliff Road	Shepherds Lane	Unsignalized
11	Briarcliff Road	Clifton Road	Signalized
12	Briarcliff Road	Johnson Road	Signalized
13	Zonolite Road	Johnson Road	Unsignalized

Each of these intersections was evaluated for both the AM and PM peak hours and LOS information was determined for all movements, approaches and for the intersection as a whole.

2.3.6.3 EXISTING FACILITIES

The following is a written description of the major transportation facilities within the study area.

Lindbergh Drive/LaVista Road

Lindbergh Drive and LaVista Road (SR 236) comprise one arterial classified by GDOT as an Urban Minor Arterial. Within our study area Lindbergh Drive starts on the western end and runs roughly southeast to cross Cheshire Bridge Road where it becomes LaVista Road. The road continues southeast to Briarcliff where it exits our study area to the east. Within the study area the road is two-lane.

Cheshire Bridge Road

Cheshire Bridge Road runs north/south in our study area entering from the north under I-85 and continuing south past Lindbergh/LaVista and Lenox to exit to the southwest. Cheshire Bridge Road is classified as an Urban Minor Arterial and has 4 lanes throughout the study area.

Lenox Road

Lenox Road starts within our study area at its intersection with Cheshire Bridge Road and continues south out of the area. Within our study area the road is relatively small and is classified by GDOT as an Urban Collector Street.

Briarcliff Road

Briarcliff Road (SR 42) runs north/south along the eastern border of the study area. It is a busy two-lane road that starts from the north near I-85 and continues along the eastern border of the study network until exiting after Zonolite. The road is classified as an Urban Minor Arterial and is mostly two lanes through the study network.

2.3.7 TRAFFIC ANALYSIS

The following information was generated by Synchro. It is important to note that while this data is helpful for basic analysis and system evaluation, it is **not suitable for design or technical planning**. It is only provided here as a general guideline for further investigation.

Table 2.3-6: Network Evaluation Results for Existing Conditions

#	North-South Street	AM LOS (delay)	AM v/c	PM LOS (delay)	PM v/c
1	Cheshire Bridge Road @Sheridan Road	F (107.1)	1.16	D (35.9)	1.0
2	Cheshire Bridge Road @ Lindbergh Drive/LaVista Road	D (48.3)	0.92	D (42.7)	0.84
3	Cheshire Bridge Road @ Lenox Road	B (0.7)	--	B (0.8)	--
4	Citadel Drive @ LaVista Road	B (0.9)	--	B (1.1)	--
5	Briarcliff Road @ Sheridan Road	B (16.0)	0.73	B (16.0)	0.84
6	Briarcliff Road @ Hopkins Terrace	C (660.9)	--	E (18.8)	--
7	Briarcliff Road @ Citadel Drive	B (0.7)	--	B (1.0)	--
8	Briarcliff Road @ Sheffield Drive	D (4.4)	--	G (3.5)	--
9	Briarcliff Road @ LaVista Road	F (104.3)	1.48	E (66.9)	1.08
10	Briarcliff Road @ Shepherds Lane	C (58.6)	--	C (138.7)	--
11	Briarcliff Road @ Clifton Road	E (64.7)	1.10	D (36.6)	0.88
12	Briarcliff Road @ Jonson Road	D (36.5)	0.64	D (37.0)	0.88
13	Zonolite Road @ Johnson Road	B (1.4)	--	C (3.1)	--

Delays that seem excessive for unsignalized intersections may reflect the fact that it may take quite a while for drivers at a stop-controlled intersection to break into the traffic stream on the mainline. For our signalized intersections we see the following critical lane groups in Table 2.3-7.

Table 2.3-7: Critical Lane Groups for Existing Conditions

#	North-South Street	AM Critical Lane Group	PM Critical Lane Group
1	Cheshire Bridge Road @Sheridan Road	WBT, SBT	WBT, SBT
2	Cheshire Bridge Road @ Lindbergh Drive/LaVista Road	WBL, WBT, SBL	EBL, SBL
5	Briarcliff Road @ Sheridan Road	NBL	SBT
9	Briarcliff Road @ LaVista Road	WBL, WBT, NBL	WBL, NBL
11	Briarcliff Road @ Clifton Road	WBR, NBT, SBT	WBR, SBL
12	Briarcliff Road @ Jonson Road	EBT, WBT	EBT, WBT

The critical lane group is the group of lanes entering the intersection in the same direction that really govern the overall performance of the intersection. This tells us where the weak point in the intersection is and how we can best invest money in mitigating congestion. More detailed modeling results are available in the appendix.

2.3.8 IDENTIFICATION OF PROGRAMMED PROJECTS

Table 2.3-8: Programmed Projects

Number	Description	Status	Impact
AT-AR-212A	I-85 GA 400 Interchange Completion	Long-Range	Environment/Noise
DK-219	Clifton Road Bridge Rehabilitation	Programmed	Model for Cheshire Bridge Improvements
DK-269	Briarcliff Road Corridor Study	Programmed	Ensure concerns along corridor are addressed.
DK-247 753290	Briarcliff/LaVista Intersection Upgrades	Programmed	Ensure concerns at intersection are addressed.
DK-324D M003713	Buford Highway Ped. & Landscape Improvements	Programmed	Model for Cheshire Bridge Road Improvements.
762630	Cheshire Bridge/Lindbergh Intersection Improvement	Unlet	Ensure concerns at intersection are addressed.
M-AR-288	Lindbergh-Emory High-Speed Transit	Programmed	Determine alignment and impact on study area.
762518	Sidewalk Improvements on Lindbergh Drive	In Progress	Provides a model for further improvements on Lindbergh/LaVista.

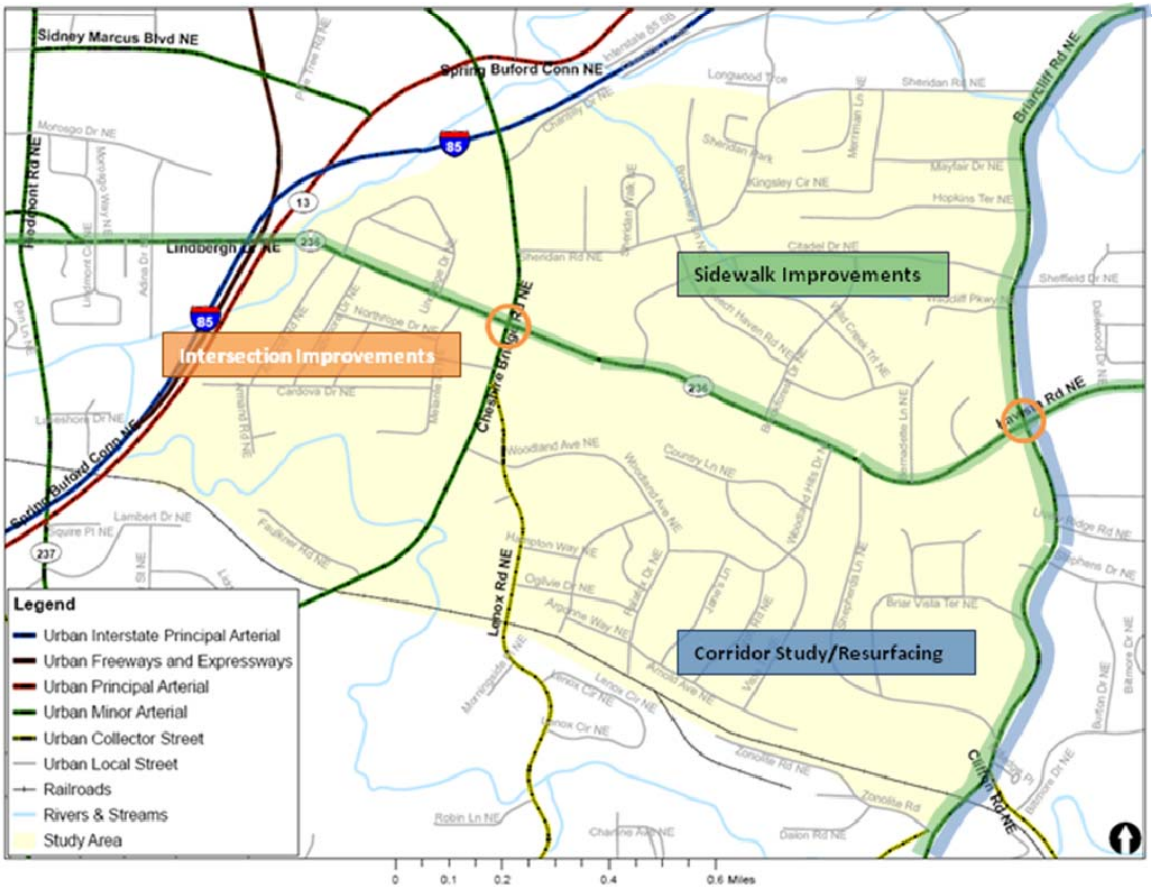


Figure 2.3-13: Programmed improvements within study area

Three projects listed in above in Table 2.3-8 warrant further discussion.

AT-AR-212A and B I-85 GA 400 Interchange Completion

This project will have a significant impact on the study area. Both directly, the project will at best infringe on existing property and at worst take property, and indirectly as the project will significantly alter the transportation patterns in the area. The new ramps and the additional freeway traffic will create additional noise pollution that will need to be mitigated.

DK-269 Briarcliff Road Corridor Study

This project has the potential to allow the voice of the community to be heard in the planning process for a major transportation corridor within the region. This study will shape policy and investment for years to come so it is important that the community make their opinions known in the process.

M-AR-288 Lindbergh-Emory High-Speed Transit

Although this is more effectively detailed in the transit section, the importance of this project cannot be understated. The establishment of a new transit line could provide more opportunities for transit users within the study area while also bringing additional potential customers for businesses in the area. There is also the risk that the transit system could completely bypass the study area or, worse, simply blow through the area negatively impacting traffic without providing any benefit.

2.3.9 ACCIDENT INVENTORY

Traffic accidents are a key factor when analyzing existing conditions. Knowing the frequency of crashes, injuries, and fatalities at a specific intersection help determine if and what appropriate type of intersection improvements are needed. This data also reveals implications of driver behavior which leads to analysis of how these behaviors are causing accidents and their severity. For the study area, eight key intersections were identified. The table below shows the intersections, the number of crashes, the number of fatalities, the number of injuries and the Average Annual Daily Traffic (AADT) from 2002 to 2006.

Table 2.3-9: Intersection Accident Data

Intersection	Number of Crashes	Number of Fatalities	Number of Injuries	AADT
Sheridan @ Briarcliff	114	1	43	23,785
Sheridan @ Cheshire Bridge	196	0	37	40,773
LaVista @ Briarcliff	385	0	96	32,820
Clifton @ Briarcliff	264	1	55	22,960
Lindbergh @ Cheshire Bridge	490	0	108	58,013
Johnson Rd @ Briarcliff	134	0	27	18,320
Shepherds Ln @ LaVista Rd	69	0	15	23,720
Shepherds Ln @ Briarcliff	228	1	46	16,000

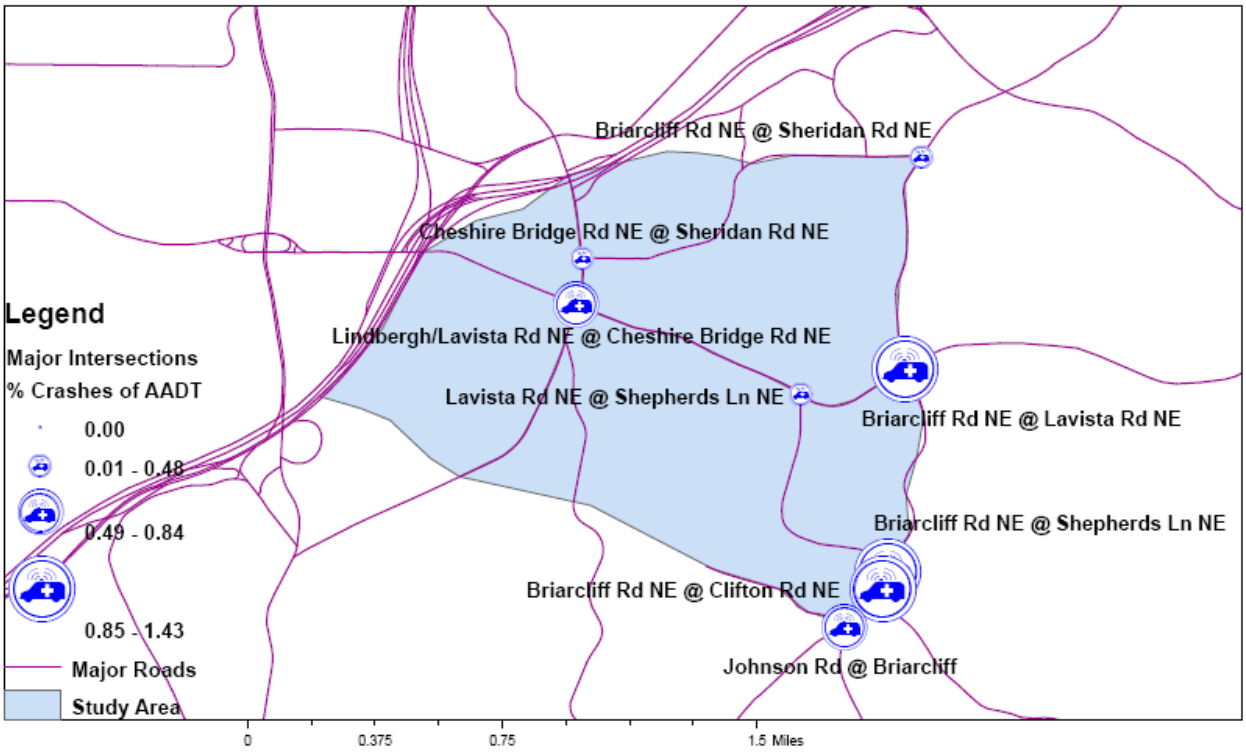
The intersection of Lindbergh at Cheshire Bridge Road had the highest AADT as well as the most crashes. Sheridan at Cheshire Bridge had the second highest AADT, but a significantly lower number of crashes than Lindbergh at Cheshire Bridge. LaVista at Briarcliff had the third highest AADT, but the second highest number of crashes. This suggests that this intersection has potential hazards that are causing more frequent crashes. Higher travel speeds, intersection design, and pedestrian activity can all be contributing factors. The number of fatalities is low in the study area, with a total of three occurring over the 2002 to 2006 time period. This suggests that although crashes and injuries do occur, less than 1% resulted in death. In an accident inventory it is also important to determine the percentage of the AADT in which crashes occur. This percentage provides a more realistic picture of the frequency in which accidents are occurring at the intersections. Table 5 below displays these values.

Table 2.3-10: Intersection Accident Data Percentages

Intersection	% Crashes Fatality	% Crashes Injury	% Crashes of AADT
Sheridan @ Briarcliff	0.88	37.72	0.48
Sheridan @ Cheshire Bridge	0.00	18.88	0.48
LaVista @ Briarcliff	0.00	24.94	1.17
Clifton @ Briarcliff	0.38	20.83	1.15
Lindbergh @ Cheshire Bridge	0.00	22.04	0.84
Johnson Rd @ Briarcliff	0.00	20.15	0.73
Shepherds Lane @ LaVista Rd	0.00	21.74	0.29
Shepherds Lane @ Briarcliff	0.44	20.18	1.43

Although Shepherds Lane at Briarcliff Road had the lowest AADT of the eight intersections, its percent of crashes of the AADT were the highest (see Figure 4.2-13). This suggests that crashes at this intersection are occurring nearly three times as often as crashes at Sheridan at Cheshire Bridge Road, whose AADT is more than double. Shepherds Lane at Briarcliff is a uniquely aligned intersection and it is possible that drivers are unclear about how traffic flows at the intersection resulting in a higher number of crashes.

Figure 2.3-14: Crash data at major intersections



Tables 4 and 5 suggest the study area is an overall safe place to drive. In comparison to other corridors with similar traffic patterns and land uses, the accident rates are below average. There is a need for intersection improvements such as realignment and traffic calming at Shepherds Lane at Briarcliff.

2.4 ENVIRONMENT

We have indentified within the LLCC study area a set of environmental problems which could easily become opportunities. Currently there is a lack of both organized and informal natural and park space within the neighborhoods of the LLCC. The amount of impervious surfaces (rooftops, parking lots, etc.) is increasing with the additional growth and development at neighborhood retail centers. Finally, local sources of air, water, and heat pollution could be mitigated on a local level, should the LLCC decide to take action.

2.4.1 PARKS, GREENSPACE, VIEWS & TRAILS

The study area, containing the neighborhoods of Lindridge- Martin Manor, Woodland Hills, and LaVista Park, has greenspace stretching along the North and South Forks of Peachtree Creek and its tributaries. Much of this land is overgrown with exotic vegetation and/or not accessible. However some of the best examples of mature floodplain forest stretch along the floodplain of the South Fork of Peachtree Creek. The neighborhoods outside the Peachtree Creek floodplain contain high slope beech and pine forest intermixed with small tributaries. Each neighborhood has greenspace assets including a new City of Atlanta Park and DeKalb County Park that will be described in detail below.

LaVista Park

The LaVista Park neighborhood is northeast of the intersection of Cheshire Bridge Rd. and Briarcliff Rd. It is bordered on the north by I-85 and North Druid Hills Rd, on the east by Briarcliff Rd., on the south by LaVista Rd, and on the west by Cheshire Bridge Rd. The LaVista Park Neighborhood contains LaVista Park which functions as a neighborhood park bordered by Beech Haven Rd NE, Brook Forest Dr. NE, and Wild Creek Trail NE. The streets bordering LaVista Park are all residential streets with no sidewalk connections to the park or off-street connections. DeKalb County's LaVista Park is currently undergoing implementation of a new master plan using DeKalb County Park and Recreation improvement funds to stabilize eroding slopes, improve park furniture, and better integrate the park into the community with entrance nodes and landscaping. The park is divided into a lower elevation level along a small tributary with a playground and picnic pavilion in an American beech forest. A parallel higher elevation level consists of thicker oak forest with a single path connecting Brook Forest Dr. to Beech Haven Rd. Extensive invasive English ivy groundcover is dominant in the higher elevation section. See Figures 2.4-1 through 2.4-3 below.

Figure 2.4-1 - Low elevation level of LaVista Park

Figure 2.4-2 - Higher elevation level of LaVista Park

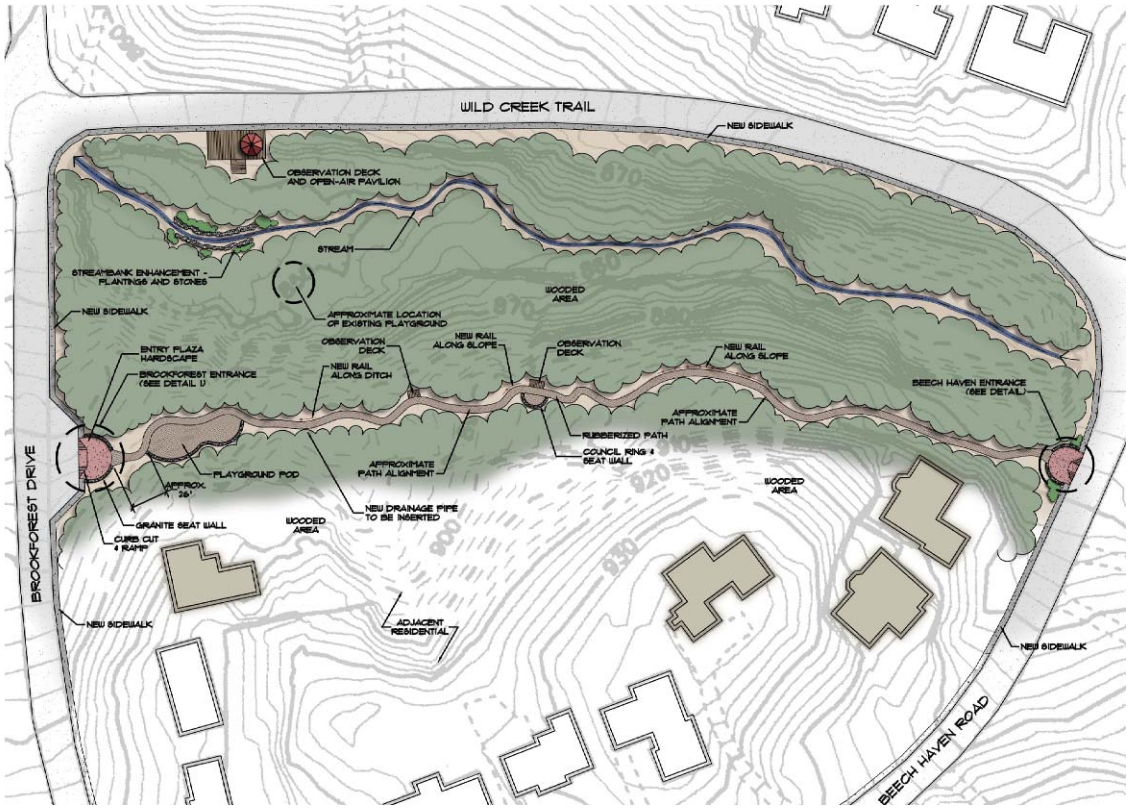


Figure 2.4-3 - LaVista Park Master Plan, courtesy of W.K. Dickson of DeKalb County Parks and Recreation, 2005, http://www.lavistapark.org/PDF/LaVista_Park_Conceptual_Master_Plan_9-23-06[1].pdf

Woodland Hills

The Woodland Hills neighborhood is southeast of the intersection of Cheshire Bridge and LaVista Rd. It is bordered on the north by LaVista Rd., the east by Briarcliff Rd., the south by a CSX rail track, and the west by Lenox and Cheshire Bridge Rd. No parks exist within the Woodland Hills neighborhood. However, the CSX track is bordered by a 30' greenspace as buffer along its length and a transmission line easement runs northeast/southwest through the western side of the neighborhood. The transmission line easement and CSX track contain unimproved service roads that run the length of each land area. See Figure 2.4-4.

Figure 2.4-4 Looking south from Shepherds Lane toward the CSX track in Woodland Hills neighborhood.

Zonolite

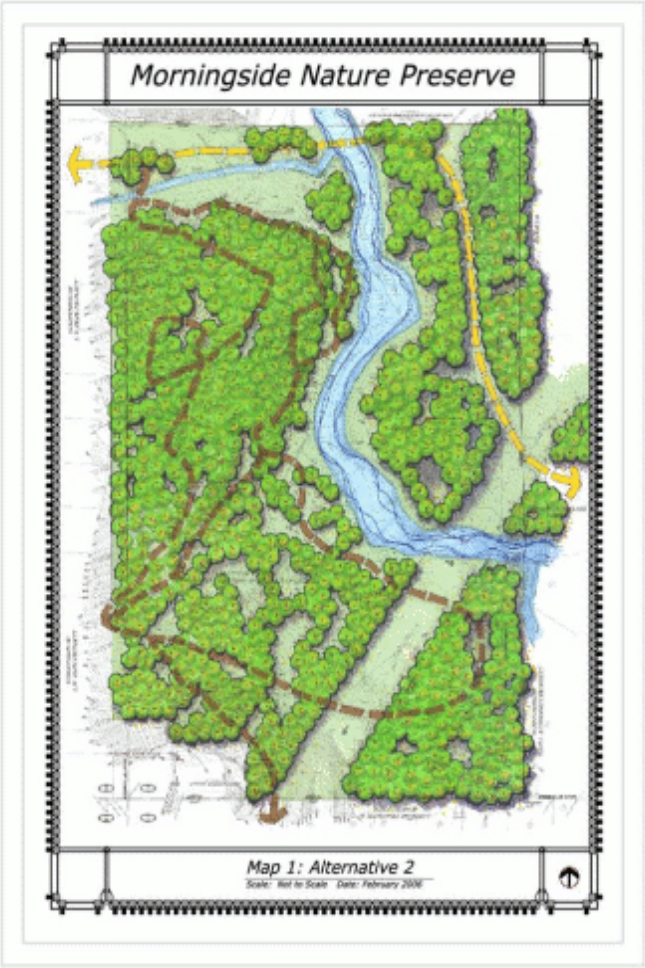
The Zonolite area is primarily a collection of businesses and mixed use development at the corner of Briarcliff and Clifton Roads and along Zonolite Rd. The Zonolite area originally contained a string of warehouses serving the CSX line, which borders the road on the north. Currently the warehouses have been converted to mixed-use development with portions of the grounds landscaped. The road is isolated from the rest of the neighborhood since Zonolite Rd. dead ends after a mile and the only access is off Briarcliff Rd. south of the Clifton Rd intersection. This area is important to neighborhoods in close proximity as it borders South Fork of Peachtree Creek on the south. Floodplain forest and unimproved trails wind through a thick stand of woods south of the warehouses off Zonolite. A 13 acre parcel of this land was recently purchased by DeKalb County with greenway acquisition funds. No public access is available for this parcel at present. See Figures 2.4-5 and 2.4-6 for details.

Figures 2.4-5 and 2.4-6 - Abandoned tracks behind converted warehouses off Zonolite Rd and the South Fork of Peachtree Creek on DeKalb County Property south of Zonolite Rd.

Cheshire Bridge Road

The Cheshire Bridge Rd. area is predominantly the strip of businesses along Cheshire Bridge Rd. between LaVista and Piedmont Roads. A few apartment complexes exist along this section of Cheshire Bridge but most of the residential areas are accessed from Piedmont, Lenox, and Johnson Rd. to the south. Southeast of Cheshire Bridge Road and accessed from Welbourne Rd is the Morningside Nature Preserve. The City of Atlanta owns this 30 acre nature preserve that is open and accessible to the public. The Morningside Nature Preserve contains a mature stand of floodplain forest, the South Fork of Peachtree Creek, trails for people and bikes, and visible piedmont rock formations. A portion of the nature preserve is bordered by the transmission easement which contains the only official mountain bike trails in the City of Atlanta. See figures 2.4-7, 2.4-8, and 2.4-9.

Figures 2.4-7 and 2.4-8 - View looking south from new mountain bike trail in Morningside Nature Preserve and forested view of multiuse trail with boardwalk



Left: Figure 2.4-9 - courtesy City of Atlanta, 2006, Morningside Nature Preserve trail alternative 2; the transmission line easement and the South Fork of Peachtree Creek is depicted on the map with trails crossing the preserve.

Martin Manor

The Martin Manor Neighborhood is southwest of the intersection of Cheshire Bridge and LaVista Rd. Lindbergh/LaVista Rd borders this collection of single-family detached homes on the north, the east by Cheshire Bridge Rd., the south by the CSX Tracks, and on the west by I-85. Martin Manor contains no current park space, but a future City of Atlanta neighborhood park with access to the North Fork of Peachtree Creek is being developed on Armand Rd. This park parcel was purchased by the City Atlanta with greenspace acquisition funds when FEMA declared the parcel undevelopable due to flood risk. The North Fork of Peachtree Creek flows under the I-85 from the north near the Cheshire Bridge Rd and I-85 crossover. The North Fork continues southwest under Lindbergh/LaVista Rd and runs parallel to Armand Rd. before crossing under I-85 again.

Flood prone areas near Armand Rd were recently cleared under guidance of FEMA for a neighborhood park; see Figure 2.4-10.

Figure 2.4-10 - Future home of neighborhood park off Armand Rd.

On the southern side of Martin Manor, floodplain meadows from the South Fork of Peachtree Creek can be seen from Cheshire Bridge Rd. at the bridge over the CSX Tracks. This property is currently owned by a television station and contains antennas and a Georgia Power Substation. Morningside Nature Preserve, near the CSX Tracks, borders the meadows and creekside on the south, see Figures 11 and 12. An access point for the nature preserve is currently being built off Lenox Rd at the CSX Track crossing, which is in direct line of sight down the CSX Track from Cheshire Bridge Rd. Downstream on the west side of Cheshire Bridge Rd., the South Fork of Peachtree Creek can be accessed from the end of Faulkner Rd.


Figures 2.4-11, 2.4-12 - South Fork of Peachtree Creek floodplain seen from the east side of Cheshire Bridge Rd.

Lindridge

The Lindridge Neighborhood is north of Lindbergh/LaVista Rd., west of Cheshire Bridge Rd., and southeast of I-85. The North Fork of Peachtree Creek runs along the northwestern border of the neighborhood parallel to I-85. A historic cemetery backs up to the North Fork of Peachtree Creek off Lindridge Dr. No parkland or public access to the North Fork of Peachtree Creek exists in the Lindridge Neighborhood.

Resources

City of Atlanta, Department of Parks, Recreation, and Cultural Affairs Parks Design (2006). City of Atlanta Online. Retrieved October 6, 2008, from Morningside Nature Preserve Web site: http://www.atlantaga.gov/government/parks/morningside.aspx

Dickson, W.K. (2005, September 23). DeKalb County, GA Department of Parks and Recreation. Retrieved October 6, 2008, from LaVista Park Web site: http://www.lavistapark.org/PDF/LaVista_Park_Conceptual_Master_Plan_9-23-06%5B1%5D.pdf

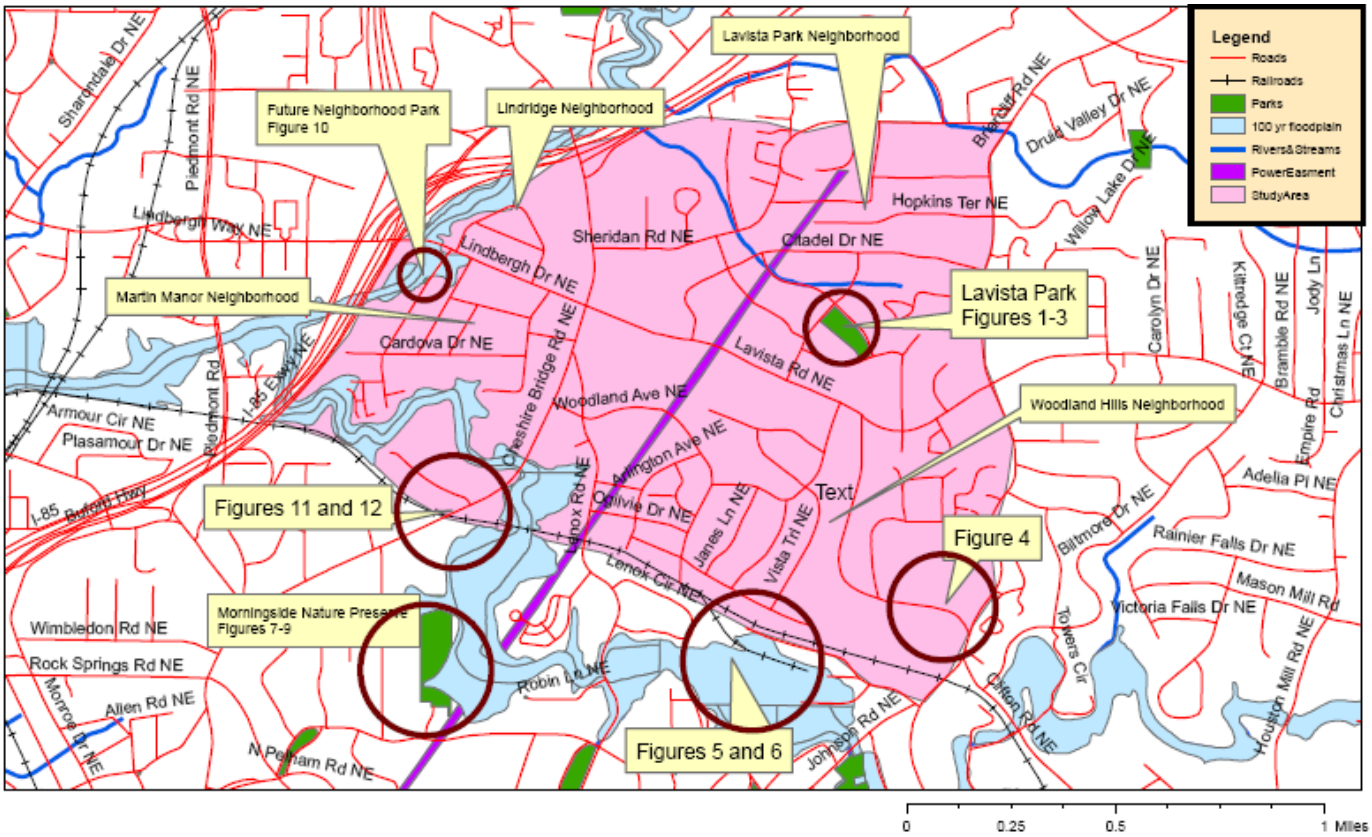


Figure 2.4-13 – Map depicts park locations and photographic references from figures 2.4-1 through 2.4-12

2.4.2 HYDROLOGIC FEATURES

The study area is located within the Peachtree Creek Watershed, which slopes gradually westward until reaching the Chattahoochee River. With both the north and south branches passing through it, Peachtree Creek shapes a significant portion of the area's geography. Both the topography and soil features are typical of riverine environments, meaning that land slopes downward to the creek beds with porous soils that allow for quick absorption and groundwater recharge. It is not, however, immune to flooding directly following heavier storm events.

South Fork of Peachtree Creek

Areas within the 100 year floodplain are much more likely to experience problematic runoff and flooding during these heavier storm events. Because the area is located near the convergence of both stream forks, and relatively close to where the watershed meets the Chattahoochee, it is likely that most of the area indicated as being within the floodplain is subject to minor flooding on a regular basis. The water load carried from upstream in the watershed creates a situation where the relatively shallow creek swells quickly to handle the excess, before soon returning to its more balanced normal state. A short examination of topography reveals this tendency, in addition to slight ridges bordering the stream on all sides.

The water quality of Peachtree Creek is considered to be poor, mainly due to pollutants carried in from non-point sources. Non-point pollution is caused primarily by runoff, and refers to the waste that accumulates from the entire drainage area, not from one specific (or point) source. Both DeKalb County and the City of Atlanta require that a 75-foot stream buffer be maintained in order to mitigate the impacts of this runoff. While this is intended to solve the problem, the amount of material carried in by runoff is significant enough that this buffer alone is insufficient. ARC data shows fecal coliform bacteria to be the most serious pollutant, with nearly all of it originating from faulty septic tanks. Another serious runoff impact on the health of the creek is increased sedimentation and turbidity, which dramatically changes the streambed from its natural state. All of these issues are typical of heavily developed urban areas, but can generally be addressed in small watersheds like Peachtree Creek through land use and policy measures.

On the following page is a map of stream topology as well as 100 and 500 year floodplains – defined as the areas which are likely to experience a severe flood once every 100 or 500 years.

Resources

EPA: Stormwater Management http://www.epa.gov/oaintrnt/stormwater/index.htm
EPA: Protecting Water Quality from Urban Runoff http://www.epa.gov/npdes/pubs/nps_urban-facts_final.pdf
ARC: Water http://www.atlantaregional.com/html/257.aspx
FEMA Map Service Center
http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1
NRCS Soil Survey Geographic Database http://www.soils.usda.gov/survey/geography/ssurgo/

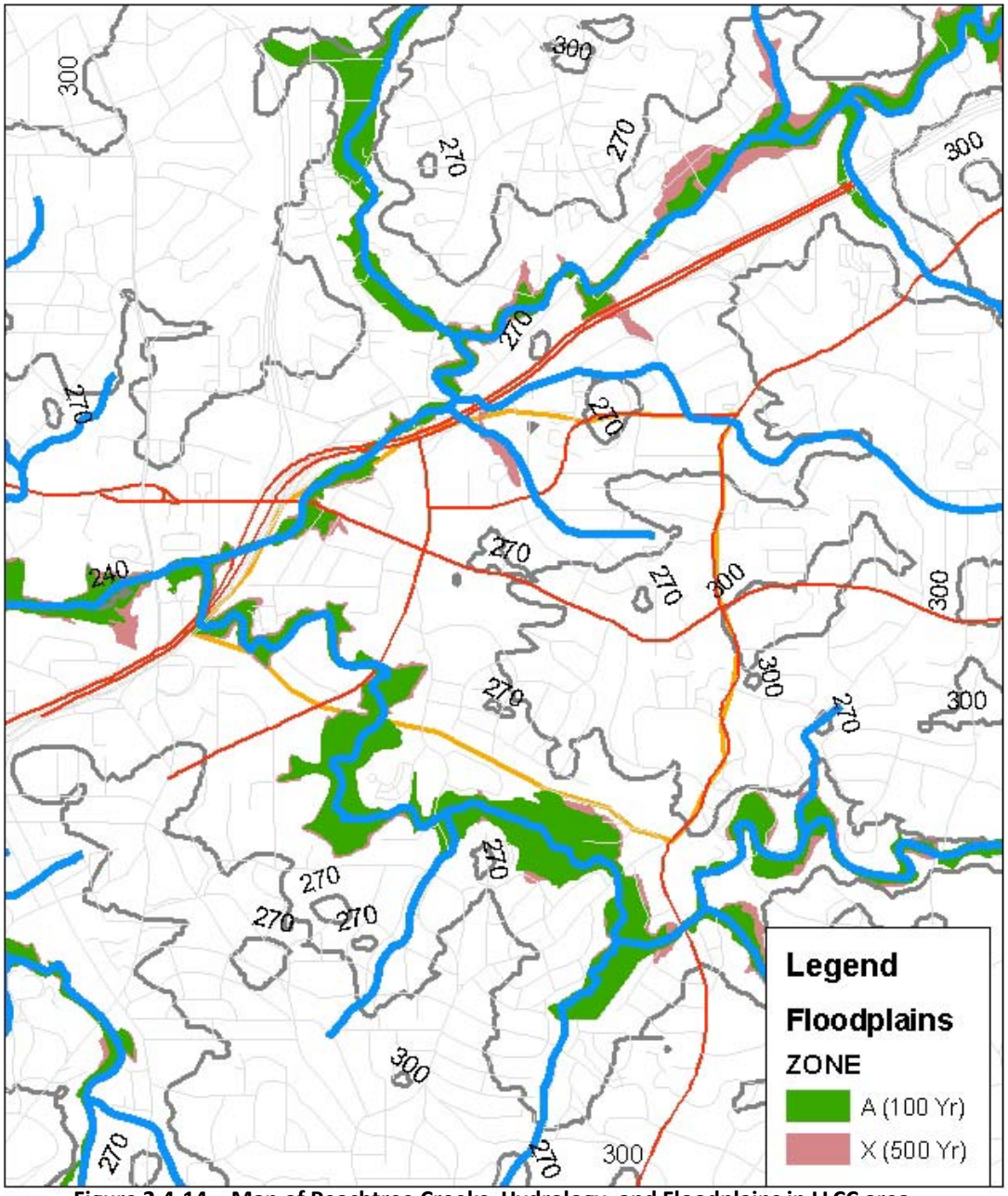


Figure 2.4-14 – Map of Peachtree Creeks, Hydrology, and Floodplains in LLCC area.

2.4.3 IMPERVIOUS SURFACE

Atlanta's population growth of recent years also means more roads, roofs, parking lots and other surface that take the place of the natural land cover. In addition to providing shelter and facilitating our day to day travel many of these constructed surfaces increase stormwater volume and velocity, eroding banks, heating runoff and carrying larger amounts of sediment into the North and South Forks of Peachtree Creek. These materials also damage trees by depriving roots of aeration.

The map on the adjoining page shows the percent impervious cover for the area surrounding the LLCC neighborhoods. The data shown was collected for 2001 and was assessed using a grid of 30m. Many of the areas with the highest concentrations of impervious surfaces lie along major roadways and industrial/warehouse areas.

The Natural Resource Spatial Analysis Lab (NARSAL) out of the University of Georgia performed an analysis of impervious surface changes in the 16-county Metro Atlanta area. They found that the metro area is adding 28 acres of impervious surface each day. This amounts to over 100,000 acres over the last decade.

Resources

Natural Resource Spatial Analysis Lab
http://narsal.uga.edu/atl_landcover/landcover.html

National Land Cover Database, Multi – Resolution Land Characteristics Consortium
http://www.mrlc.gov/

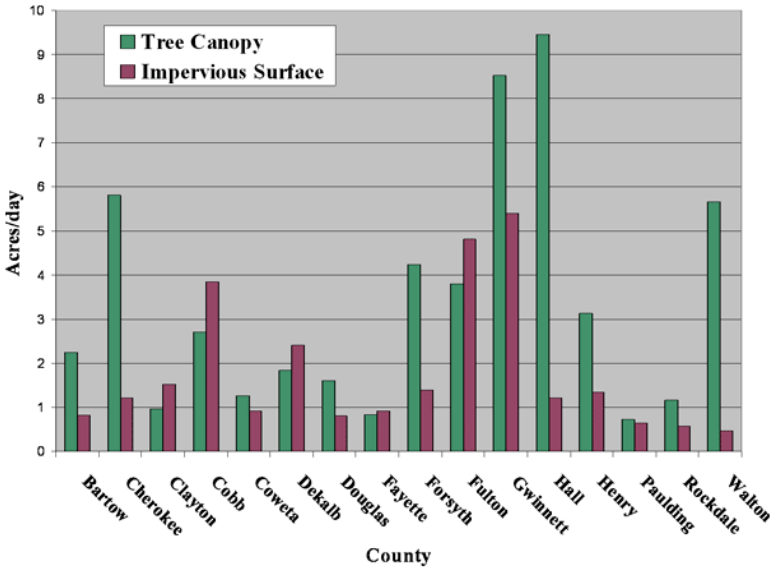


Figure 2.4-15 – Daily Canopy loss and Pavement gain

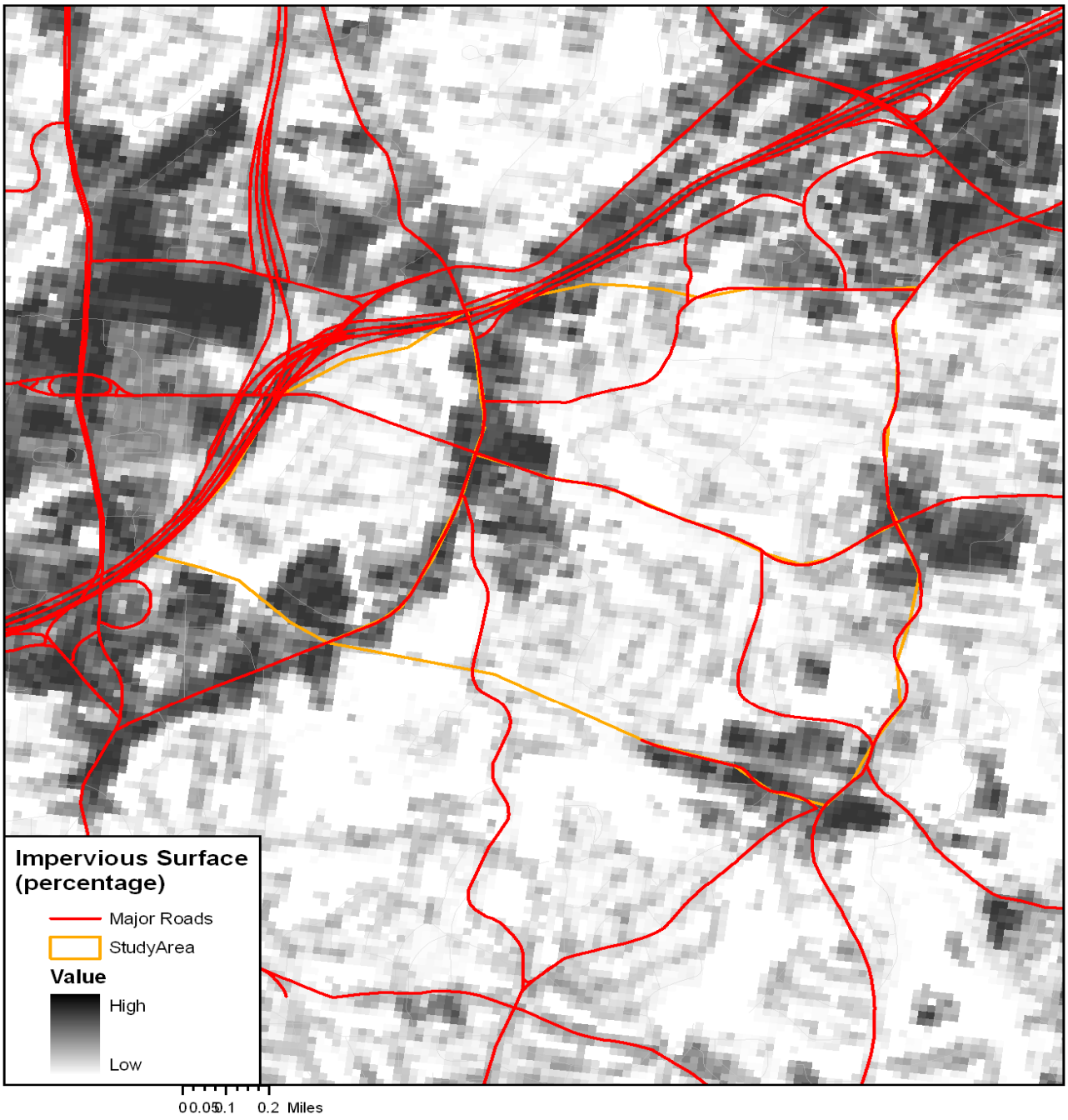


Figure 2.4-16 – Aerial Assessment of impervious surface density, 30m resolution.

2.4.4 TREE CANOPY

Trees provide shade, reduce soil erosion and flooding, absorb pollution, and increase property values. Updates to the housing stock and new development in and around the LLCC neighborhoods have the potential to reduce tree canopy and its benefits.

The City of Atlanta's tree ordinance requires that no tree greater than 6" in diameter (at chest height) may be removed without a permit. Tree protection fencing must be placed around the root structure of existing trees at new development sites. No digging may be done with the tree protection fencing.

DeKalb County's tree ordinance places limits on the number of trees that can be removed from residential properties and also outlines a required tree density for new developments.

The Natural Resource Spatial Analysis Lab (NARSAL) out of the University of Georgia performed an analysis of impervious surface changes in the 16-county Metro Atlanta area. They found that the metro area is losing 54 acres of tree canopy each day. This amounts to nearly 200,000 acres over the last decade.

The Cheshire Bridge Road Corridor Study called for an increase in street trees along Cheshire Bridge Road.

Resources

Natural Resource Spatial Analysis Lab http://narsal.uga.edu/atl_landcover/landcover.html
National Land Cover Database, Multi –Resolution Land Characteristics Consortium http://www.mrlc.gov/
City of Atlanta Tree Ordinance Brochure http://www.treesatlanta.org/Resources/COAordinance.pdf
DeKalb County Tree Ordinance http://ourworld.compuserve.com/homepages/DoanePerry/DeKalb.htm

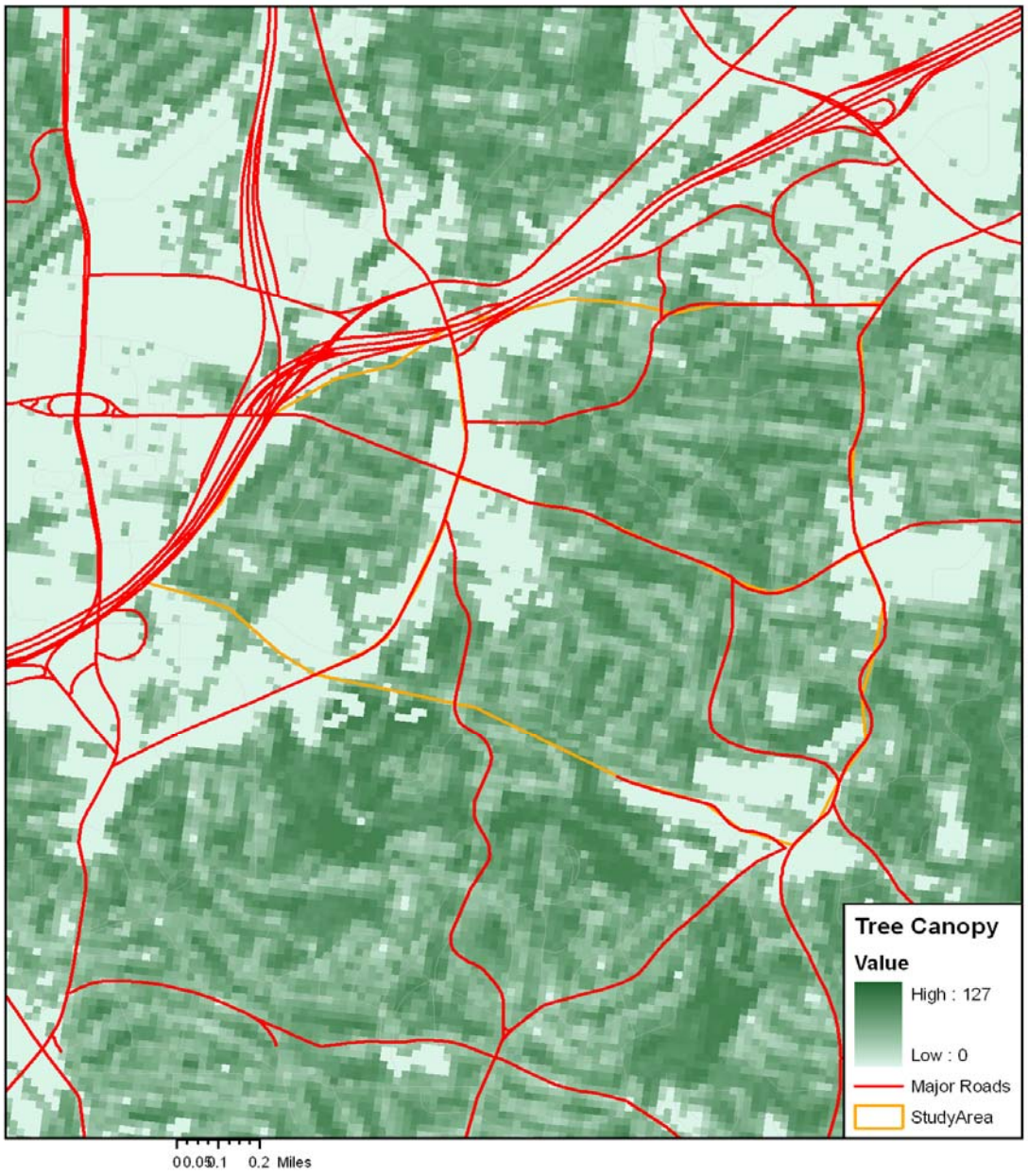


Figure 2.4-17 – Aerial Assessment of tree canopy, 30m Resolution.

2.4.5 URBAN HEAT ISLAND

Although urban and rural areas receive the same amount of the sun's energy per square mile, urban areas tend to be warmer than surrounding rural areas. In our meetings with the community we heard from residents about the tangible differences in temperature they felt as they went from the urban core to their neighborhood. This is referred to as the urban heat island effect. The impervious surfaces mentioned previously absorb, retain and re-radiate energy from the sun in the form of heat. Combustion from the consumption of energy for use in our buildings and automobiles also release exhaust heat into our urban areas. Trees can work to alleviate the elevated temperatures of urban areas by providing shade and evaporating water which they absorb from the soil. Thus the combination of reducing tree canopy and adding impervious surface can increase the urban heat island effect for a city.

A 2007 study from Georgia Tech found that the City of Atlanta is warming faster than surrounding rural areas.

Another study from the University of Georgia found that Atlanta's urban heat island was influencing weather patterns north east of the city center; creating more storms and increasing lightning strikes.

Resources
Project ATLANTA (ATlanta Land-use ANalysis: Temperature and Air-quality), NASA
http://wwwghcc.msfc.nasa.gov/atlanta/

2.4.6 AIR QUALITY

The LLCC neighborhoods lie within the portion of the Metro Atlanta Area which fails to meet the air quality standards for ozone and fine particulate matter. In 2007, there were 27 days for which Atlanta exceeded the standard for ozone and 24 days for fine particulate matter.

For a more site-specific analysis, proximity to significant mobile sources was considered. To perform this analysis, we used two distances to create buffers around the freeways in the area: 300 ft to display elevated risk of exposure to particulate matter and 1,000 ft for elevated exposures to gaseous airborne toxins. Exposures to these two classes of pollutants are associated with risk of pulmonary, cardiac and or oncologic disorders. Because of disparate deposition rates, separate proximities are used to estimate elevated exposures according to the practices of the California Air Resources Board (CARB).

A project to complete the connections between GA-400 and I-85 is planned and expected to change traffic patterns on these roads. However, these roadways will still represent elevated sources of mobile pollutants as the overall volumes on the freeways are likely to remain high.

CARB's South Coast Air Quality Management District has produced recommendations regarding proximity to heavily traveled roadways. CARB has issued recommendations that sensitive land uses, including hospitals, day care centers, schools, and nursing homes, should not be located within 500 feet of a freeway, an urban road with over 100,000 vehicles/day, or a rural road with over 50,000 vehicles/day.

Resources
California Air Resources Board http://www.arb.ca.gov/homepage.htm

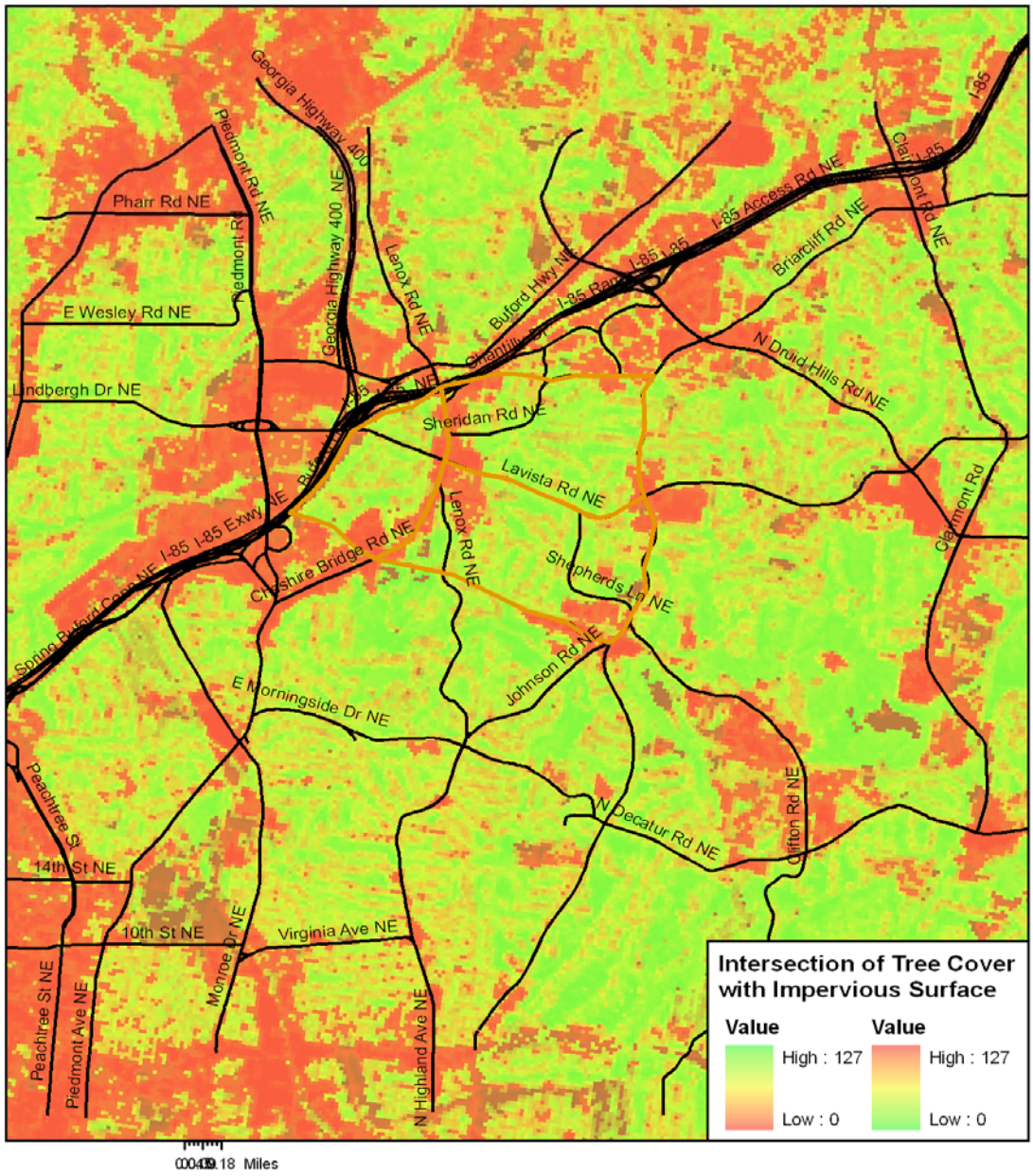


Figure 2.4-18 – Composite image of Fig. 16 and 17, showing likely influence of land on Urban Heat Island

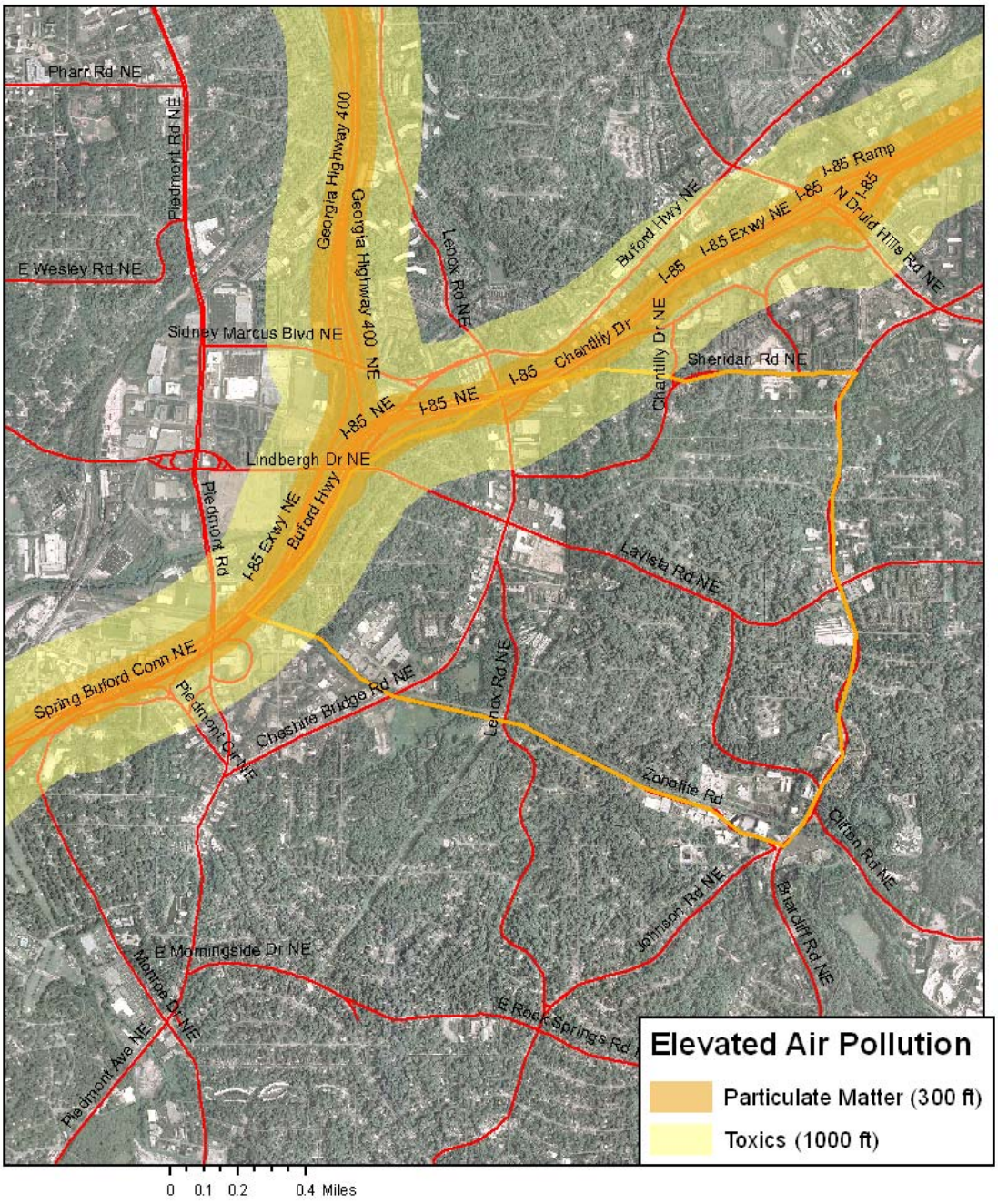


Figure 2.4-19 – Map of areas with elevated exposure to specific airborne pollutants

2.4.7 BROWNFIELDS

It is estimated that there are more than 450,000 brownfields in the U.S. Cleaning up and reinvesting in these properties increases local tax bases, facilitates job growth, utilizes existing infrastructure, takes development pressures off of undeveloped, open land, and both improves and protects the environment. One such site, in the Atlanta neighborhood of Kirkwood, was remediated and made into a soccer field using a grant from the US Environmental Protection Agency. Another example of brownfield redevelopment is Atlanta's Atlantic Station.

Georgia's Environmental Protection Division inventory of brownfields included 261 locations throughout the State. Of these listed locations, 126 (approx. 48%) are found in the City of Atlanta or DeKalb County. The nearest listed brownfield is approximately 2 miles from the center of the LLCC neighborhoods. Many locations that may eventually be included as brownfields, such as gas stations and dry cleaners are currently not listed. The City of Atlanta has conducted public outreach to identify sites as part of its Sustainable Brownfield Redevelopment Plan in 2006 and 2007. The City's program provides citizens with tools to report possible brownfields in their areas. DeKalb County, however, does not list comparable information on their website.

Resources

Georgia Brownfield Properties, Georgia Environmental Protection Division
http://www.gaepd.org/Files_PDF/outreach/BFList.pdf
Brownfields and Land Revitalization, US Environmental Protection Agency http://www.epa.gov/brownfields/
City of Atlanta Sustainable Brownfield Redevelopment Plan
http://www.atlantaga.gov/government/planning/brownfields.aspx

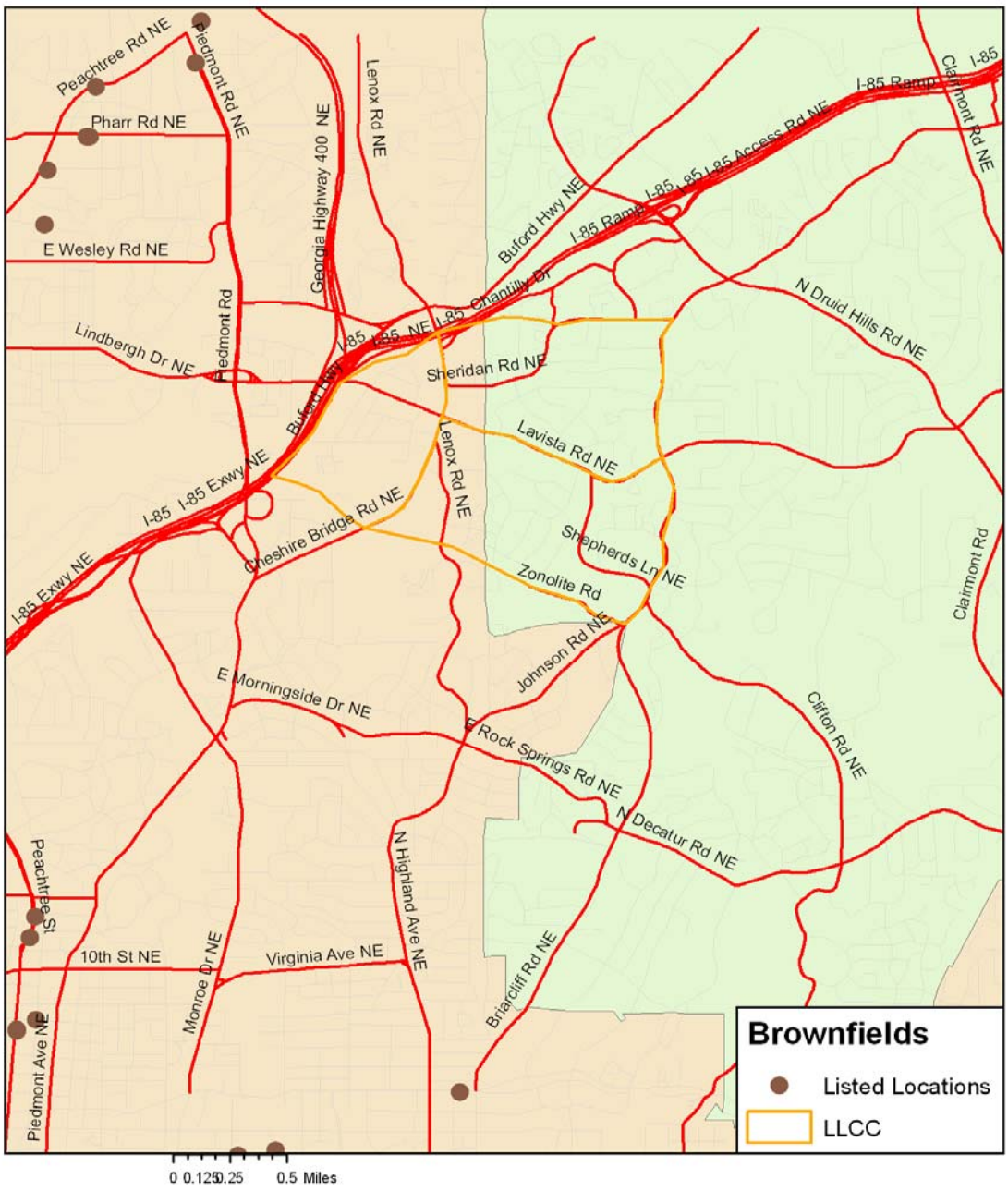


Figure 2.4-20 – Map of Brownfield sites near the LLCC area.

3.0 SUBJECT AREA ANALYSIS

3.1 CORRIDORS

3.1.1 INTRODUCTION

Networks are a system of corridors, designed to move vehicles and people from one location to another. Corridors consist of amenities to facilitate movement including streets, sidewalks, walking paths, designated bike lanes, or any other formal or informal feature that meets these needs. The network in the LLCC study area is comprised mainly of residential streets with a few minor arterial streets facilitating traffic within and outside the neighborhood. These corridors provide access between housing, employment, retail, commercial, and entertainment allowing for connectivity among all desired features within the neighborhood as well as outside the LLCC study area.

The study area is located north of the Morningside neighborhood and south of Buckhead. It is a neighborhood that lies between Midtown, Buckhead, and Emory, with close access to the interstate system and some of the main corridors in Atlanta. The study area is bordered by the site of the redeveloped Executive Park on the north, Briarcliff Rd NE on the East, the CSX rail line on the South, and I-85 on the West. The study area is bisected by Lindbergh and LaVista roads, the only east/west corridor serving this part of the city. The Lindberg/LaVista Corridor connects the City of Atlanta to unincorporated DeKalb County providing access to residential and commercial zones as well as the Lindberg Transit Center and Emory University. Due to its prime location, the area includes not only single family neighborhoods serving the needs of the residents, but also provides housing for a diversity of incomes and cultures, workforce housing for Downtown/Midtown, Buckhead and Emory. .

There are nine major corridors in the study area, each having a different characteristic and different travel accommodation.

- Lindberg/LaVista: The Lindberg/LaVista corridor is a state designated route (SR 236) consisting of one lane in each direction. It is the only major east/west corridor in the area and facilitates transportation not only for residents in the area, but for individuals passing through the area. Lindberg/LaVista cuts the study area in half from top to bottom and is a point of contention between the two jurisdictions, DeKalb County and the City of Atlanta because of the importance of the road to the greater central Atlanta area.
- Cheshire Bridge: The Cheshire Bridge corridor is a north/south minor arterial containing commercial and retail businesses along much of the corridor. The businesses on this corridor do not cater specifically to residential needs, instead concentrate on regional customers. Residents in the study area do not particularly support the current condition of Cheshire Bridge but would like to see some redevelopment in the area so they can take advantage of the commercial corridor in close proximity.
- Lenox Road: Lenox Road is located at the southern end of the study area. It is a minor arterial that feeds into Cheshire Bridge just north of Woodland Avenue.
- Briarcliff Rd: Briarcliff Road is a minor arterial running north/south along the eastern edge of the study area. This road provides freeway access to the north and Emory University and Virginia Highlands to the south. The road accommodates various bus routes providing access to and from the area.
- Sheridan Road: Sheridan Road is residential road located north of Lindberg/LaVista running east/west from Briarcliff Road to Cheshire Bridge. It is residential in character and provides access to the minor arterial streets in the study area.

- Citadel Drive: Citadel Drive is a residential road located north of Lindberg/LaVista. Citadel runs from Briarcliff Road to LaVista Road, just east of the DeKalb County/City of Atlanta jurisdictional line.
- Woodland Ave/Woodland Hills: Woodland Avenue/Woodland Hills is a residential road south of Lindbergh/LaVista. It provides connectivity between Lindbergh/LaVista and Cheshire Bridge.
- Shepherds Lane: Shepherds lane is a residential street providing access between Lindbergh/LaVista and Briarcliff. Briarcliff elementary school is located on this street which has prompted the LLCC to solicit federal funding from the Safe Routes to School program, which enhances pedestrian safety features in a two mile radius from schools.
- CSX Rail: The CSX rail line runs east/west along the southern border of the LLCC study area. The existing rail has been proposed as a commuter rail with a major transit station located just outside the study area. Connectivity between the LLCC study area and the proposed transit station will be an important feature for the community when the commuter rail is developed.

Most corridors in the study area currently do not provide safe pedestrian access or bicycle right of way. In order to address the values of the community for a walkable neighborhood, street and sidewalk improvements should be made in a way that adheres to the "smart growth" standards of providing sustainable areas that promote alternative methods of transportation at the same time providing connectivity and accessibility for all modes of transportation including; automobile, transit, walking, and biking.

The most important aspect regarding the network of the area is the vision the community has for the neighborhood. Currently, the study area is primarily residential with nodes of commercial and retail development. Before any changes are made to the streets in the area, a comprehensive vision needs to be agreed upon. One of the most pressing streets is the Lindberg/LaVista corridor which is currently a two lane road. The corridor is challenged by narrow rights of way and Georgia Department of Transportation standards that can potentially limit design of suitably sensitive roadway improvements. In order to effectively address the right of way challenges, community members need to develop a cohesive vision for the neighborhood and corridor. This corridor is of particular importance because it is a state designated highway and under the authority of the state but serves as one of the few major east-west corridors between Fulton County and DeKalb County. Recommendations include creating a cohesive vision for the corridor and evaluating the state designation of Lindberg and LaVista roads. A community vision for the network of the area should help plan for appropriate development in the future.

The redevelopment of Executive Park is located just north of the study area. Important to note, any development that happens at Executive Park has the potential to impact the study area. For example, if streets are designed to facilitate traffic in a successful manner, these new streets may relieve some congestion off minor arterials in the study area. The park is projected to bring more people and traffic to the area, and therefore transportation needs will ideally accommodate the change. If communication exists between communities that make up the study area and the development team for the Executive Park project, the project can have a positive impact on the neighborhood. Recommendations for the collaboration among Executive Park developers and designated community members are examined in the report in order to attempt to develop the best possible solutions for community members that reside near the new development.

Any changes in the area should consider the issue of sustainability. The community meetings and visioning exercises revealed that members of the community are focused on promoting sustainable initiatives. Some factors that contribute to an improved quality of life and

promote sustainability that have been identified by the community include: walkability, multi-modal transportation, affordable housing, and a general sense of improved connectivity.

The following sections will consist of information, analysis, and recommendations for sidewalks, gateways, and transit opportunities in the study area. One important factor when considering the studies, analysis, and recommendations for the study area is that the area is under two different jurisdictions. In other words, this means that there may be two different regulations for the same factor, which may make it more difficult to find consensus in implementation of an item that has a cross jurisdictional nature. However, it can also mean that the factors that have the same consensus by both jurisdictions may be easier to implement, already having support from both authorities. The report recommends making attempts to meet with representatives from the City of Atlanta as well as DeKalb County, in order to achieve the most interaction and communication regarding plans for future development in the area. This means attending public meetings and speaking about the neighborhood when able.

Community meetings revealed sidewalk improvement was a high priority for residents of each of the three neighborhoods that make up the study area. Currently, sidewalks in the LLCC provide inadequate connectivity. Sidewalks do not always lead to a destination and do not always promote a safe route for pedestrians. In addition, there are few areas with safe bicycle routes and there are no designated bicycle lanes in the study area. Future development and road improvements should address both the sidewalks for pedestrians as well as road design in order to better incorporate bicycles as a viable mode of alternative transportation. The sidewalk and pedestrian section addresses potential sidewalk improvements and the urgency for each suggested improvement. It also describes the transition zone for each major corridor, how the street transitions from a "node" or commercial intersection to a single family residential zoned area. Following the sidewalks, the report provides information for potential street improvements as proposed by the City of Atlanta Comprehensive Transportation Plan. The report explains the details of the plan and how the proposed street improvements would work in the study area.

LLCC residents expressed a desire for neighborhood identity for the area. Gateways and amenities provide potential opportunities to create an identity. This section examines the function of a gateway and the potential benefits a gateway could have for the study area. It also provides guidelines and suggestions for additional pedestrian amenities in order to coincide with the desired experience community members want to portray.

Residents in the LLCC study area also raised the issue of wanting improved transit. The last issue addressed by the network report includes an analysis of the current transit system and various potential suggestions for changes. This section provides short-term, medium-term, and long-term proposals to improve transit in the study area. The transit section recommends rerouting bus lines, consolidation of existing bus stops, and providing more transit friendly amenities including bus stop features as well as ADA compliance recommendations.

One important factor to note for the corridors within the study area is that there are assisted living facilities located near the study area, and the neighborhood amenities need to better facilitate the movement of persons with disabilities. Many comments were raised at the community meetings about lack of access to transportation for persons with disabilities. Therefore any future development and improvements made in the area should address this issue and at least comply with minimum ADA standards.

The recommendations are followed by possible implementation strategies as well as funding options for the recommendation. Some of the general recommendations provide strategies for how to fulfill the recommendation and gear community leaders to assist in the implementation process of these recommendations.

3.1.1.1 CONTEXT CONSIDERATIONS

When considering roadway improvements, it is important to know the context in which those improvements will occur. Within the Lindbergh LaVista Corridor, there are several key intersections and many neighborhood corridors that frame the entire area. In order to understand this frame, it is important to think about the three sections of the network system: intersections, transitional areas, and roadways. Please refer to the map for specific locations of these sections in the LLCC.

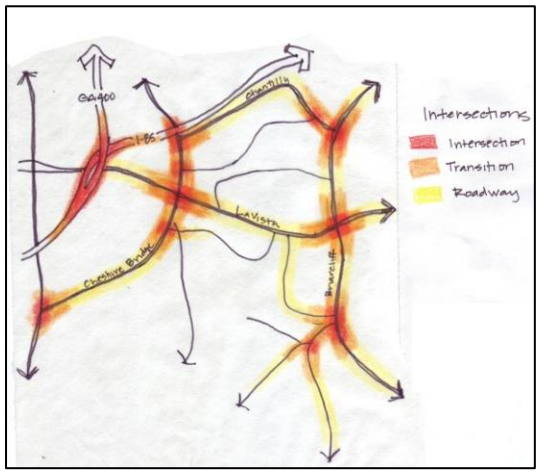


Figure 3.1-1: Intersections Context

First, the intersections, by nature, are what determine the operating efficiency of the entire system, meaning the network system is only as efficient as the key intersections within it. This is where travelers make decisions on travel, where directional travel may change, and where varying corridors interact with one another. Therefore, the intersections need to be treated as a specific entity within the system.

Transitional areas of the network represent where travelers are approaching and preparing for the intersections. In this respect, transitional areas aren't quite where different directions of traffic are interacting (as in intersections), but they also don't represent free flow of traffic. In these areas, the road may widen to prepare for the intersection, and travelers may be changing lanes to prepare for directional changes.

Finally, the roadway sections of the system are where traffic can flow, for the most part, without interference. In the roadway sections, travelers are not making very many decisions about destination or route choice. Also, when we later discuss our recommended street improvements, which are diagrammed in street sections, those street sections represent the areas of the given road that fall within the roadways of the network system.

Keeping in mind the framework described above, one must also consider the zoning regulations that outline the network system, meaning the right of way that the city or county own on either side of the roadway. The right of way does not describe the area that the pavement of the roadway covers. It does, however, describe the amount of land from one side to the next that is owned by either the city or county. This means that the city owns land beyond the roadway, into what some often mistake as their personal property.

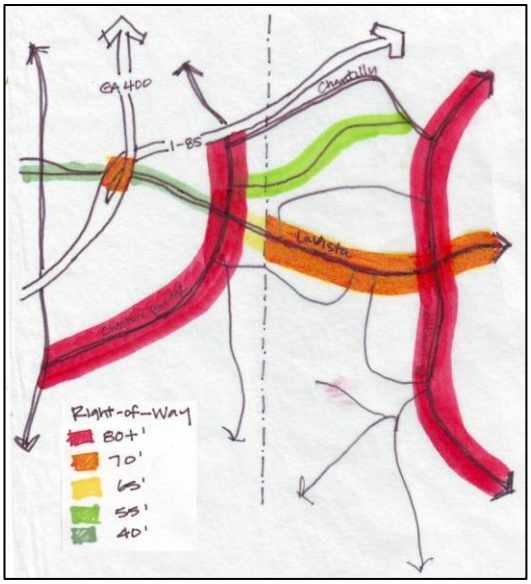


Figure 3.1-2: Right of Way Context

The major right of ways within the Lindbergh LaVista Corridor can be seen in the map on the left. Lindbergh Road until Cheshire Bridge Road has a right of way of 40 feet, which is very narrow, except underneath the I-85 overpass, where it extends to 70 feet. LaVista Road in the City of Atlanta has a right of way of 65 feet, but

in DeKalb County, it extends to 70 feet. Cheshire Bridge Road's right of way varies from 80 to 100 or more feet. Briarcliff Road has a right of way of 80 feet. Finally, Sheridan Road, an example of a neighborhood collector street, has a right of way of 55 feet. These are the right of ways within which street improvements can be made. The following sections outline or recommendations for roadway and intersection improvements.

3.1.2 ROADWAY IMPROVEMENTS

As the corridor study for this area was completed several potentially beneficial improvements were identified. There are several major challenges facing the neighborhood that relate specifically to the roadway transportation network. Based on stakeholder feedback and on the research and study conducted by our group we determined several of these challenges and have come up with some recommendations for mitigation or elimination of these issues.

3.1.2.1 GA 400/I-85 INTERCHANGE

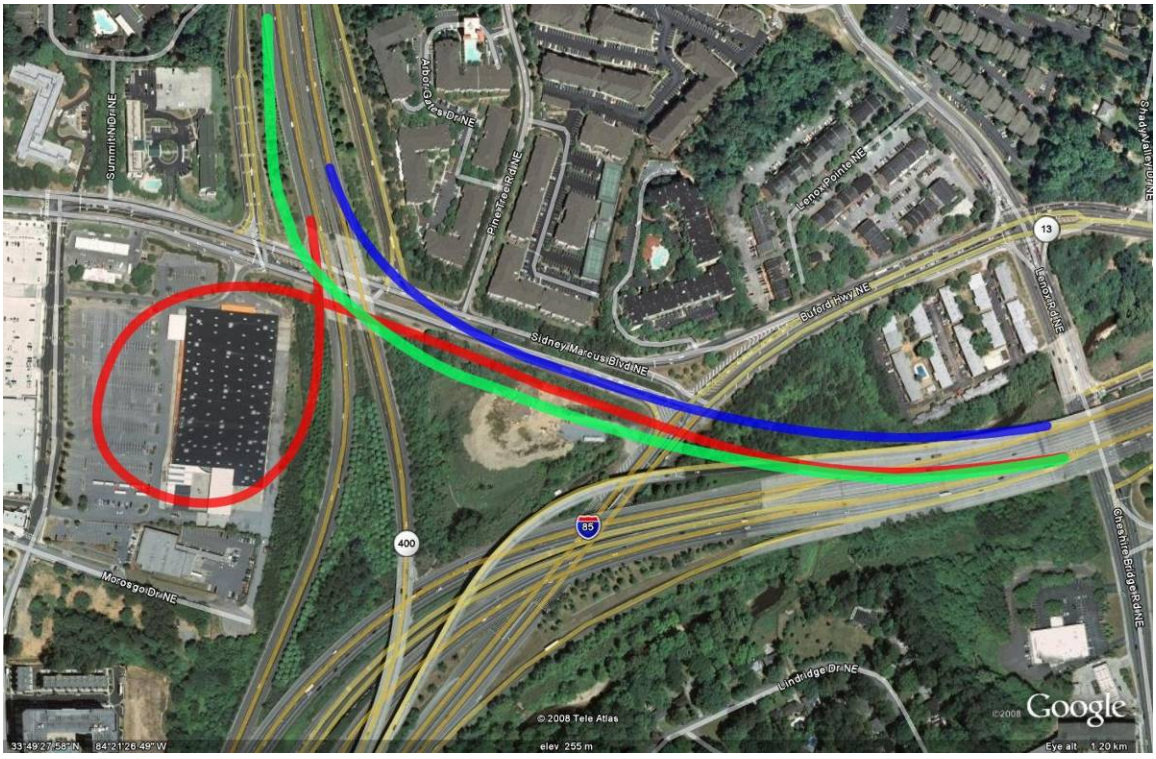


Figure 3.1-3: GA400 – I 85 Concepts

There is perhaps no transportation-related issue in the study area more important than the impending completion of the GA 400/I-85 interchange. This project has many significant implications for the study area covering everything from environmental concerns to local traffic patterns. It became clear from our own research and from the stakeholder meetings that the completion of this interchange will leave a significant mark, for better or for worse, on the neighborhoods in the study area. Presently the proposed solutions generated by GDOT are unacceptable to the neighborhoods. All three of the proposed alignments would require right of way acquisition from the neighborhoods and would have a significant impact on the

quality of life in the affected areas. In the worst case, the proposed alignment for the southbound GA 400 to northbound I-85 ramp would require that several homes in the Lindridge Martin Manor neighborhood be demolished. In the best case the ramp would bring freeway traffic significantly closer to the homes on the northeastern edge of the neighborhood and would likely create significant noise and air pollution issues. Neither of these scenarios is acceptable to the neighborhoods.

In addition to the change in the physical environment, the construction of the completed interchange will dramatically affect traffic patterns in the neighborhoods. Where drivers seeking to travel from southbound GA 400 to northbound I-85 previously had to make use of surface streets they will now no longer be on the local roadway network. While this will undoubtedly ease some congestion, the loss of traffic may have a slight chilling effect on businesses in the area. A more rigorous study should be done to evaluate the extent to which this will affect the study area.

To provide a basis for compromise and dialog between the jurisdictions involved in the completion of this interchange and the neighborhoods affected our group has come up with several alternatives that we feel provide for the desired functional characteristics of the interchange while also protecting the neighborhood.

Figure 3.1-3 shows the alignments proposed for this interchange. The blue line shows the southbound I-85 to northbound GA 400 ramp. The green line shows the southbound GA 400 to northbound I-85 "parallel" alignment. And the red line shows the southbound GA 400 to northbound I-85 "loop" alignment.

Parallel Alignment

All of the proposed alignments maintain the southbound I-85 to northbound GA 400 ramp within the north fork of the "Y" created where GA 400 and I-85 meet as shown on Figure 3.1-3. This particular alignment brings the ramp connecting southbound GA 400 with northbound I-85 along a parallel path with the other new ramp. In this case the ramp would need to start far enough back on GA 400 that it could gain sufficient elevation to cross over GA 400 and southbound I-85 before dipping back down to meet up with northbound I-85 for a left-side entry. This alignment should avoid the ramp exiting I-85 southbound to Buford Highway by passing over to the north before it gains significant elevation. The left side entry is most likely necessary because a right side entrance would require significant ROW acquisition along the north edge of the study area in order to allow enough clearance for the incoming ramp to turn to meet up with I-85. Additionally the proximity of the existing on-ramps entering on the right side of I-85 along that stretch makes it difficult to find room for the additional proposed junction. These considerations should be sufficient to justify the expectancy violation of a left-side entrance.

Loop Alignment

This alignment makes use of the apparently abandoned Home Depot site adjacent to GA 400 for a loop ramp connecting southbound GA 400 to northbound I-85. There are two variations for the vertical alignment of this option. The ramp could either use the loop to gain elevation and pass over GA 400 and southbound I-85 to meet up with northbound I-85 or it could pass under GA 400 using the existing Sidney Marcus alignment and then pass under I-85 southbound to meet up with I-85 northbound. In either case the option for either a right-side entry or a left-side entry onto I-85 northbound could be considered. Again, the issues that face the parallel alignment in regards to the left vs. right entry apply here. The vertical alignment option that passes under I-85 would have the additional challenge of needing to gain elevation before meeting up with I-85 northbound.

In either case there are significant technical and political challenges. Right of way will have to be acquired to make the solution work; however the alternatives that will minimize or eliminate the impact on the existing neighborhood that should be given priority. The use of the former Home Depot site is preferred because, at this time, the site appears to be vacant so its use would not impact existing tenants or residents. The nature of the area surrounding that property is also commercial so the pollution and noise impacts would not be felt as much as the presently proposed alignments. The technical issues should not be understated. This is a high-level study and our proposed alignments have not been subjected to the rigorous engineering analysis required to ensure they are technically feasible. The neighborhoods should see to it that the appropriate engineering study is completed to create new alignments using these proposals as a guide.

3.1.2.2 MAJOR INTERSECTION RE-ALIGNMENTS

Within the study area there are four major intersection re-alignments that have been proposed. A major re-alignment is defined in this study as improvements to a junction that go beyond the relatively simple task of adding a lane and propose dramatically altering the nature of a junction or intersection often requiring significant right of way acquisition. Often times these improvements will help the intersection's performance it two ways. First, the improvements make the intersection(s) less confusing to motorists and pedestrians. Second, the re-alignments often allow for signal cycle time to be allocation more efficiently among the various movements easing congestion and allowing for better coordination among the various signals on the corridor. Each of the proposed changes is evaluated below:

Clifton Road @ Briarcliff Road

Figure 3.1-4

Figure 3.1-5

This alignment shown in Figure 3.1-5 was created out of a Kimley-Horn study completed for DeKalb County and establishes southbound Briarcliff to southbound Clifton as the major through movement with continued travel along Briarcliff requiring a turning movement (i.e. T intersection at Briarcliff). Presently the left-turning movement from southbound Briarcliff onto southbound Clifton is very high and so the re-alignment makes sense. This would allow for better signal coordination and would make more sense to drivers. The proposal also adjusts the intersection of Johnson and Briarcliff as shown in Figure 3.1-4 which increases the safety of that intersection by improving the sight lines and clarifying the movements.

Johnson Road @ Briarcliff Road/Zonolite Road

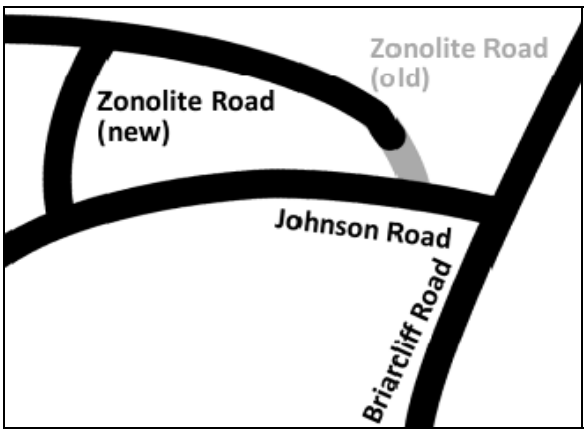


Figure 3.1-6

This re-alignment is the result of another Kimley-Horn study conducted for DeKalb County. In the study it's recommended that the existing connection between Johnson Road and Zonolite Road be severed with a new connection being established closer to Johnson Road's existing connection with Helen Drive. This would reduce confusion at the intersection of Johnson and Briarcliff and allow for several efficiency improvements. The efficiency improvements would include converting the through/right from Johnson Road to Briarcliff Road to a left/through/right which would accommodate the heavy left-turn volume on that approach and the changing the right turn from southbound Briarcliff onto Johnson from a stop control to a yield control.

Lenox Road @ Cheshire Bridge Road/Woodland Avenue

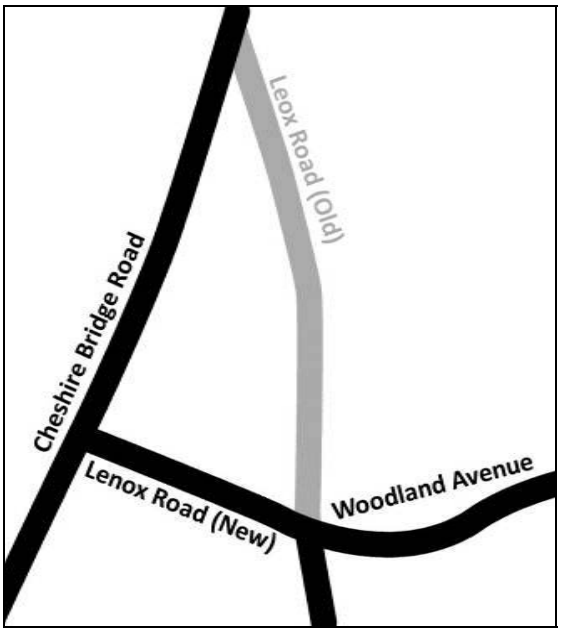


Figure 3.1-7

This proposal came out of our stakeholder meetings and studio discussions and is shown in Figure 3.1-7. It involves eliminating the connection between Lenox Road and Cheshire Bridge Road, leaving the portion of Lenox north of Woodland Avenue as a local connector. Traffic from Lenox to Cheshire Bridge would be diverted to the signal at Woodland and Cheshire Bridge and which would allow for left turns (something presently forbidden at the existing Lenox/Cheshire Bridge intersection) and would increase safety and efficiency. It's appropriate to note here that the severance of Lennox and Cheshire Bridge should be done in a way that improves the surrounding community in some way. Instead of simply providing for jersey barriers, perhaps a small park or some sort of green space could be established in the right of way that would be freed with the re-alignment.

Executive Park Drive @ Sheridan Road

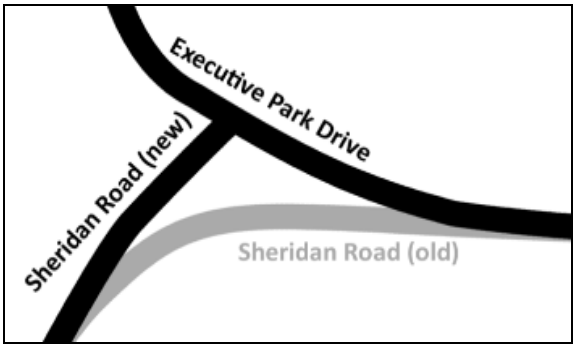


Figure 3.1-8

This re-alignment is proposed in a study conducted for the Park at Druid Hills DRI #1583 by Marc R. Acampora, PE. In this proposal shown in Figure 3.1-8 Sheridan Road is T-ed into Executive Park Drive and signalized. While this proposal is contingent upon the completion of the development at Executive Park, the alignment would help improve traffic flow at that location especially when coupled with the corridor re-alignment along Executive Park/Chantilly Drive detailed later.

3.1.2.3 CORRIDOR RE-ALIGNMENT EXECUTIVE PARK/CHANTILLY

DRI #1583 for the Park Druid Hills proposes the creation of a new east-west corridor using Executive Park Drive and Chantilly Drive that would provide an alternative route to LaVista Road and Sheridan Road. This would ease congestion and help keep Sheridan Road as a residential local circulator increasing safety and quality of life. The re-alignment of the intersection of Executive Park and Sheridan to make Executive Park the major through movement would help discourage traffic from the mostly residential Sheridan Road diverting them to the mostly commercial Executive Park/Chantilly corridor where the additional volume would have a lesser impact.

The creation of this new east-west connector would also provide additional options for express transit routes seeking to travel through the area from Briarcliff to Lindbergh Station. Instead of running the routes along LaVista Road, which is already congested and is home to many residential developments, the routes could go a bit further north to make use of the new Chantilly/Executive Park connector. This would allow for prompt transit service without many of the negative impacts.

3.1.2.4 MINOR IMPROVEMENTS

There are a host of minor improvements to the intersections in the study area that should be considered as the community seeks ways to improve their transit system and mitigate the effects of growth. These improvements are based off the Park Druid Hills DRI mentioned previously and are only focused on mitigating the effects of growth. The improvements are listed in Table 3.1-1 below:

Table 3.1-1: Minor Intersection Improvements

Intersection	Improvement
Sheridan @ Cheshire Bridge	Add Exclusive SB Left
LaVista @ Briarcliff	Add Additional NB/SB Thru Lanes
Lindbergh/LaVista @ Cheshire Bridge	NB/SB Exclusive Right Turn Lanes
	Convert SB Thru to Additional Left

In addition to the above improvements the signals in the study area should all be re-timed and coordinated based on present traffic volumes. Traffic signals require timing-plan maintenance every couple of years because of changing traffic patterns and re-timing is a relatively cheap way to get a performance boost.

3.1.2.5 STREET CONSTRUCTION IMPROVEMENTS

Cheshire Bridge Road

The community supports improving Cheshire Bridge Road by requiring new buildings to be built closer to the street, hiding parking behind buildings, improving the pedestrian environment, and limiting the vehicle impact on the area. We recommend reconstructing Cheshire Bridge Road into a more effective roadway that contains two driving lanes in each direction (11 feet each), one landscaped center median (13 feet) that can change into a turning lane at major access points, one bike lane in each direction (5 feet), one parking lane on each side (7 feet each) and wide sidewalks for pedestrian traffic and activity (13 feet) for a total of 107 feet of right of way—27 more feet of ROW than currently exists. A diagram of the proposed street configuration is seen at right.

The recommendations given show the desires of the community, but in some cases the width needed for the improvements exceeds the right of way that the City of Atlanta currently owns. This would require more right of way to be bought in order for this to happen. The Connect Atlanta Plan, however, recommends adding bicycle lanes along Cheshire Bridge Road, and certain intersections are slated for improvements, so coupling the recommendations above with some of the planned projects would be useful.

Improving Cheshire Bridge Road in this manner has several advantages. First, it recognizes the desire and need for integrated transportation options, where people can choose to walk, bike, or drive safely. The wider sidewalks allow for street level interaction and ample room for pedestrian traffic, while also containing a buffer of 4 feet for safety to separated pedestrians from vehicular traffic. Additional trees and plantings both in the median and in the pedestrian buffer zone add to the aesthetic quality of the streetscape. The bicycle lanes also help to separate pedestrians from traffic creating an additional safety zone. The center median is both aesthetic and functional, preventing cross-traffic access. It also produces cohesive access points, where more concentrated nodes of development can occur. Please refer to the *Nodes* section for more information on cohesive access points and concentrated development.

Lindbergh Road / LaVista Road

The community wants to increase transportation access along the Lindbergh – LaVista corridor, but does not wish to increase vehicular traffic along this roadway. We believe that this goal fits with the sustainability of transit options in the future and represents a desire for integrated

transportation options in the neighborhood. Therefore, we recommend maintaining one lane of vehicular travel in each direction (11 feet each), adding one bike lane in each direction (5 feet each), and improving the pedestrian environment by constructing sidewalks and buffers on both sides of the street (10 feet each, 52 feet total roadway). Additionally, to increase safety at key intersections, we recommend widening the roadway at such intersections to allow for a turning lane. The roadway and the suggested intersection widening can be seen in the following diagrams. Most stakeholders expressed a willingness to add ROW along Lindbergh-LaVista specifically if pedestrian and bicyclist needs were being addressed.

In the recommended roadway reconstruction, all modes of transportation would be available for neighborhood residents and visitors alike. The turn lanes at key intersections will improve safety for vehicles, bicyclists, and pedestrians, while reducing congestion and perceived delay. Roadway reconstruction would allow for better engineering of water management, which will mitigate stormwater runoff issues expressed by the community. The *Environment* section of this report will point out specific mitigation techniques. Improving and consolidating bus stops will reduce intermediate stops, making bus travel more efficient and allowing for more reliable boarding and alighting locations. These and other transit improvements will be presented later in this section.

Lindbergh and LaVista Roads would also benefit from streetscape improvements. The community has expressed an interest in having the State Route designation removed from the neighborhood's portion of these roads. Such regulatory actions and the framework for this are outlined in the appendices. The recommended improvements for Lindbergh / LaVista fit within the right of way for the road. Also, the Connect Atlanta Plan and the DeKalb County Comprehensive Transportation Plan call for new sidewalks or sidewalk improvements along the corridor as well as capacity for bicycle lanes. DeKalb County is exploring a reconstruction of the DeKalb portion of the corridor, so the community should seek involvement in this process in the near future.

Neighborhood Collectors – Example: Sheridan Road

The community expressed a strong desire to keep local streets as neighborhood collectors, serving the same purposes that they do now. For example, Sheridan Road is an existing two-lane, two-way neighborhood collector. A proposed T-intersection at Executive Park Drive / Chantilly Drive would enable Sheridan Road to continue to be a neighborhood street by redirecting traffic onto Executive Park Drive. We recommend adding sidewalks to neighborhood collector streets to support the pedestrian network that was presented earlier in this report. Therefore, neighborhood collector streets are recommended to be one lane in each direction

(11 feet each), and sidewalks on both sides (10 feet each, 42 feet total). The diagram of the neighborhood street shows this.

The goal of these recommendations is to provide for multimodal forms of transportation where appropriate, while maintaining low vehicular traffic speeds to encourage bicycle use. This multi-modal utilization will respond to future local traffic to and from future concentrations of activity such as Executive Park and the intersection of Cheshire Bridge Road and Lindbergh / LaVista Roads. With respect to these recommendations, the community needs to capitalize on future developments such as Executive Park and needs to be a part of all development planning processes. This would allow the community to keep the neighborhood streets local and to get the necessary improvements included in future development plans.

3.1.2.6 CONCLUSIONS

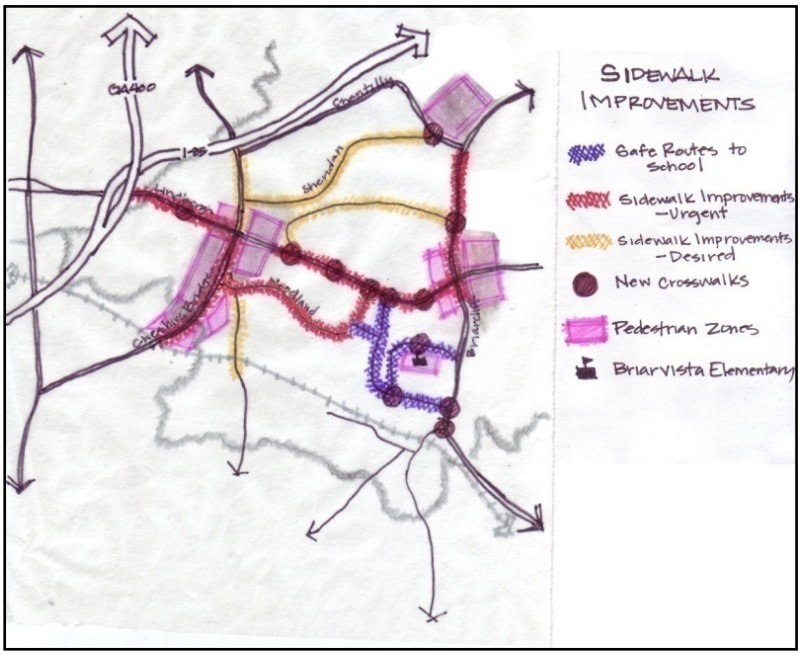
The following points best summarize the action items for the community moving forward in addressing the issues facing them today:

- The neighborhoods should use the proposals in this document regarding the GA 400/I-85 interchange to start a significant dialog with the various jurisdictions and stakeholders involved in the project. This should create a compromise that does not negatively affect the existing/occupied properties like the presently proposed alignments do.

- The pending corridor studies and programmed intersection improvements detailed in the existing conditions report should be capitalized on. The proposed improvements can be incorporated into the results of those studies and integrated into the intersection improvement plans. This process will involve communication with the jurisdictions as well as involvement in the public meetings and other forums.

- Lastly, the community should work together with private developers to ensure that they implement the desired improvements in their development plans. Also the community should ensure that developers are aware of, and buy into, the shared vision for the community and that they understand their responsibility to contribute positively, in this specific case by mitigating the effects their development will have on the transportation network.

3.1.3 PEDESTRIAN IMPROVEMENTS



Improving and adding more sidewalks will facilitate more pedestrian traffic within the neighborhood. This supports the need for more multi-modal transportation options. The map to the left shows specific locations for sidewalk upgrades and additions, which is based on feedback received at community meetings. The red links show where sidewalk enhancements are urgent, while the yellow signifies links that should eventually become equipped with sidewalks. The purple links represent areas that could be improved under the Federal Safe Routes to School program. Additional and more prominent crosswalks that are needed are shown with burgundy circles. The areas shown in pink represent where pedestrian activity will be highest – at the nodes within the neighborhood – and where walking should be favored and accounted for most among mode choices. Below is a listing of the complete system by street or area.

DESIRED

- Citadel Drive from LaVista Road to Briarcliff Road
- Sheridan Road from Cheshire Bridge Road to proposed T-intersection at Chantilly Drive
- Lenox Road from CSX line to Woodland Avenue
- Cheshire Bridge Road from Lindbergh/LaVista Roads to Chantilly Road

PEDESTRIAN ZONES

- Cheshire Bridge Road Corridor
- Blocks surrounding the intersection of LaVista Road and Briarcliff Road
- Future Executive Park Development
- Briar Vista Elementary School

CROSSWALKS

- LaVista/Lindbergh at: Citadel Dr, Brook Forest Dr, Woodland Hills Dr, Shepherds Ln, Sloan Square, and Strathmore Dr
- Briarcliff Road at: proposed T-intersection at Briarcliff Road & Clifton Road, Shepherds Lane, and Citadel Road
- Sheridan Road at proposed T-intersection with Chantilly Drive

URGENT

- Lindbergh Road from I-85 to Cheshire Bridge Road
- LaVista Road from Cheshire Bridge Road to Briarcliff Road
- Cheshire Bridge Road from CSX line to Lindbergh/LaVista Roads
- Briarcliff Road from Whole Foods Shopping Center to Sheridan Rd (proposed Chantilly Drive)
- Woodland Avenue/Woodland Hills Drive from Cheshire Bridge Road to LaVista Road

SAFE ROUTES TO SCHOOL

- Shepherds Lane from LaVista Road to proposed T-intersection at Briarcliff Road
- Briar Vista Terrace from Shepherds Lane to Briarcliff Road
- Crosswalk on Briar Vista Terrace at Briar Vista Elementary School
- Crosswalk at Shepherds Lane at Briar Vista Terrace
- Neighborhood trail connecting Shepherds Lane and Woodland Hills Drive

It is important to keep in mind that while sidewalk improvements of any kind may be helpful, it is the complete and consistent system that will facilitate more pedestrian activity. With this in mind, there are several design considerations that should be adopted in constructing sidewalks.

- Sidewalks should be separated from the street by a three- to five-foot vegetated buffer to increase pedestrian safety and comfort
- All sidewalks should be developed to meet ADA standards, including wider sidewalks and compliant crosswalks
- Sidewalks should be included in all major transportation upgrades, which allows for integrated transportation options
- Safe Routes to School Program should be utilized to improve children's safety (please find information in the Appendix)

Pedestrians should be favored over all other mode options when within a pedestrian zone of activity, usually at nodes.

3.1.4 CORRIDOR IDENTITY

During the community meetings, more than one resident raised strong concerns regarding the poor quality of the civic environment, unattractive streetscape, cluttered array of unappealing signage and billboards, and the lack of an overarching community identity. Much of this concern stems from the ambiguous character of Cheshire Bridge Road, heavy traffic congestion along during rush hour, pedestrian unfriendliness, and the perception of the neighborhood as a "cut through" rather than a destination. Community residents envision a Lindbergh-LaVista Corridor with safe, vibrant, attractive streetscapes, high quality civic environments, signage standards, green spaces, and the integration of multiple forms of transit with the pedestrian taking priority to all other modes of travel.

3.1.4.1 GATEWAY MARKERS

In 1999, the Cheshire Bridge Road Corridor Study characterized the road as "suffering "from a lack of well-defined entrance points and uniform streetscape treatments contributing towards the ambiguous character of the corridor and negate its positive features."[1] Both LaVista and Lindbergh also suffer from a lack well-defined entrance points as well. Gateway treatments along major corridors and at key corridor entrances will visually identify corridor and neighborhood entrances, exhibit and accentuate corridor cultural and natural resources, and provide a number of opportunities to introduce pedestrian friendly amenities, improved landscaping, and signage standards to the corridor. The

[1] The Cheshire Bridge Road Corridor Study.

community strongly supports introducing gateway treatments along the Cheshire Bridge, LaVista, and Lindbergh Road corridors, as well as at key entrances into the individual neighborhoods. Therefore, we recommend applying two forms of gateway treatments, corridor gateways and neighborhood gateways (Please refer to map at the end of the section).

Corridor Gateways

Corridor gateway treatments apply specifically to corridors—Cheshire Bridge, LaVista, and Lindbergh Roads. These gateway treatments will establish a uniform, consistent identity for the entire corridor, establish definitive corridor entry points, incorporate pedestrian amenities, monuments, landscaping, and attractive signs, and finally, provide strong connections to corridor cultural and natural resources.

Figure 3.1-10: A neighborhood gateway.

Neighborhood Gateways

Neighborhood gateway treatments are on a much smaller context than corridor gateway treatments. The purpose of neighborhood gateway treatments is to protect and further enhance the identity of the individual neighborhoods comprising the Lindbergh-LaVista Corridor. Neighborhood gateway treatments are applied at key entrances into the individual communities and should reflect and enhance the distinctiveness of each neighborhood, fit into the larger context of the Corridor, and finally, incorporate smaller monuments, landscaping, and signage.

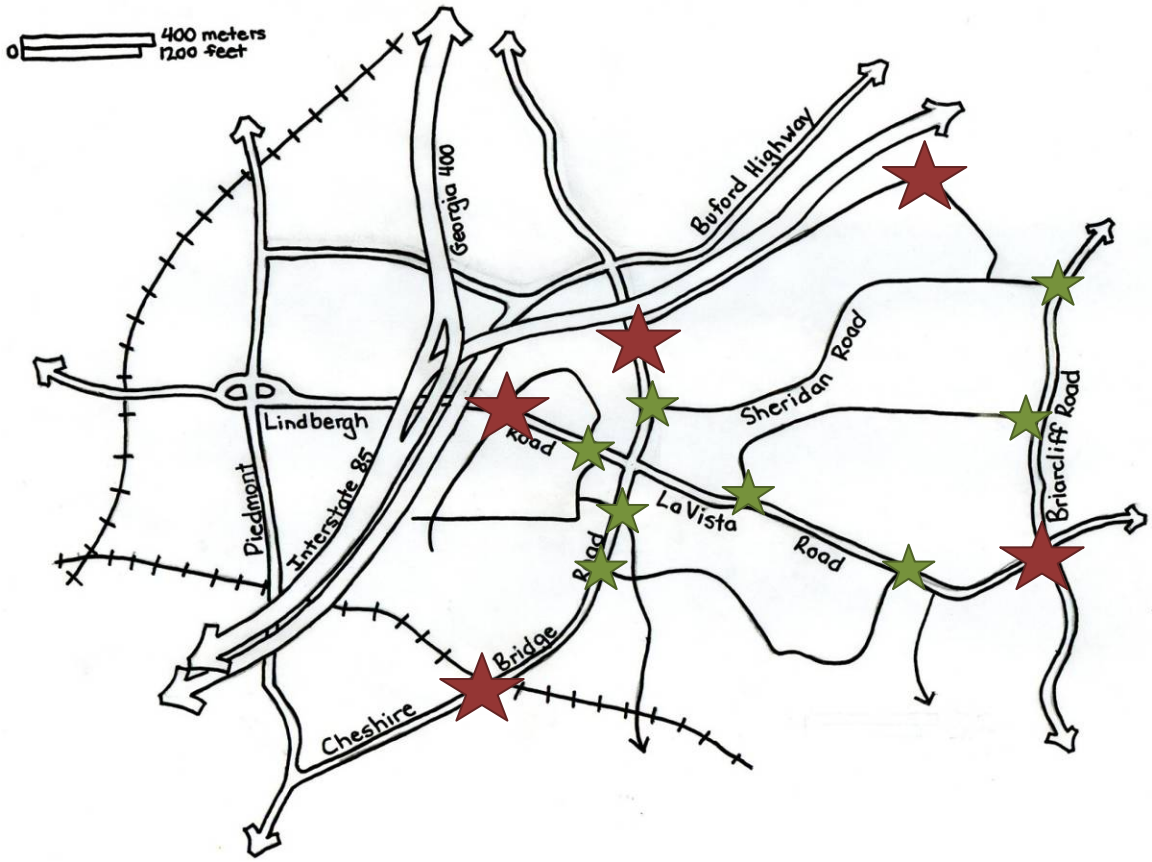


Figure 3.1-11: Gateways Map, in which red stars indicate corridor gateways and green stars neighborhood gateways.

3.1.4.2 SIGNAGE

A number of community residents expressed tremendous dissatisfaction with the quality of signage and unappealing billboards. Billboards are visually unappealing and can further enhance the perception of the Lindbergh-LaVista Corridor as a "cut-through" and greatly diminish the quality of the streetscape. Therefore, we recommend that billboards be either permanently removed from the area through zoning ordinances, or limited to their current locations. Signage is another concern to community residents. Signage along the corridor is not consistent, at eye level, or attractive and further reinforces the perception of the corridor as an automobile oriented environment. Consistent, uniform signage can greatly enhance the visual appeal of the corridor and aid in turning major corridors into much desired destinations. Therefore, we recommend the following:

- Institute signage color, height, and material regulations.
- Encourage a variety of signage styles—i.e. window signs and hanging signs.
- Ensure signage complements building character and colors.

3.1.4.3 STREETSCAPE

The streetscape is perhaps the most vital component to creating the destination community residents cherish and greatly desire. The streetscape is the public space between the buildings on either side of the street. It sets the stage for experiences as people walk, bike, or drive down a street. Good design and attractive streetscapes play a pivotal role in not only visually enhancing the quality and integrity of a street, but also in revitalization efforts and attracting businesses and retailers corridor residents most desire. Good streetscapes incorporate a variety of amenities aimed at the ease and the comfort of the pedestrian. Good streetscapes consists of pleasant streets, wide, attractive sidewalks, uniform lighting, on-street parking, and civic areas.

Currently the streetscape along Cheshire Bridge Road is in poor condition and cluttered with a number of power lines, framed by buildings with large setbacks, and unkempt sidewalks. An attempt to create better streetscape is featured on LaVista Road in front of the LaVista Walk development. Corridor residents expressed strong support for our recommendation of turning Cheshire Bridge Road into a boulevard with on-street parking and a vegetated median; and Lindbergh and LaVista Roads into avenues with on-street parking as well. Converting Cheshire Bridge Road into a boulevard accentuates the Lindbergh-LaVista Corridor as a destination through creating a signature street, using the median as a method for instituting uniform corridor identity and theme considerations, burying unsightly power lines, and integrating multiple forms of transit (improved sidewalks for pedestrians, bus transit, bicyclists, and the automobile). Moreover, converting Cheshire Bridge Road into a boulevard and LaVista and Lindbergh Roads into avenues will lay the foundation for creating attractive streetscapes in which development is located closer to the street (reduced setbacks) and visually appealing, vibrant store fronts teem with activity. Lighting was also a concern raised by residents as the lack of lighting in some areas and the lack of a unified lighting standard in others created an unfocused, cluttered civic environment. We recommend the following proposal:

Figure 3.1-12: Wide sidewalks buffered from vehicular traffic by vegetation and teeming with activity.

- Institute a lighting scheme designed for both pedestrians and vehicular traffic.
- Bury unsightly power lines diminishing the quality of the streetscape as well as views.
- Reduce setback distances as to allow development to occur closer to the edge of streets thereby producing a much more intimate walking experience.

3.1.5 TRANSIT

3.1.5.1 BUS SERVICE CHARACTERISTICS & UTILITY

In both research for the existing conditions report and feedback from LLCC stakeholders, it became apparent that study area bus ridership might be increased if service characteristics were made more convenient. An example here is in the design of the standard MARTA bus stop sign. While all denote the bus stop's location and provide an information phone number at the minimum, few include schedule of service or a route map. Elsewhere in the MARTA service area exist better examples of bus stop design, the best of which being the "I-Stop" (Figure 3.1-13) used on express bus routes (such as the 245, which serves the study area). I-Stops are equipped with displays for route maps and schedules. Additionally, solar panels at the top of the stop that power area lighting for security, a flashing beacon to alert approaching bus operators and a backlight to help read provided schedules and maps. While replacing existing bus stops with I-stops would be a definite improvement, it is recognized that it would also be expensive. A less expensive improvement can be found in simply adding route number plates and schedule frames to existing bus stops. Initiating talks with MARTA to work on improving bus stop design is recommended. Stakeholders should be advised that funding from the Federal Transit Administration (FTA) is available that may help pay for bus stop improvements and should be mentioned during any meeting with MARTA officials (please see Recommendations table).

Figure 3.1-13: Example signage.

Another inconvenience in existing area transit service is the inherent uncertainty in scheduling. While a bus stop with a schedule is helpful, it can't account for traffic conditions that often delay a bus route's on-time performance. While such delays are inevitable, the inconvenience could be minimized if an easy means of determining the location of the next bus existed. Fortunately, MARTA buses are equipped with GPS transponders, which are used to pinpoint the real-time location of each bus. This information is provided to riders on LCD screens also installed on all MARTA buses. Allowing public access to this information would improve the likelihood of transit usage; as it decreases time wasted waiting at a bus stop which could be better utilized elsewhere. Applications include automated next-bus information phone numbers, regular and smartphone enabled websites, and "next-bus" LED screens at bus shelters. This technology has been implemented locally by Georgia Tech and Emory University. Emory's Transit Visualization System can be found at http://emory.transloc-inc.com/transit.php and Georgia Tech's Next Bus system can be found at http://www.nextbus.com/

Figure 3.1-14: Example bus shelters/service buildings.

Related to bus stop design is the design of existing shelters. Passenger convenience can be increased by expanding their size and including maps, schedules, improved lighting and aforementioned next bus screens. An example can be found in concepts developed by a Georgia Tech Architecture student Elizabeth Morris (Figure 3.1-14). This work visualizes shelters as a means of defining a sense of place at key nodes and opens the door for potential public-private partnerships. As shown in

the rendering, shelters can also serve as kiosks that not only provide a comfortable place to wait for a bus but a community bulletin board, an outlet for picking up a newspaper or a cup of coffee and a potential vendor for transit ticketing.

3.1.5.2 BUS SERVICE ROUTING AND STOPS

Seven MARTA bus routes were identified as offering service to major areas of the LLCC. Existing service connects study area residents to major destinations such as Emory University and the CDC, the Lindbergh Center MARTA station, Midtown Atlanta, along with Northlake and Ansley Malls. Initial feedback noted a general support for transit and bus service. In developing proposals to improve bus routing in the study area, attention was paid to avoiding neighborhood streets identified by stakeholders as incompatible with bus service, closing perceived gaps in existing service within the study area, offering new destinations outside the study area and distributing some service away from Lindbergh Drive, which accommodated five bus routes as of late 2008.

With these goals in mind a map was produced and presented at the October charrettes (right) proposing modifications to bus route 6 (Emory, shown in dark blue) and 33 (Briarcliff, shown in orange). Rationale for these changes included reducing traffic by clearing two routes from Lindbergh Drive, providing new service to the portion of Cheshire Bridge Road north of Lindbergh/LaVista where service did not currently exist, adding Lindbergh Plaza as a destination by way of Sidney Marcus Boulevard and reinforcing existing Emory shuttle service by moving route 6 to traverse executive park by way of Chantilly Drive and Briarcliff Road. Feedback regarding these proposed changes revealed that while the neighborhood did support routing some service away from Lindbergh Drive, there is a strong preference to keep route 6 operating along Lindbergh/LaVista. Also, several participants desired extra service for existing multifamily and senior housing, south of the intersection of Cheshire Bridge and Woodland Avenue. Additionally, stakeholders have expressed the general desire for study area bus service to offer more destinations to improve chances of system utilization.

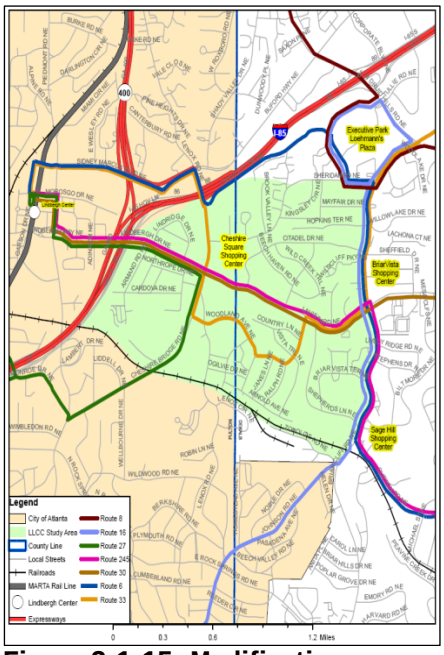


Figure 3.1-15: Modifications map.

With this feedback in mind, final recommendations for bus routing through the LLCC keep route 6 on its current alignment. All recommendations focus on adjustments to existing study area service to improve the chances of implementation. Route 33 is modified to bolster service on the southern portion of Cheshire Bridge and terminates at Lindbergh Center by way of Piedmont Avenue, which is developing rapidly and currently lacks service. Route 27 continues north past Lindbergh/LaVista to provide service along the entirety of Cheshire Bridge and terminates at Lindbergh Center via Sidney Marcus. This continues to provide service to the large mixed use development at Lindbergh Plaza, as suggested earlier. Finally, route 16 is modified to use Chantilly and Lenox Roads to add service to Buckhead and Lenox Mall by terminating at the Lenox MARTA station.

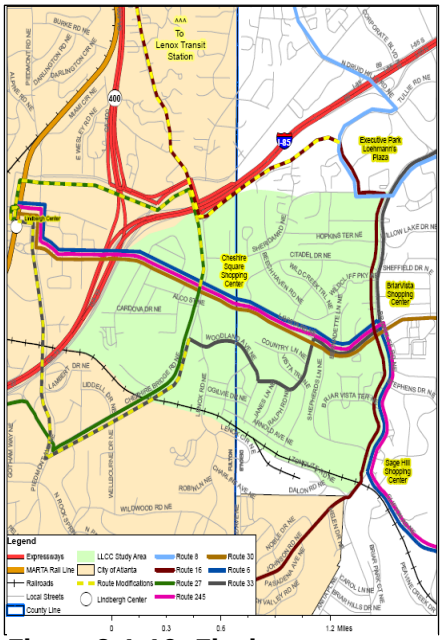


Figure 3.1-16: Final route modifications

Regarding bus stops and shelters, the following recommendations are offered. Bus stop consolidation would ideally coincide with a consolidation of excess bus stops, especially at low-ridership stops along the Lindbergh/LaVista corridor, an idea which found stakeholder support. Consolidation increases bus on-time performance and decreases motorist frustration. Also supported was the idea of bus "pull-offs or lay-bys" at nodes to decrease traffic congestion. Several factors decrease the likelihood of a wide-scale adoption of this idea. These include the high cost of their construction, the temporary nature of bus routes and the increased danger to motorists and bus occupants inherent with merging back into traffic from a pull-off. To test the feasibility and operational characteristics of a pull-off, a "pilot" was suggested on Cheshire Bridge at the closure of Lenox Road, as recommended in the Nodes section. Also, to help decrease the chances of intersection disruption, high-use bus shelters should be located on the "near side" of major intersections, such as Cheshire Bridge Road and Lindbergh/LaVista.

Some support for a neighborhood circulator bus was mentioned at various times throughout the study period. Regional examples of such systems exist in the Atlantic Station shuttle bus, the Buckhead Uptown Connector (BUC) and Georgia Tech's Tech Trolley. These examples all provide convenient, frequent service to popular destinations. They also are all supported by dedicated funding. Currently there is no such funding stream to support a neighborhood circulator for the study area, presenting a major obstacle to developing similar service in the study area. This could be addressed should a CID be formed in the study area. Expectations should be tempered by the fact that the LLCC currently lacks the density and concentration of destinations that are all crucial to the ongoing success of existing Atlanta-area circulators.

3.1.5.3 FIXED GUIDEWAY TRANSIT IMPROVEMENTS

Fixed guideway transit can be defined as any form of transit that utilizes an exclusive or time-separated right-of-way for transit operations. It represents a significant, long-term investment in a specific corridor and as such harbors great potential for economic development and smart growth, primarily around transit stops. The most recognizable local example for the Atlanta region is MARTA's rapid transit system, though it is important to note that their heavy rail system represents only one of many available technologies. Vehicle technologies frequently implemented for fixed guideway transit include streetcars, light rail vehicles, commuter rail, monorail, traffic-exclusive bus rapid transit and heavy rail. Further discussion of fixed guideway transit technologies can be found in the Transit Appendix**.**

The LLCC is situated between two major activity centers at Lindbergh Center and Emory University/CDC. Previous studies have explored the feasibility of connecting the two by some fixed guideway routing, such as the 2000 MARTA DeKalb Major Investment Study, the 2005 DeKalb County Clifton Corridor Transportation Study, and the 2007 Clifton Corridor Transportation Management Association transit feasibility study. In August of 2008, the Transit Planning Board released its final recommendations for future transit improvements in the Atlanta area. The TPB's "Concept 3" envisions a connection between MARTA's Lindbergh

Center, the Emory/CDC area and MARTA's Decatur Station. As a response to this, MARTA's upcoming Clifton Corridor planning study will focus on connecting these same three areas.

Acknowledging recent planning efforts, our focus for possible fixed guideway improvements also tied Lindbergh Center, Emory/CDC and Decatur Station together. Three potential options for fixed guideway alignments were formulated and discussed during the charrette. The options discussed allowed charrettes participants to visualize two routing extremes (with one option utilizing only existing CSX and MARTA right-of-way and the other skirting the study area along 4-lane arterials) along with a "compromise" option (which utilized Lindbergh Drive and Cheshire Bridge Road before continuing along the CSX right-of-way for the remainder of the trip).

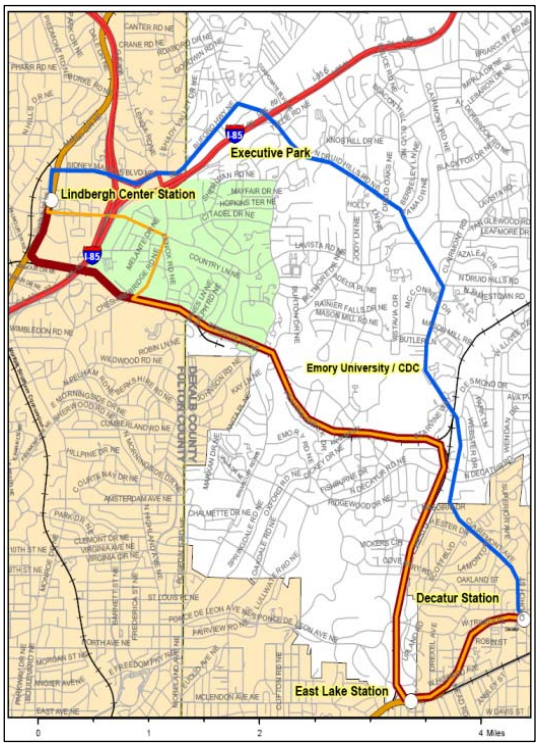


Figure 3.1-17: Alignment along arterials.

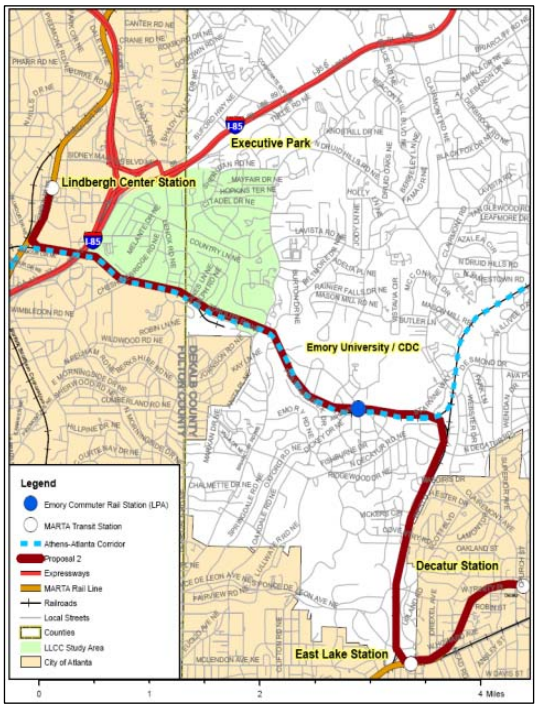


Figure 3.1-18: Alignment with MARTA & CSX ROW.

As a result of feedback received from the charrette, we recommend that the proposed alignment utilizing MARTA and CSX right-of-way should be the focus of any fixed guideway investment seeking to connect the aforementioned activity centers. Charrette participants liked the idea of leveraging existing infrastructure (MARTA stations, tracks and CSX right-of-way) to serve regional transit needs. Participants also believed that this alignment would provide a needed additional transit option to the study area while minimizing the potential for unwanted disruption to existing residential areas. Notably, some support did exist for fixed guideway on existing street alignments, specifically Cheshire Bridge. This represents a break from the findings of previous studies (especially the 2000 MARTA DeKalb MIS) so we also recommend that the LLCC further discuss and attempt to reach a consensus on this matter. This would allow a unified position to be presented during participation in future studies. Along these lines, it is highly recommended that the LLCC participate in the upcoming MARTA Clifton Corridor Study.

The CSX rail corridor has also been the subject of commuter rail studies by the Georgia Department of Transportation and affiliated consultants. Of particular interest is the Athens-Atlanta commuter rail line, earlier identified by GDOT as a "Phase I" to any regional commuter rail system. In 2003, GDOT completed its Environmental Assessment (EA) study of this corridor and chose the intersection of the CSX railroad and Clifton Road as the locally preferred alternative for an Emory/CDC rail station. While state support has increased for commuter rail, the Athens-Atlanta route is unlikely to be constructed within the near future. However, the location of the Emory station may be subject to change should the state decide an update to the EA be required to account for changes since its completion. For this reason, collaboration with GDOT Intermodal Division officials is recommended as a long-term strategy for ensuring maximum benefit to the LLCC should planning for this project be revisited. See Recommendations Appendix for both GDOT and MARTA contact info.

3.1.6 PROPOSED PLANS

The City of Atlanta comprehensive transportation plan, Connect Atlanta, has various proposed projects that fall within the LLCC study area. In addition, the DeKalb County Comprehensive Transportation Plan (CTP) has additional proposed improvement for the LLCC area under jurisdiction of DeKalb County. Figure 3.1-19 shows both comprehensive plans on one map shows on one map and reveals various proposed improvements that stop at the county line. Interesting to note, there are proposed bicycle improvements in each jurisdiction and are continuous along the Lindbergh/LaVista Corridor. LLCC members should take initiative to ensure there is a smooth transition bicycle improvements from one jurisdiction to the other.

There are a variety of proposed improvements that stop at the county line. DeKalb County has proposed a majority of items such as the safety/ITS improvements, improved transit, and a street car that stops at the county line on Lindbergh/LaVista. Additional improvements proposed only for DeKalb County includes: sidewalk improvements, new bus routes and intermodal transit stations. Proposed improvements for the City of Atlanta include a road diet on Cheshire Bridge and various signal improvements, and turn lanes along Cheshire Bridge.

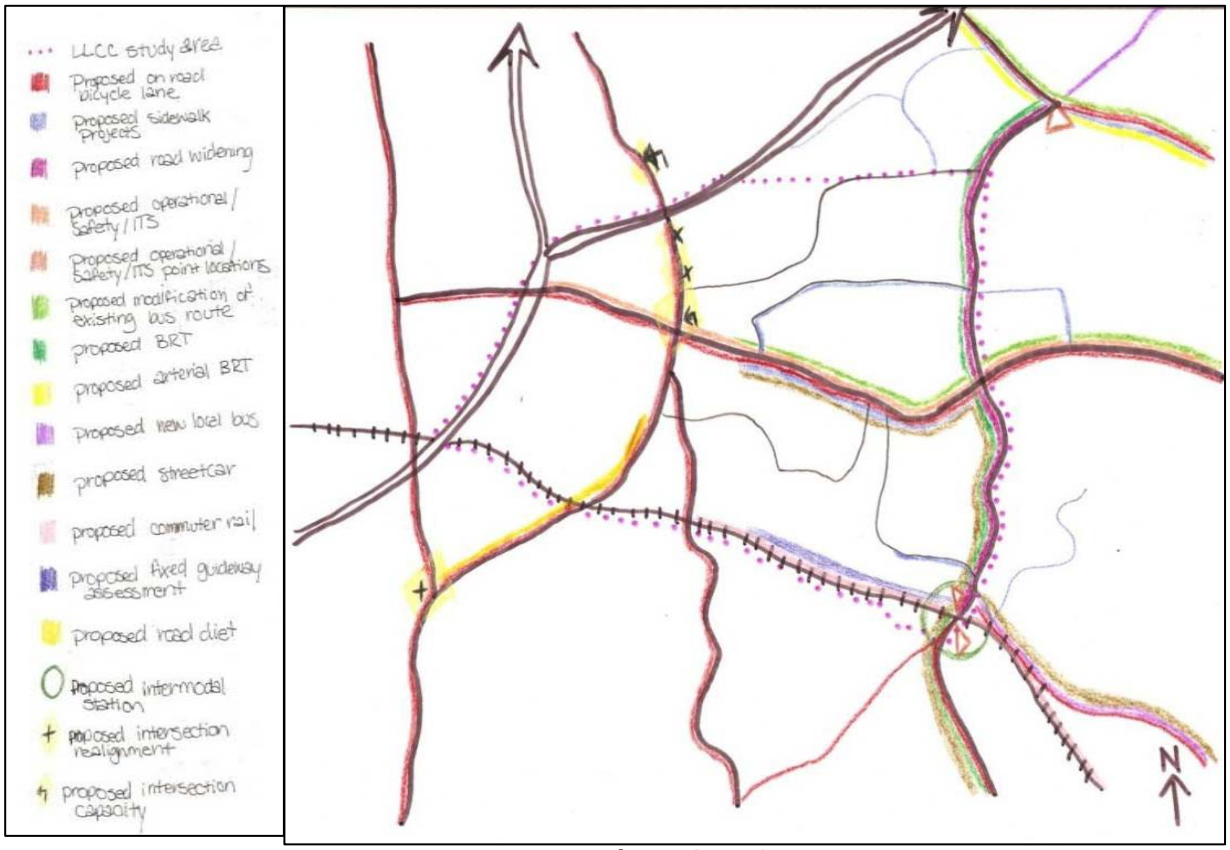


Figure 3.1-19

Interesting to note the goals of each comprehensive transportation plan are similar. Therefore, the potential exists for strong communication and collaboration between the two jurisdictions.

- DeKalb County Comprehensive Transportation Plan goals include: long range plan, balanced transportation network, multi-modal strategies, alternative transportation, land use and environmental considerations, sustainable growth, improved air quality, reduced congestion, citizen input, and improve quality of life.

- City of Atlanta Connect Atlanta Plan goals include: safe and balanced transportation, promote public health and safety, prepare for growth, strive for environmental sustainability, maintain fiscal sustainability, preserve neighborhoods, and create desirable places for all citizens.

3.2 CENTERS & NODES

The LLCC study area is mainly characterized by established, single-family residential neighborhoods. As more development has come to the area over time it has not necessarily taken this established character into account. As a result of this pattern of recent development, many community members fear that the character of their neighborhoods will be negatively affected by development that lacks planning, is disjoint from the existing built environment, and creeps into established neighborhoods. While this fear exists, members of the LLCC also realize that their area will likely experience accelerated development in the near future and they embrace this development, with the caveat that it must contribute positively to the area.

In light of these facts, we made protecting the character of existing neighborhoods our paramount concern. Protecting these neighborhoods and attempting to absorb future development led us to a strategy that focuses on concentrating development at existing or natural centers and nodes. Figure 3.2-1 below illustrates the geographical framework we used to approach the area. On the northeast section of the map is the Executive Park node. We did not specifically address Executive Park because plans for its redevelopment already exist. We did, however, consider what impact this future development may have on the LLCC study area and how this would relate to other issues we considered. On the very east of the study area is the node located at the intersection of Briarcliff Road and LaVista Road. This node is anchored by Peachtree Baptist Church on the southwest corner, several small auto-oriented businesses on the northwest corner, a large strip commercial center on the northeast corner, and a grocery store and large multi-family residential complex on the southeast corner. The southern portion of the study area contains two mostly industrial nodes, Zonolite Road and Faulkner Road. Finally, the Cheshire Bridge Road retail corridor, anchored by the node at the intersection of Lindbergh/LaVista Road, dominates the western portion of the study area.

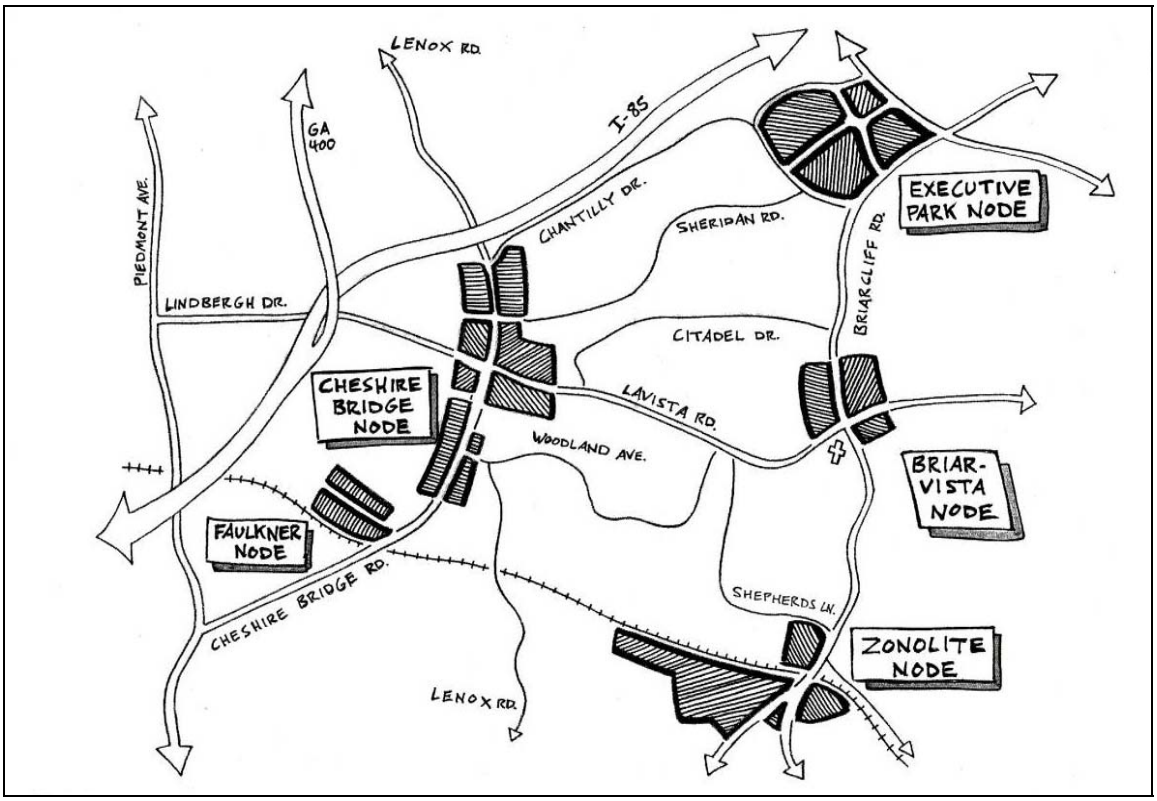


Figure 3.2-1: Nodes in the LLCC study area.

The main purpose of our group work on centers and nodes was to consider options for the future at these major nodes in the LLCC study area and to consider how these options for the future will or could affect the larger community. We based the options we considered on information and feedback we gathered during community meetings. In the first meeting we learned from community members regarding what they saw as the issues and problems facing the area. We presented the community with our interpretation of existing conditions in the area in the next meeting and gathered more in depth knowledge than we had been able to learn in our research. In the third meeting we gathered feedback from community members on our proposed recommendations and took note of new recommendations they asked for us to consider. Our final meeting involved presenting our more finalized work to the community and gathering any final feedback.

3.2.1 WHAT MAKES A SUCCESSFUL NODE

Community centers and nodes are important because successful nodes are centers of economic vitality. They serve as focal points of culture, entertainment, leisure, work, and transportation for their surrounding neighborhoods. What components blend together to allow a successful node or community center to achieve this array of uses? While the mix of uses at nodes varies widely, successful nodes and neighborhood centers tend to offer a base including a mix of land uses, a density and mix of housing options, pedestrian friendly environments, and a range of transportation options. Please refer to Figure 3.2-2 below for an illustration of different aspects of successful nodes. A mix of these aspects, combined in a dense, walkable, well-connected environment are what allow centers and nodes to become vibrant focal points of the community as well as points where investments in infrastructure can be maximized to a higher benefit than with less concentrated development. Concentrating future residential density at nodes allows for these infrastructure investments to be maximized while also helping for existing neighborhoods to remain protected. Figure 3.2-2 below illustrates aspects that contribute to a successful node.

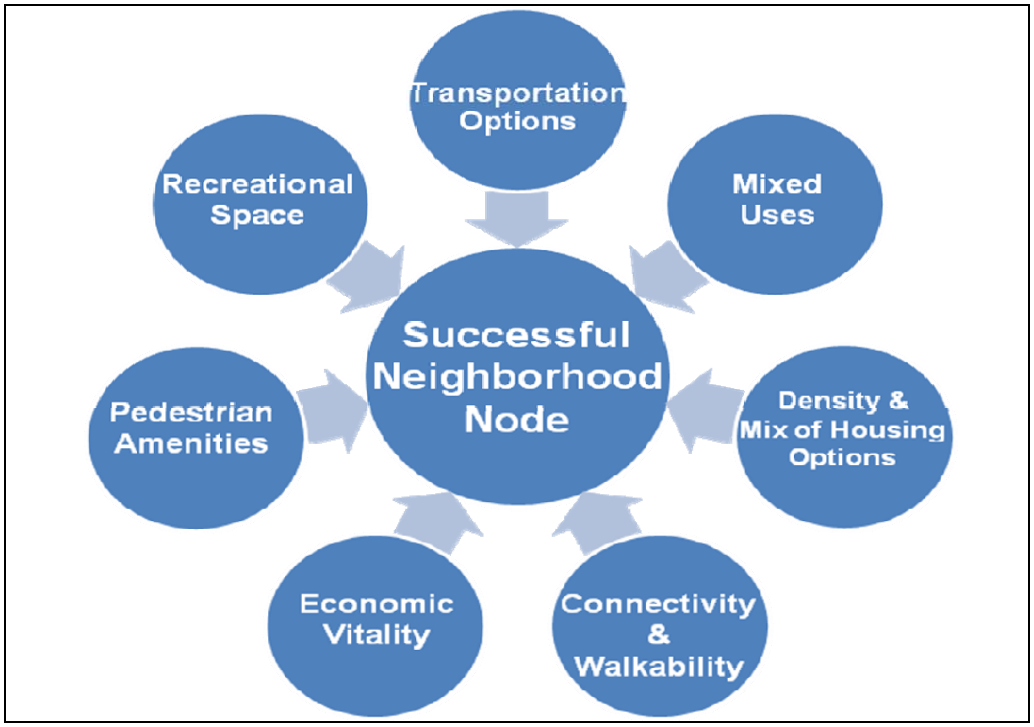


Figure 3.2-2: Aspects of a successful neighborhood node.

3.2.2 BENEFITS OF A SUCCESSFUL NODE

As discussed above, community centers and nodes are an essential part of their surrounding neighborhoods. They can be used as powerful areas to define the neighborhood character of their community. Also, using centers and nodes to concentrate residential, commercial, and office development protects existing uses in other areas, maximizes investments in transportation, preserves open space, and helps prevent uncoordinated development creep. Please refer to Figure 3.2-3 below for an illustration of the benefits of a successful node.

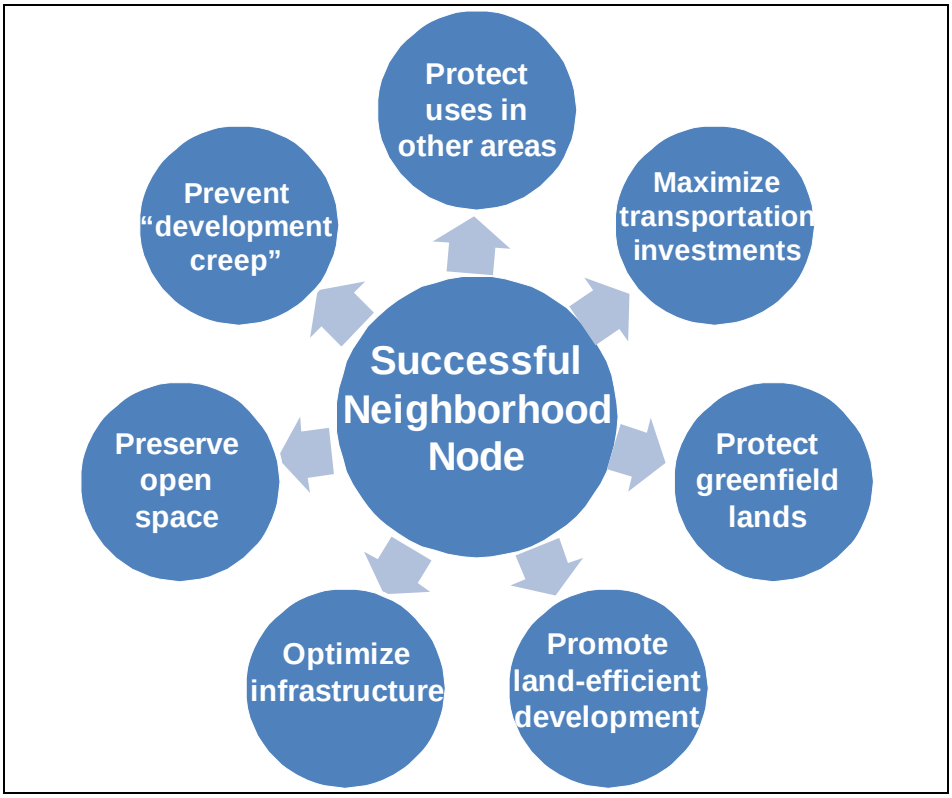


Figure 3.2-3: Benefits of a successful neighborhood node.

3.2.3 EXAMPLES OF POPULAR ATLANTA NEIGHBORHOODS

This section examines some well-recognized, popular neighborhoods in Atlanta. We chose these examples based on areas that community members referred to when talking about what they want their own community to become as well as on our own perceptions of areas that are generally viewed as successful neighborhoods. In considering each example, we seek to highlight the main characteristics that define the character of these neighborhoods.

Virginia Highland

Figure 3.2-4: Retail district of Virginia Highland.

Virginia Highland is a popular destination for those looking to shop, dine out, enjoy a cocktail or see live music. It is also one of Atlanta's most attractive single-family neighborhoods with its collection of charming bungalow homes. The neighborhood is a testament that commercial activity and family-oriented living are not mutually exclusive. On the contrary, Virginia Highland is an appealing neighborhood precisely because residential homes are located within easy walking distance of commercial "villages." Beyond possessing active and caring civic groups, some of the key features essential to making neighborhood villages like Virginia Highlands thrive include:

- Narrow streets with on-street parking and many pedestrian crosswalks
    - Streets no wider than two-lanes discourage speeding, as does the presence of on-street parking and crosswalks
    - Crossing narrow streets at crosswalks is safer for pedestrians
- Wide, well landscaped sidewalks
    - Creates a pedestrian-friendly environment
- Street grid system
    - Creates walkable blocks
    - Provides greater amount of transportation access
    - Reduces congestion on limited streets
- Commercial buildings built to the sidewalk (zero lot line) with parking lots located behind the stores, not in front
    - Creates pedestrian-friendly destination
- Mix of owner-occupied and multi-family rental housing stock
    - Supports diversity of population to sustain diversity of businesses
- Small, local retail shops, bars and restaurants
    - Gives the neighborhood its own unique character

Figure 3.2-5: Sidewalk in Virginia Highland neighborhood protected from street traffic by a buffer and parallel parking.

Lindbergh Center

Lindbergh Center operates a little differently than Virginia Highland. While sidewalks, street-oriented retail, and a street grid system create a walkable environment in both neighborhoods, a distinctive feature of Lindbergh is its concentration of housing density in very close proximity to mass transit. Density and mass transit make Lindbergh an epicenter of activity, attractive to retail and offices looking for vibrant, easily accessible locations.

Figure 3.2-6: Image illustrating access to transit and streetscaping environment of Lindbergh Center.

Glenwood Park

Glenwood Park is a mixed-use neighborhood that is still under construction in late 2008. Having come a long way over the last few years, Glenwood Park is now home to a mix of single-family homes, townhouses, multi-family residences, offices, shops, restaurants, a park, a community pool, and probably Atlanta's only public Bocce ball court. The Bocce ball court serves as the center of public space surrounded by restaurants with outdoor seating spilling onto wide sidewalks. The mixed-use buildings and the emphasis on public space, instead of large private yards, give the neighborhood a fairly high density without any building heights exceeding three stories. The well-connected street grid system with wide sidewalks and trees provide the residents with a charming stroll to the parks, pools, and shops.

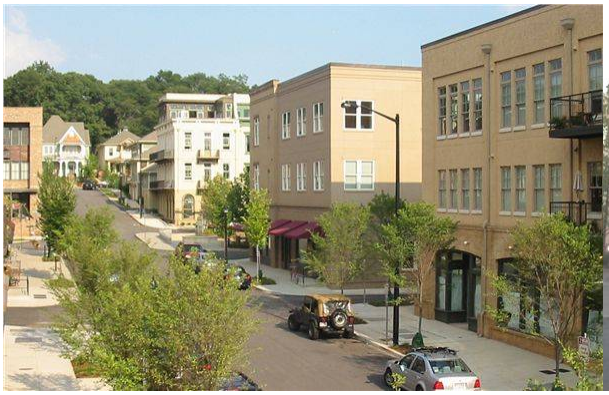


Figure 3.2-7: Glenwood Park is a mixed-use development with residential uses built above ground floor retail.

Figure 3.2-8: An appealing pedestrian environment.

Figure 3.2-9: Parallel parking and a green buffer protect the sidewalk from street traffic.

Figure 3.2-10: An example of public space located at a retail node.

East Atlanta Village

While East Atlanta Village (EAV) is not as well integrated into the residential part of the neighborhood as Virginia Highlands is, EAV still functions very well as a walkable commercial village. The fact that it is surrounded by automobile-focused infrastructure and commercial activity makes EAV quite similar to the Lindbergh/LaVista study area. Like Virginia Highland, EAV possesses narrow streets with multiple crosswalks and on-street parking, street-oriented retail, wide and landscaped sidewalks, and small, locally owned shops. These aspects make a noticeable difference in EAV that can easily be experienced by comparing the EAV along Flat Shoals Road to the car-oriented Moreland Avenue a few steps west. An essential feature partially responsible for the stark contrast between the two nodes is the Neighborhood Commercial (NC) zoning classification possessed by the EAV, which does not allow drive-thru commercial establishments.

Figure 3.2-11: The main retail corridor of East Atlanta Village.

Figure 3.2-12: An example of pedestrian-oriented retail.

Figure 3.2-13: Sidewalk protected from street traffic by buffer and parallel parking.

Edgewood Retail District

Edgewood Retail District is a popular mixed-use development. With retail shops and restaurants occupying the ground floor of many buildings the second and third stories provide residences for those seeking a more urban living experience. As with the other neighborhoods, a street grid system, street-oriented retail, wide, landscaped sidewalks, and on-street parking give the district its urban feel, even while also containing large anchor stores like Target, Barnes & Noble, Best Buy, Lowe's and a Kroger. The Kroger at this location is the best performing store in the city. Edgewood also possesses residential units dedicated to housing seniors. Edgewood serves as an ideal location for senior housing given all the amenities in a short walking distance. Large surface parking lots and structured parking above and below ground exist simultaneously. Although large surface parking lots detract from the pedestrian environment, they are located behind the shops, and preserve the walkability in front of the shops.

Figure 3.2-14: Caroline Street, the central corridor of Edgewood Retail District, with residential uses built above ground floor retail.

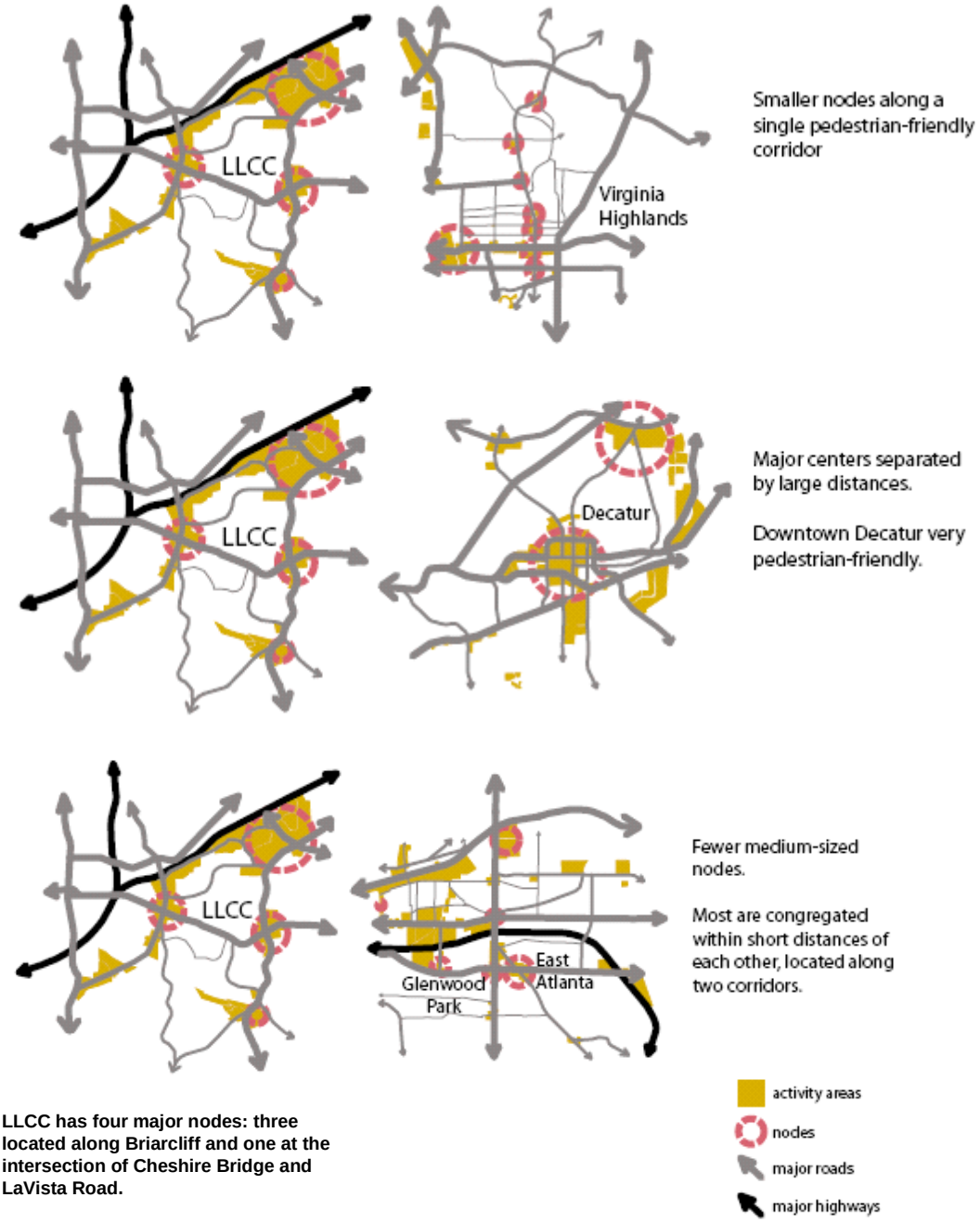
Figure 3.2-15: Example of greenspace in front of Columbia Citihomes.

Figure 3.2-16: Edgewood does have several expansive surface parking lots that are a detriment to the pedestrian environment.

Figure 3.2-17: Caroline Street, the central corridor of Edgewood Retail District, has an inviting sidewalk shielded from street traffic.

3.2.4 VARYING URBAN FORMS

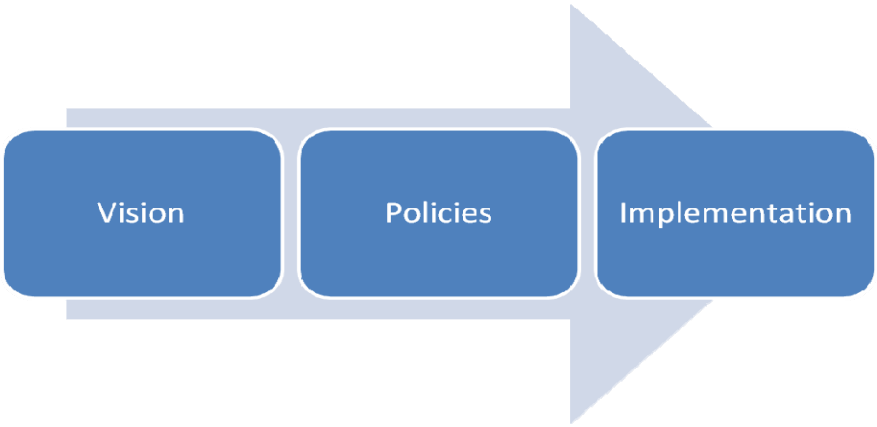
One point that is especially important to consider when examining aspects of different neighborhoods is the urban form of the streets that make up the transportation and pedestrian environment. The physical structure of this network has a profound impact on the character of the neighborhood. Lindbergh Center has smaller blocks that were carved out of larger industrial and strip commercial blocks. Virginia Highland has a grid-like pattern with smaller, walkable blocks and very few dead-end streets. Glenwood Park has very small urban blocks with very few dead-end streets. The LLCC study area currently has large residential blocks with many dead-end streets, which force traffic onto major corridors. Figure 3.2-18 below compares the orientation of nodes in the LLCC study area to the orientations of other neighborhoods.



LLCC has four major nodes: three located along Briarcliff and one at the intersection of Cheshire Bridge and LaVista Road.

Figure 3.2-18: Nodes and neighborhoods comparison.

3.2.5 PATH TO SUCCESS



Establishing a community vision is a difficult process that involves building consensus among residents, businesses, and other stakeholders. If a cohesive community vision is established, laying out finite steps to achieve that vision is as or more difficult than setting the goals. The best way to move through a community visioning process is to clearly lay out a strategy for establishing goals and how to achieve them. Achieving a community's vision first requires fully developing consensus-based vision; second, considering policies to best reach that vision through an open, and hopefully ongoing, community discussion; and third, implementing those consensus-based policies to turn vision into reality. Each step is vitally important and adequate time and effort must be invested in each before moving on to the next step.

3.2.6 LLCC's COMMUNITY VISION

Through this Blueprints process the LLCC is beginning to develop its community vision. The vision we focus on in this report is based mainly on the feedback we received from community members regarding land use and urban design goals. This vision should be further refined through community discussion and an effort should be made to incorporate a greater number and variety of members from the community, including residents, business owners, developers, etc. Finally, it is important to remember that a clear community vision serves as a guide, and this guide will have to be periodically updated as conditions in the study area change over time.

For the purposes of this report, we took the community vision of the LLCC, based on its rankings of land use and urban design goals. We used this vision to guide the priority and timing of our recommendations and the proposed process to implement these recommendations. This community vision, the recommendations, and the implementation measures should all be considered as a base for the LLCC community to build upon in the future, rather than as a final comprehensive plan for the long-term development of the LLCC study area.

Area character, land use and zoning, and redevelopment were most favorably ranked by the LLCC's members during the community meeting. We therefore made these areas the major focus of our recommendations. However, coordination and management, which was ranked as less important, is essential to reaching the above three goals and housing, which was also ranked as less important, is an important aspect of almost every successful neighborhood center or node.

During the second community meeting of this planning process, LLCC community members provided feedback on land use and urban design goals among others. Community members were asked to put

green dots next to goals they agreed with and red dots next to goals they opposed. Below are the results of this feedback process:

- Area Character (19 Green, 1 Red)
  - Creating centers and destinations with a strong sense of identity and place.
- Land Use & Zoning (18 Green, 0 Red)
  - Utilizing tools to encourage unified development in keeping with community goals, while preventing poor development.
- Redevelopment (11 Green, 0 Red)
  - Use redevelopment as a tool to reinforce community vision.
- Housing (8 Green, 11 Red)
  - Establish identity of centers by protecting existing mix and affordability while promoting higher densities where appropriate.
- Coordination/Management (5 Green, 0 Red)
  - Build on LLCC to create methods of coordination and management.

3.2.7 LLCC COMMUNITY FEEDBACK

On October 25, 2008, LLCC members participated in a design charrette where Georgia Tech students presented their ideas to the community and then held several small group sessions to discuss their feedback and reactions. The following figures show maps that were used in visioning and discussing topics about centers and nodes in the LLCC study area.

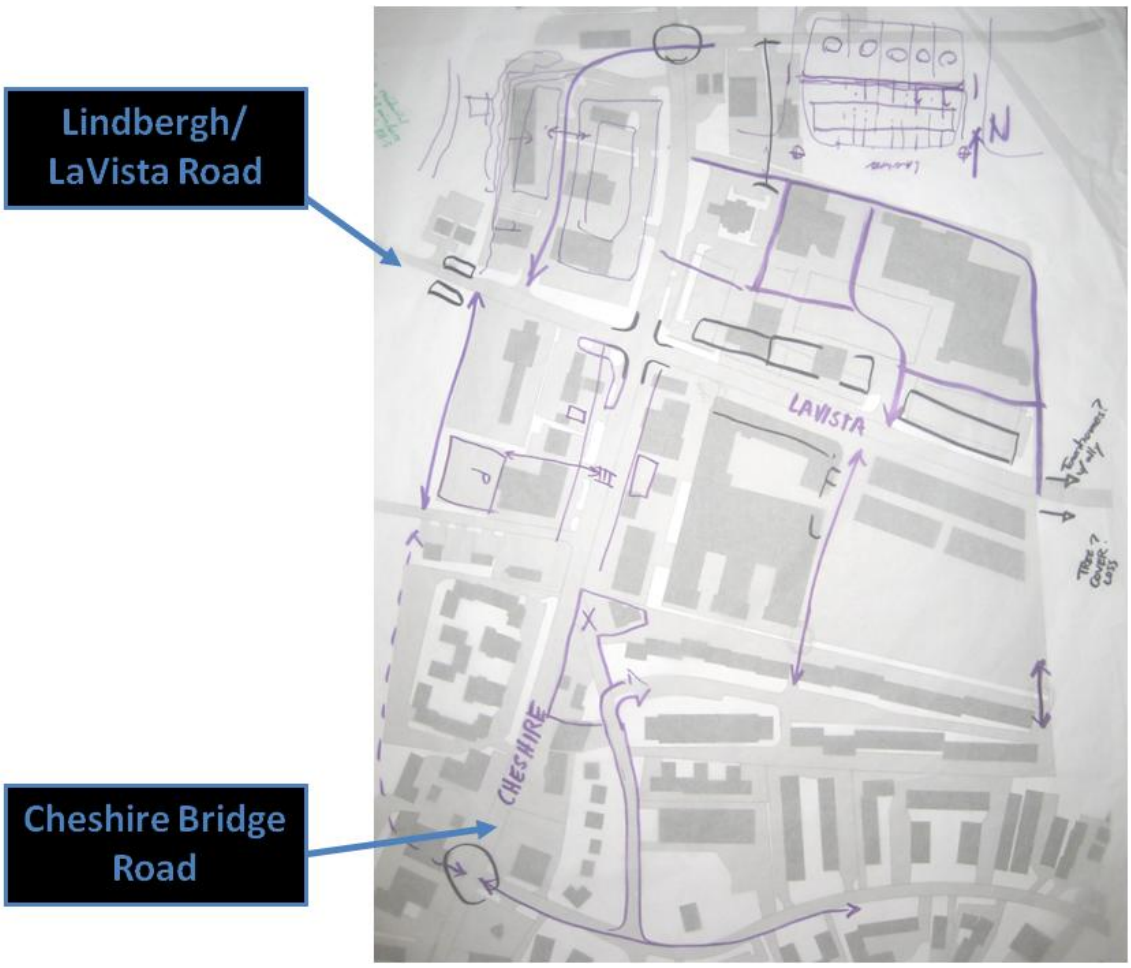


Figure 3.2-19: Cheshire Bridge Road and Lindbergh/LaVista Road node.

The above figure illustrates several topics that we discussed with LLCC community members. Increasing connectivity throughout the node was discussed in response to several community members who raised concerns about a lack of transportation route options around congested nodes as well as a lack of access from residential areas to commercial areas. Consolidating curb cuts was discussed as a way to increase traffic flow and safety as well as to assist in making a more cohesive sidewalk environment, a concern voiced especially by a disabled community member who has problems navigating sidewalks around this node. We also discussed closing the intersection of Lenox Road and Cheshire Bridge Road which several community members shared causes traffic safety issues when vehicles make an illegal left turn onto Lenox Road when traveling south on Cheshire Bridge Road. We discussed with community members using the site of this current intersection as a public plaza area, possibly with space for a bus pull-out. Another major topic discussed was using new infill development and uniform development standards to define solid retail walls that address the street and are pedestrian-oriented. Finally, we discussed that as large strip commercial areas are redeveloped over time, that dividing those spaces into smaller block structures may help the LLCC area to achieve their desired neighborhood character.

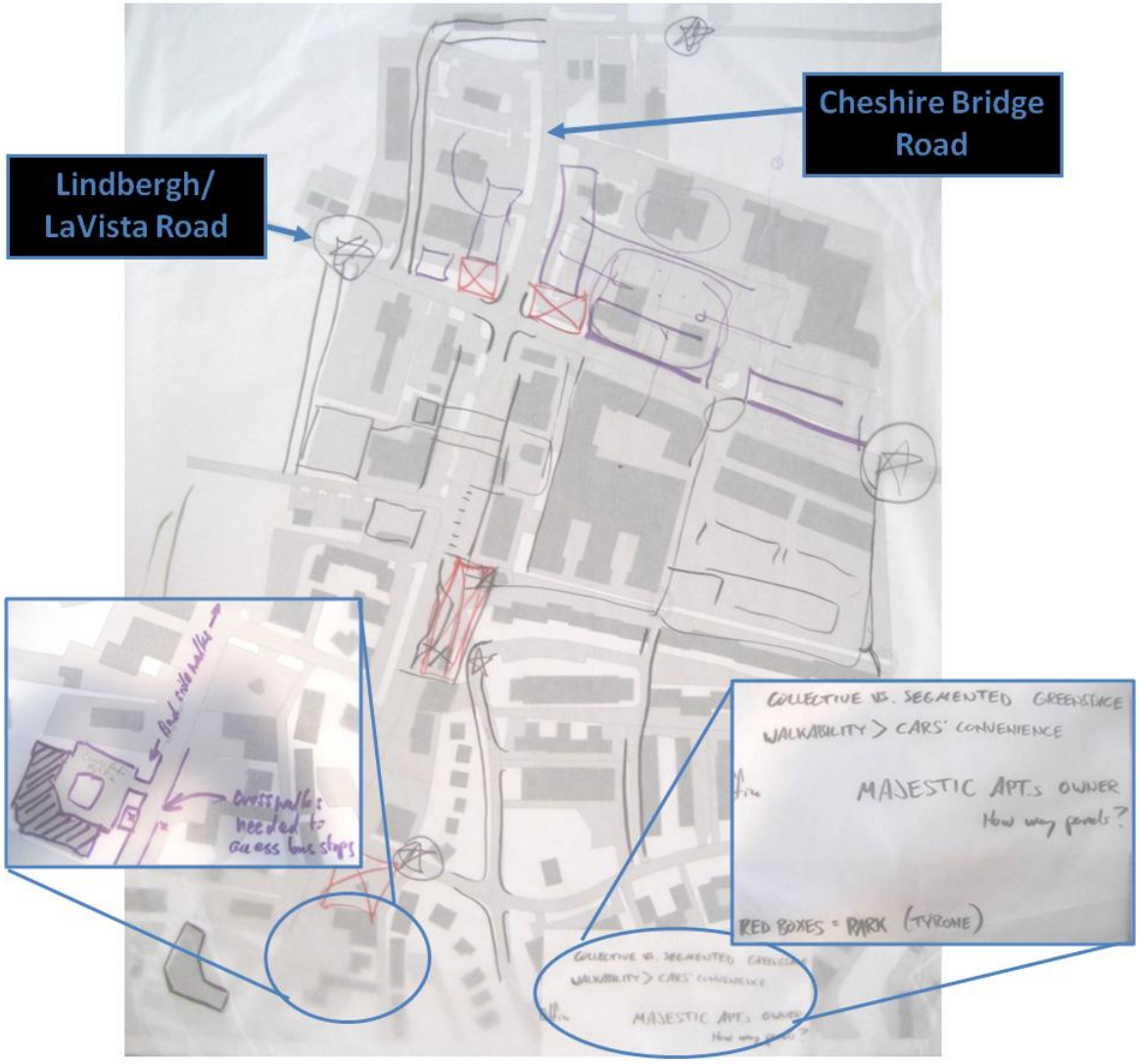


Figure 3.2-20: Cheshire Bridge Road and Lindbergh/LaVista Road node.

Figure 3.2-20 above illustrates more major topics discussed in the context of the Cheshire Bridge Road and Lindbergh/LaVista Road node. The red boxes in the figure illustrate areas of proposed public greenspace. One area of discussion regarding this point was the pros and cons of larger, collected greenspace as opposed to a greater number of spaces spread throughout the node. Some people felt that smaller spaces would not be as utilized as one central space, while other people liked having more spaces conveniently spread throughout the node. The stars inside of circles around the node designate where community members proposed placing signs to serve as gateways to the node. A community member who lives in The Heights at Cheshire Bridge voiced frustration with the lack of sidewalk connectivity and maintenance in this area and with the lack of a proximate cross walk to reach the bus stop located on the east side of the street. Finally, we more generally discussed how changes to the node may favor the pedestrian environment or the vehicular environment. Some community members felt that improvements to the pedestrian environment would occur at the expense of causing more vehicular congestion, while others felt that improving the vehicular environment would threaten the pedestrian environment. We also discussed ways that both environments could be improved without negatively affecting the other.

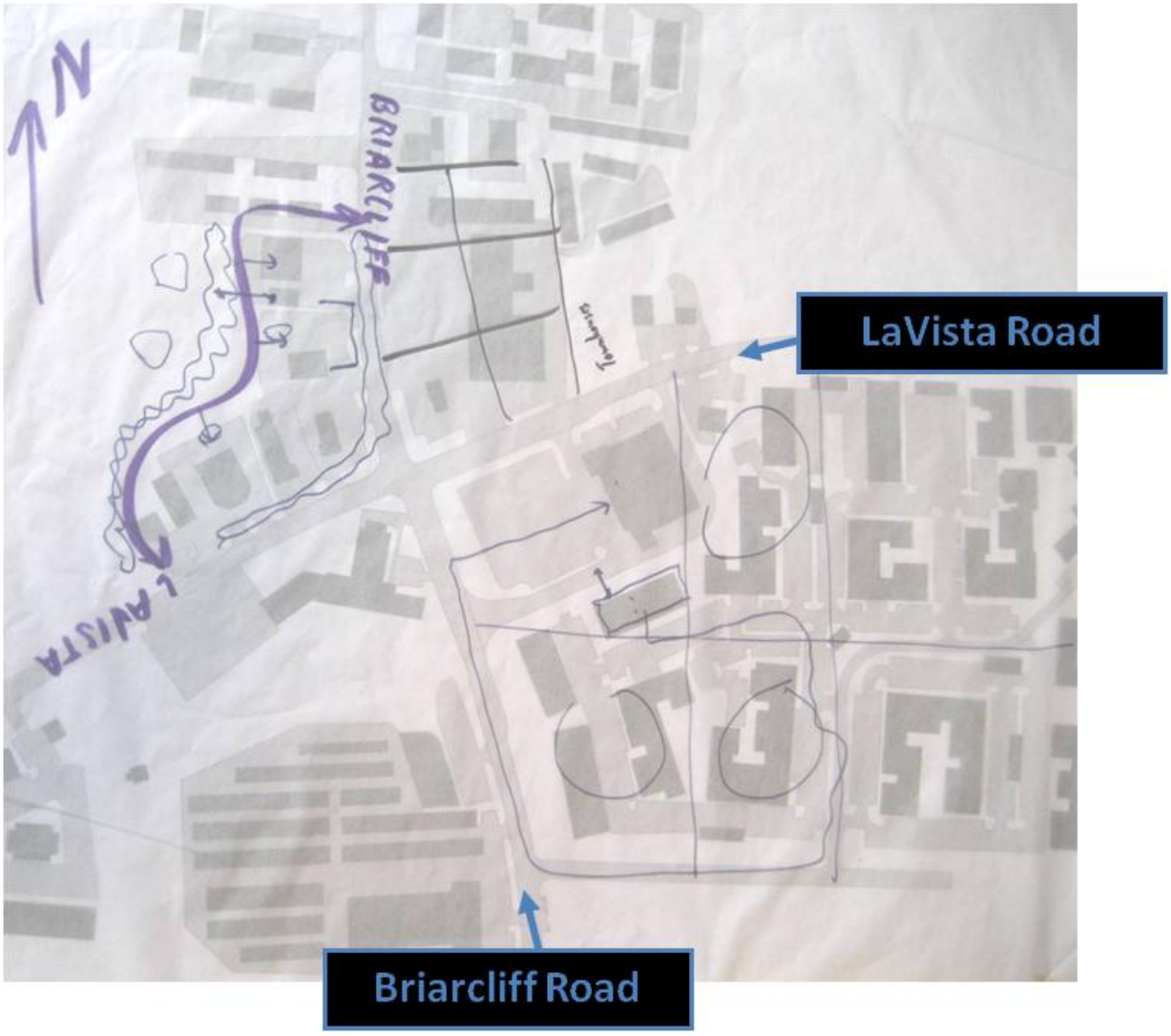


Figure 3.2-21: Briarcliff Road and LaVista Road node.

Figure 3.2-21 above shows topics that were discussed around the Briarcliff Road and LaVista Road node. We discussed creating an alley for hidden parking and building access, combined with a buffer for the residential area, which would allow for fewer curb cuts on the northwest corner of the intersection. We again discussed dividing existing large parcels and commercial strips into smaller blocks as they are redeveloped over time. And we discussed providing for connectivity from the large residential complex to the grocery store on the southeastern corner of the intersection, as the current situation requires residents of that complex to leave their complex and travel onto Briarcliff Road.

3.3 ENVIRONMENT RECOMMENDATIONS

In the following section we explain various methods for engaging with the issues listed previously and bringing about positive action. Coordinated action on the part of LLCC will be critical to enact the sorts of policy changes and activism necessary. These recommendations aim to create more environmentally sustainable urban forms, transportation networks, recreational spaces, and water infrastructure.

3.3.1 NEIGHBORHOOD CONSERVANCY

Addressing the challenge of expanding environmental and recreational resources will likely require organization to obtain community consensus, develop a vision and sustain an effort to execute these goals. Dealing with DeKalb County and the City of Atlanta, as well as applying for grants and funding, will be more successful if an organized and sophisticated group is handling the process. The umbrella organization already exists in the LLCC, and the community seems to possess enough members with the expertise and enthusiasm to run a parks and environment sub-committee. This type of group could quickly benefit by drawing on not only the organizational structure of the LLCC, but also from similar groups in other Atlanta neighborhoods.

3.3.2 PARK AND GREENSPACE ACQUISITION

Parks and greenspace provide a multitude of benefits and opportunities to a community. Expanding these resources can serve a community's needs for physical activity and meeting places, as well as foster a deeper tie with the local environment. The LLCC study area currently contains enough natural space to offer the potential of a substantial park and greenspace system. Focusing on the idea of a network, where parks, trails and greenspace are all seen in relationship to each other is perhaps the best way to effectively address the community's wants and needs. Recognizing the relationship with other initiatives can allow for the most effective use of resources, and the successful implementation of a broad greenspace vision.

Although there is only one formal park within the study area, several other areas stand out as prime candidates for development. DeKalb County owns a large parcel of land along Zonolite Road, for example, that could come on line in conjunction with trail initiatives. Another potential opportunity would be to acquire the corridor of land which surrounds both forks of Peachtree Creek. A project like this could act as a catalyst for the trail network, and enhance the community's view of the creek as a resource. In addition to these parcels, there are several other sites that could potentially serve different purposes. Briar Vista Elementary School could be approached with the idea of forming a co-op where the community uses the school's buildings for activities, like meetings or youth/senior programs. The greenspace on the property could be redeveloped with shared resources to meet the needs and desires of both the school and the community. Another major area of potential is located between Cheshire Bridge and Lenox Road, in the floodplain adjacent to the South Fork of Peachtree Creek. This land could potentially extend beyond the community borders and connect to the Morningside Nature Preserve through bike and pedestrian paths.

Realizing that developing parks and greenspace is a long process, it's best to approach it through the formation of a community-wide vision by the neighborhood conservancy. Doing this will create an effective bargaining tool by demonstrating a greater resolve and sophistication on the part of the community. It will also help to sustain the community's goals through periods of economic volatility and

varying public agency support. Including phasing into this vision will help to bring on line projects with the most immediate potential, and demonstrate consistent progress to the community.

Acquisition is something that will require significant resources, and will likely require creative solutions at many stages. One potential example of this would be bargaining with GDOT to get them to establish parks and trails along the north fork of Peachtree Creek as a condition of their I-85/SR 400 interchange project. Opening up to the idea of pursuing both public and private funds, and forming partnerships with local business, public entities and other neighborhood organizations would likely maximize project impacts.

3.3.3 LLCC Trail Network

The LLCC area has great potential for the establishment of a trail system connecting residents to recreation, employment, and services. The trail system would act as one feature of an interconnected green network of parks and green corridors linking the community through new public green space. Few park spaces exist within this study area, but ample undeveloped land presents many public greenspace opportunities. Many of these undeveloped tracks of land are located in a linear pattern within the 100 year floodplain of the North and South Forks of Peachtree Creek. The forks of Peachtree Creek frame the LLCC on the west and south sides allowing extensive regional connections if trails are built along the course of the creek. Space for regional trails is also found along the CSX track right of way running east-west creating a connection from Lindbergh MARTA station, through the neighborhood, to Emory/CDC. Additional trail space is also possible using the Georgia Power transmission easement that runs northeast-southwest through all three neighborhoods connecting Executive Park to Piedmont Park. The trail network would utilize other available green space through the community's discretion. Backyards, right of ways, stream corridors, portions of parcels held by institutions, public property, and on-street routes are all possible places for trail implementation.

These regional trails would connect the LLCC to regional destinations including Piedmont Park, Emory University, the BeltLine, Downtown Atlanta, Buckhead, and many others by bicycle or foot. An interconnected network of similar neighborhood trails would connect neighborhood residents to schools, shopping centers, churches, civic spaces, parks, and each other by bicycle or foot. In addition, the LLCC trail network could be a valuable opportunity for increasing local natural preservation, acting as a park and showcase for native species in their original habitat.

A network of pedestrian/bicycling trails in the LLCC would provide better accessibility to services and parkland as well as improving the integrity of environmental assets through recognition. The LLCC is bisected by the City of Atlanta and the DeKalb County political boundary. This boundary along with decades of residential, commercial, and infrastructure improvements have left a dendritic street pattern in several areas of the LLCC. Dendritic patterns within the LLCC create imperfect pedestrian connections between service corridors, parks, and neighborhoods. Sidewalks help pedestrians travel along streets, but distances between neighborhoods can be many times longer than direct pedestrian connections. These unnecessary distances are also along busy highways which discourage bicyclists and pedestrians from conveniently accessing their community.

Off-street trails for pedestrians and bicyclists allow shorter distances among neighborhoods and are safer for children, seniors, and disabled residents. Trails unite residents with nature. Floodplain forests and wildflowers flourish in strips of inaccessible woodland throughout the LLCC. Recognizing the community's environmental assets helps prevent degradation. Bicycle/pedestrian connectivity within the study area is integral to creating a strong, united, healthy community anticipating growth.

One final role of the trail network is in acting as a centerpiece for the display of native plant species. Local plant species have two advantages - they environmentally blend in well with other local flora and fauna systems, and their specific adaptation to climate conditions reduces necessary maintenance. Comprehensive information, not suitable for this summary, is available from the University of Georgia Cooperative Extension as well as the Federal Highway Administration's lists of "Plants Suitable for Roadside Use."

Figure 3.3-1 Proposed Green Space Plan for North Fork of Peachtree Creek (Robert Thorn)

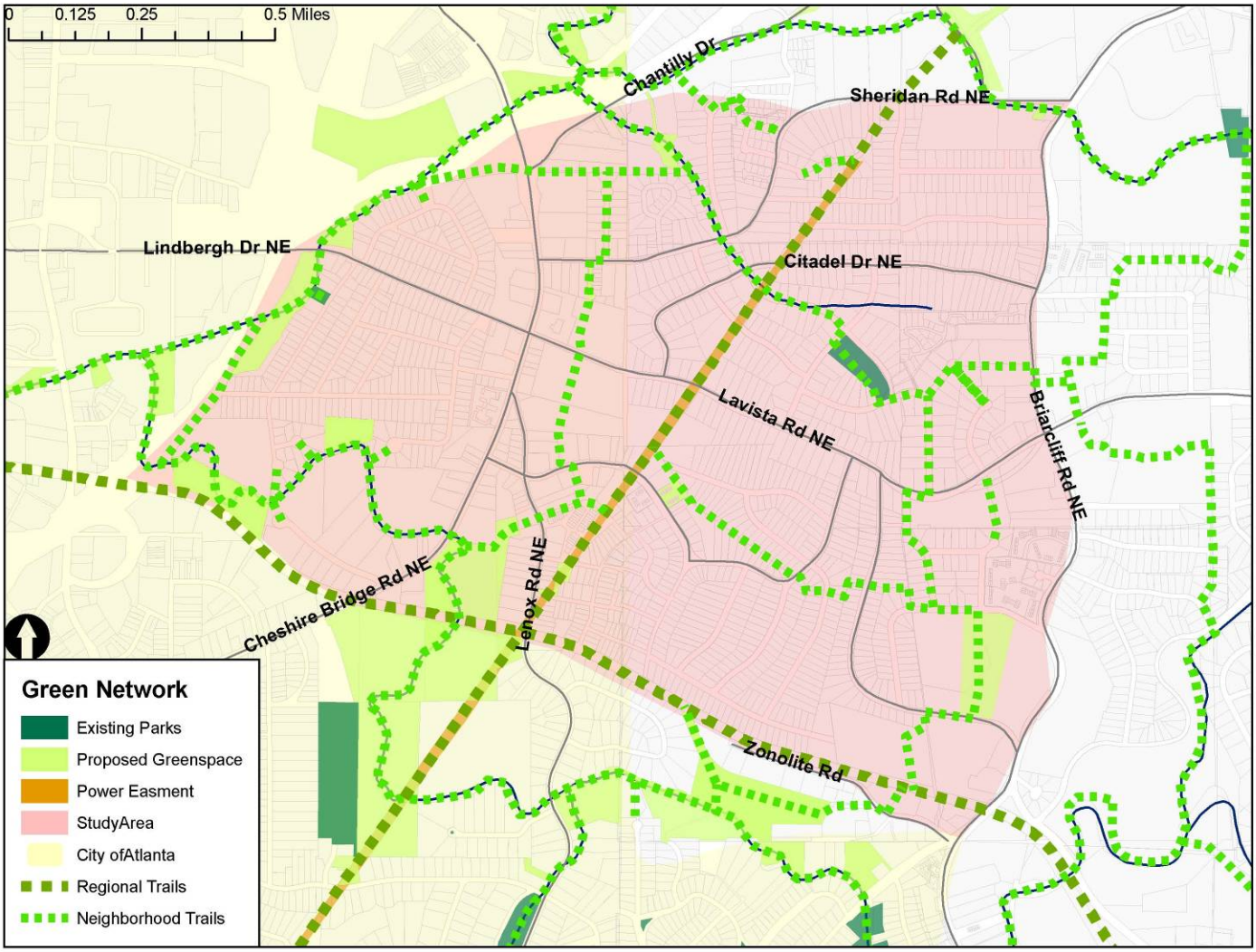


Figure 3.3-2 Green Network Map including Trail Network

3.3.3.1 LLCC Trail Network Design

The LLCC Trail Network is designed to provide safe, convenient, pedestrian/bicycle transportation in and around the LLCC. Destinations along the trail network ideally connect residents to recreation, services, employment in the LLCC and the larger Atlanta region. Trails would be divided into two varieties for greater utility -- neighborhood trails and regional trails.

Neighborhood Trails

- Narrower and designed for slower speeds for local connections
- Utilize floodplains and other trail corridors; undeveloped land
- Trail junctions at shopping nodes and street crossings
- Trail connections would be implemented as land becomes available
- Utilize volunteer labor to construct trails
- Incorporate native species whenever possible to aid appearance and reduce maintenance

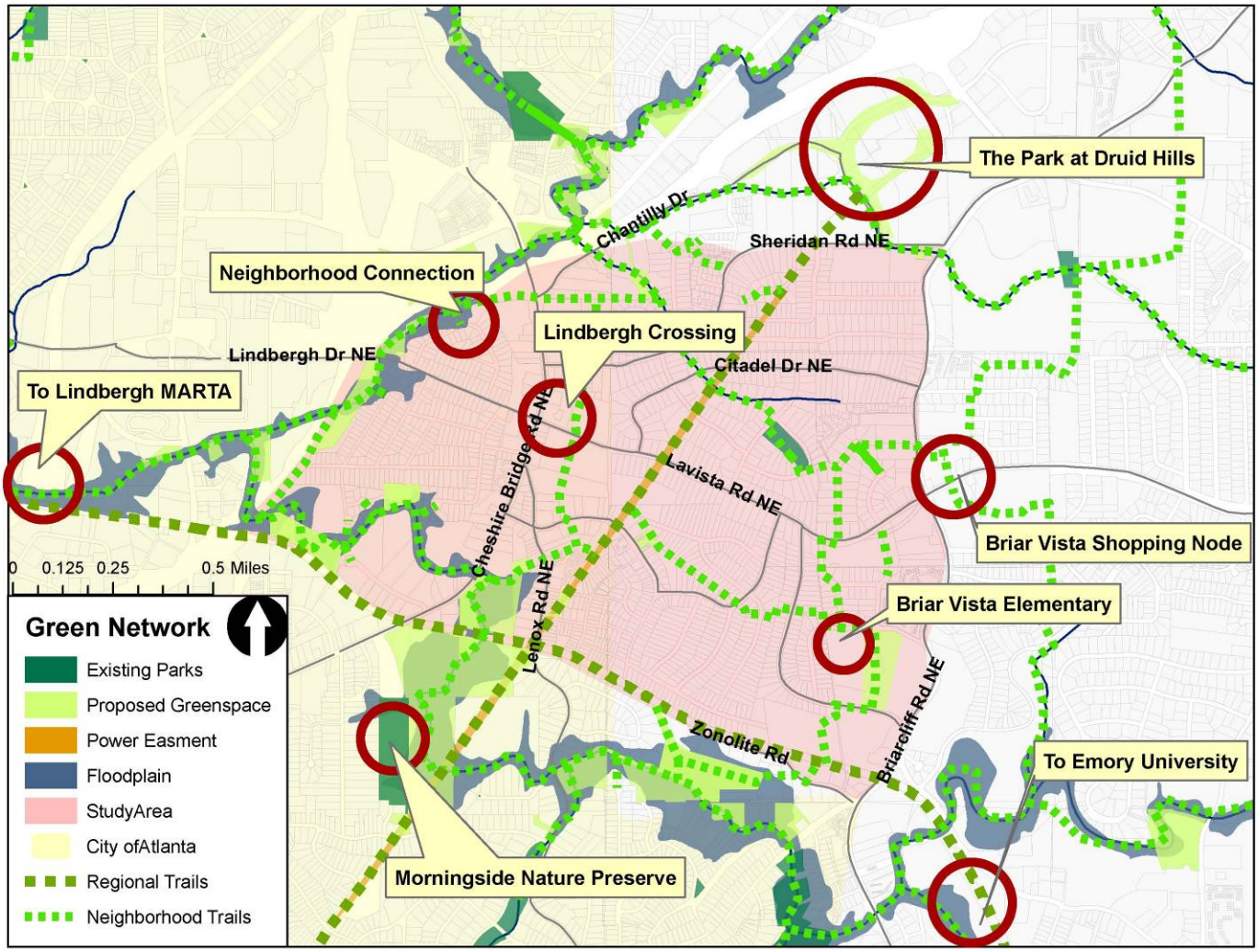


Figure 3.3-3 Proposed Green Network

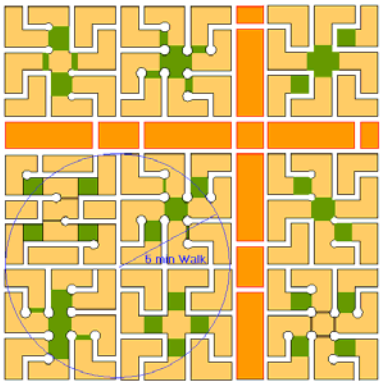
Regional Trails

- Wider and faster for regional destinations and connections to neighborhood trails
- Utilize the CSX Track and Transmission Easement
- Regional Trails would connect the LLCC to the larger region and planned city and county greenways
- These trails could be coordinated with PATH or other trail sponsors

Specific Design Features

- Shelters
- Bollards and divided lanes
- Clear line of sight
- Safe Pavement markings
- Signage on paths and at junctions
- ADA accessibility
- Fused Grids

A fused grid street pattern could be utilized for some trail connections, especially at the ends of cul-de-sacs or dead ends. Image represents possible fused grid configurations at the ends of dead end streets (Grammenos, 2008).



- Secures tranquil and safe neighborhoods
- Increases the potential for social interaction
- Reduces the amount of impermeable surfaces
- Optimizes infrastructure
- Assists district and regional traffic flow
- Encourages walking while positively discouraging short-distance driving
- Provides opportunities for rain water management

3.3.3.2 LLCC Trail Network Timeline

Short Term

- Create and utilize a neighborhood park and trail conservancy which could be a subcommittee of the LLCC
- Communicate with potential trail partners, City of Atlanta, DeKalb County, Southfork Conservancy, Morningside Nature Preserve, etc.
- Discuss route with landowner stakeholders in the LLCC
- Seek and secure funding
- Layout regional trails
- Utilize Georgia Power potential tower replacement along easement and Peachtree Creek trail segments that overlap with other plans
- Connect with local advocacy groups to incorporate native plant species

Long Term

- Build trail segments on available, accessible parcels
- Encourage other neighborhoods to build their own trail system for greater regional network connectivity
- Link segments together

Other Suggestions

- The Georgia Power Easement area path could be implemented in conjunction with the tower replacement scheduled for 2010
- Paths that overlap with current plans (Atlanta Greenspace Plan and DeKalb County Greenway Plan) should be accelerated through neighborhood volunteer partnerships. (Peachtree Creek Path to Emory and Shady Valley Park)
- Some neighborhood paths would merge with sidewalk or bike lane connections to shopping nodes or regional destinations.
- A portion of the trails, CSX Trail and Power Easement Trail would be porous concrete for faster, higher traffic to regional destinations.
- The majority of trails would utilize crushed stone or wood chips for ease of implementation, cost reduction, and environmental sensitivity. These paths could easily alter course in the event of changing conditions.
- Porous concrete trails would be 10’ wide and graded smoothly for a faster surface on regional trails
- Crushed stone trails would be built according to individual parcel conditions. Some would potentially use handshake easements would require limited impact on private property.
- Labor costs could be reduced with large community volunteer workforce

3.3.3.3 LLCC Trail Network Funding

Funding Source and trail network information (websites exist for orgs below; search the funding source name)	Type
http://www.railstotrails.org Rails-to-Trails Conservancy	Rails to Trails Conservancy has all the following URLs for funding sources
Recreational Trails Program	SAFETEA-LU
Transportation Enhancements Program (TE)	SAFETEA-LU
Congestion Mitigation and Air Quality Program (CMAQ)	SAFETEA-LU
Safe Routes to School (SRTS)	SAFETEA-LU
Transportation, Community and System Preservation Program (TCSP)	**Transit Enhancement Funds**
Federal Lands Highway Program (FLHP)	**Transit Enhancement Funds**
National Scenic Byways Program	**Transit Enhancement Funds**
Alternative Transportation in Parks and Public Lands (ATPPL)	**Transit Enhancement Funds**
Park Roads and Parkways Program (PRPP)	**Transit Enhancement Funds**
the FHWA Bicycle/Pedestrian Table	**Transit Enhancement Funds**
National Recreation Trails (NRT)	Non-transportation Federal Funding and Assistance
Rivers, Trails, and Conservation Assistance Program (RTCA)	Non-transportation Federal Funding and Assistance
Land and Water Conservation Fund (LWCF)	Non-transportation Federal Funding and Assistance
Community Development Block Grant Program (CDBG)	Non-transportation Federal Funding and Assistance
Urban and Community Forestry (UCF)	Non-transportation Federal Funding and Assistance
Public Works and Economic Development Program (PWED)	Non-transportation Federal Funding and Assistance
Preserve America	**Historic Preservation Funding Sources**
Save America's Treasures	**Historic Preservation Funding Sources**
National Conference of State Historic Preservation Officers	**Historic Preservation Funding Sources**
National Register of Historic Places Web site	**Historic Preservation Funding Sources**
National Coastal Wetlands Conservation Grant Program	**Wetlands Restoration Funding Sources**
Corporate Wetlands Restoration Partnership	**Wetlands Restoration Funding Sources**
Natural Resources Conservation Service	**Wetlands Restoration Funding Sources**
full list of federal funding sources for watershed protection	U.S. EPA
Park and Greenway Improvement Program	**Municipal Allocations**
LandVote	**Bond Issues**
Bikes Belong coalition	**Foundation and Company Grants**
Kodak American Greenways Awards Program	**Foundation and Company Grants**
National Trails Fund	**Foundation and Company Grants**
Conservation Alliance	**Foundation and Company Grants**
Wal-Mart Foundation	**Foundation and Company Grants**
National Endowment for the Arts	**Public Art Funding Sources (State and Federal)**

References:

Jason Grammenos. (2008). *A Fused Grid: A Contemporary Urban Pattern*. CMHC: http://www.fusedgrid.ca/index.php.

Rails-To-Trails Conservancy. (2008). *Inspiring Movement*. Washington D.C.: http://www.railstotrails.org/index.html.

3.3.4 STORMWATER POLICY IMPLICATIONS

When it rains, stormwater runoff that is not properly managed flows over impervious surfaces picking up pollutants along the way and washing them into rivers and streams. Stormwater runoff can also cause flooding and erosion, destroy habitat and contribute to combined sewer overflows. Integrating stormwater infrastructure into building and site development can reduce the damaging effects of urbanization on rivers and streams. Stormwater management is a process that is easily addressed on the local level. There are several ways that stormwater can be managed and some of these options, which are all allowed in the study area, are outlined below.

3.3.4a Alternative Pavers

Alternate pavers are either semi-permeable or permeable surfaces often used on driveways and walkways in place of concrete or asphalt. Because of their semi or completely permeable nature, pavers reduce stormwater runoff. Pavers fall under two main categories: paver blocks and other surfaces including gravel, cobble, wood, mulch, brick, and natural stone. Pavers do have higher maintenance costs than conventional concrete and asphalt methods and are not ideal for handicap accessibility however; they provide better water quality effectiveness than conventional methods.

3.3.4b Green Parking

Application of green parking techniques can greatly reduce the impact of stormwater runoff by reducing the amount of impervious cover. Green parking techniques include reducing the size of parking lots using alternate pavers as cover, and using bioretention areas to treat stormwater runoff. Green parking is better applied to new developments but is feasible for re-development projects. It helps to protect rivers and streams and has low maintenance costs.

3.3.4c Infiltration Basins and Trenches

An infiltration basin is a shallow impoundment that is designed to infiltrate stormwater into the soil. Infiltration basins have a high pollutant removal rate and are known to restore low flows to stream systems. Infiltration trenches are rock-filled trenches that have no outlet for stormwater runoff. Runoff runs through the voids in the stones of the trench and slowly infiltrates into the soil over several days. Both infiltration basins and trenches have low infrastructure and maintenance costs but are not as aesthetically appealing as other stormwater management strategies.

3.3.4d On-Lot Treatment

On-lot treatments are a series of practices designed to treat stormwater runoff on individual residential lots. There are on-lot practices that infiltrate rooftop runoff, divert runoff or soil moisture to pervious areas and those that store runoff for later use. These practices are impractical for small lots, have low maintenance costs and better suit residents who enjoy landscaping. (http://www.stormwaterauthority.org/)

3.3.4e Curb and Gutter

Curb and gutter are a means for maintaining proper drainage along roadways. For the LLCC, it is recommended that curb and gutter be added to the South side of LaVista Road to ensure proper drainage and to prevent flooding of residential lots.

In the short term, The LLCC has a viable resource in the Metropolitan North Georgia Water Planning District to address its stormwater management concerns. The District was created by the Georgia General Assembly in 2001 to establish policy, create plans, and promote intergovernmental coordination of all water issues in the District. The Metro Water District includes both DeKalb and Fulton Counties in its 15-county and 90-city region. In 2003, the District adopted the Watershed Management Plan in an effort towards effective watershed management and stormwater control. The Plan provides requirements for local programmatic efforts, including six model ordinances which provide for post-development stormwater management, floodplain management, conservation/open space development, illicit discharge and illegal connection controls, litter control and stream buffer protection. It also includes provisions for extensive public awareness and education efforts. The District develops comprehensive plans for the local governments to implement within their jurisdictional counties. With the LLCC actively involved with the Water Planning District, they are aware of the stormwater management plans for their counties. LLCC members can then contact the appropriate local government agencies in regards to these plans with factual and detailed information to express their support, questions, and concerns. District meetings are held quarterly and are free and open to the public. The Metropolitan North Georgia Water Planning District is located at 40 Courtland Street in downtown Atlanta and can be reached by phone at 404.463.3256.

Currently, the DeKalb County Department of Roads and Drainage is conducting a MS4, or Municipal Storm Water Sewer System Inventory. With over 130,000 stormwater structures in the County, they expect to complete the inventory by the first half of 2011. DeKalb has stated that the data collected from this process will result in stormwater system improvements. It is recommended that the LLCC contact Mike Walker in DeKalb County's Roads and Drainage department at 404.294.2379 to express their interest in the efficiency of the County's stormwater system.

3.3.5 IMPERVIOUS SURFACE

Impervious surfaces increase flooding, the urban heat island, stream pollution, erosion and tree loss. These issues are particularly important given the area's proximity to the sensitive resources of Peachtree Creek's North and South forks. An analysis of impervious surface at the parcel level shows that residential parcels, in particular single family parcels, have a lower percentage of their area as impervious surface than other land uses. In part, this is due to the characteristics of the buildings and activities that take place on the respective land uses. Those that require large buildings and greater amounts of parking such as commercial, office and industrial have the highest percentages of impervious surfaces

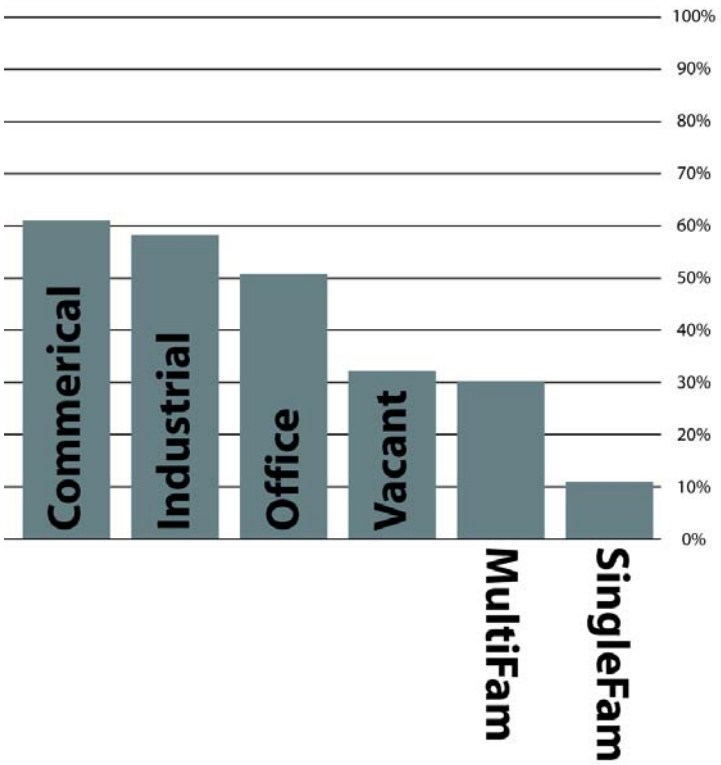


Figure 3.3-4 – Percentage of average impervious surface cover, per parcel, by zoning category

Residential and non-residential land uses also have different policies that affect impervious surfaces on parcels. Residential parcels have an assigned maximum lot coverage that dictate how much of a parcel can be impervious. Single family parcels and single family detached homes have the lowest percentages, which increase with intensity of use. In both Atlanta and DeKalb they typically begin at 25%. Regulations differ between the two jurisdictions but in neither area do non-residential uses have strict controls. As is typical, both counties also tie parking minimums to zoning codes. These codes mandate a required amount of parking for a parcel based on the land use of the parcel, and are somewhat arbitrary.

The majority of new development expected for the area is likely to be focused around the nodes within the LLCC. This development is unlikely to be single family residential in nature. It is more likely to be mixed used to include other uses with residential. These other land uses, like commercial, have been shown to have higher percentages of impervious surface per parcel than residential land uses. In general, the proposals for development of nodes and for streetscape improvements offer significant opportunities for reducing impervious surfaces in these areas.

In the short term, policy recommendations for impervious surfaces can include urging policy makers to create maximum lot coverage for non-residential uses. Also parking maximums, in addition or in place of current parking minimums, could be implemented in new or reformed zoning ordinances or through overlay districts. The latter are probably more feasible than the former. In order to pursue a zoning overlay district for the LLCC area, the LLCC environmental sub-committee should contact the departments of Planning in the City of Atlanta and DeKalb County. LLCC should also make this community interest know to the representatives in each jurisdiction. Any policy recommendations should aim for more uniformity across the multiple jurisdictions of the LLCC.

In the slightly longer term, urban design features of parking lots, sidewalks, and streetscaping should employ more pervious and natural surfaces, as well as water retention features. For progress on residential parcels, education of residents of the benefits, hazards, and strategies around impervious surfaces can help individuals minimize the impact of their parcels with regard to impervious surfaces. LLCC may consider bringing in local experts from organizations such as Southface (http://www.southface.org/) to speak at a meeting and offer advice to homeowners.

3.3.6 TREE ORDINANCE

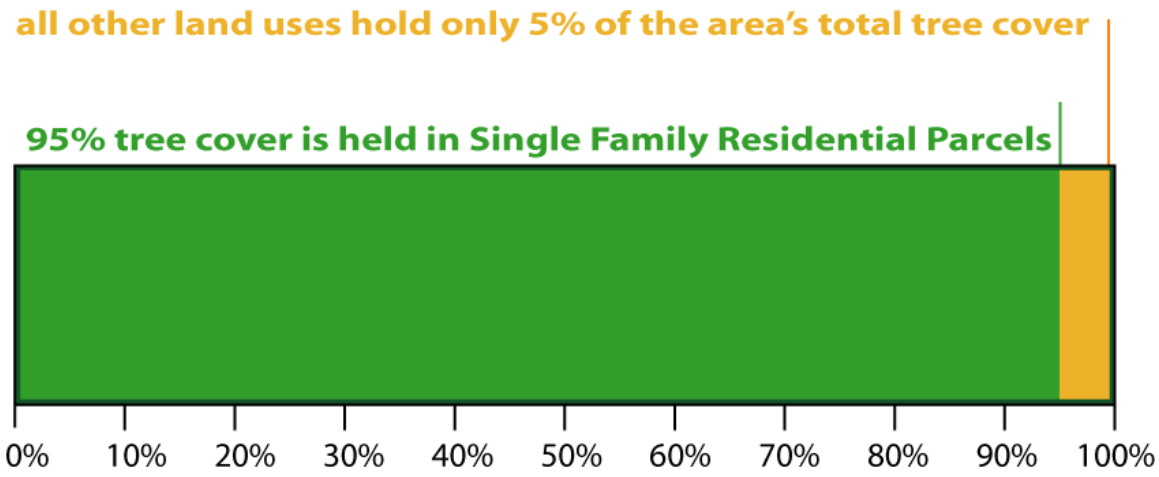


Figure 3.3-5 - Tree cover by land use within the LLCC area

The single-family character of the neighborhood provides valuable tree cover for the majority of the LLCC area. This existing resource decreases runoff, provides shade and adds to the character and value of the place. Over 95% of the area's total tree cover exists on single-family parcels. Parcels of other land use types are less common throughout the area but also have less tree cover per parcel than single-family. Tree ordinances within the area are the policy mechanism for preservation of existing tree cover. The City of Atlanta and DeKalb County each have their own tree ordinances, but they differ in what they allow. The City's ordinance is considered a good example of a strong tree ordinance.

City of Atlanta Tree Ordinance

Violators for unapproved tree removal can be convicted

Injurious tree climbing and pruning practices are also violations

Removal of any tree greater than 6" in diameter at chest height must be compensated for through a fee according to a calculation based on size

Fees go toward replanting new trees

DeKalb County Tree Ordinance

Developments must complete application including tree survey and protection plan

New residential lots are required to have a minimum number of trees

Tree densities are established and maintained (inches of diameter/acre)

Specimen trees are given special attention

Violators are required to replace trees which are unlawfully cut down

The City of Atlanta's Tree Ordinance is particularly stringent about tree removal. In the short term, The LLCC can urge policy makers to adopt more commonalities between the two (Atlanta and DeKalb) ordinances. A more uniform ordinance throughout the area will help prevent tree loss by making it easier for development to proceed while preserving the area's tree cover. The LLCC should review the two ordinances in depth to determine which aspects of each it finds the most important and useful.

In the longer term, urban and landscape design for streetscapes and possible new parks can be reviewed by LLCC and recommendations can be made regarding the presence of street trees. LLCC may also look into prioritizing specific areas for underground utilities to minimize tree loss from power line conflicts. Funding for such improvement could be raised by LLCC or neighborhood organizations. Matching funds for these improvements could be obtained from GDOT's Transportation Enhancement fund if the improvements are on a state route. Pressure on the utility companies could also help to get such projects done. One of the main oppositions from the power company to underground lines is the costs, but these can be minimized when it is combined with other ongoing construction. Thus underground utilities should be incorporated into design proposals, for example at the nodes, to increase their likelihood. Ongoing efforts can be directed at educating residents about the benefits and values of the natural resources that the area already possess. The LLCC may partner with local organizations like Trees Atlanta to raise awareness of trees in the area as well as add new trees. Tree Atlanta's Neighborhoods Program is an existing cooperative effort between the organization and Metro Atlanta neighborhoods. It aims to plant trees in neighborhoods, raise awareness about the benefits of trees, and create a core group of tree advocates.

3.3.7 HEALTH

With regard to health in and around the LLCC, two points are of critical importance as you move forward. First, impacts to the health of residents and employees within the LLCC and its surrounding areas are an aspect of development that should be considered. The second is that many of strategies consistent with the LLCC vision for the area offer co-benefits for health. This point can be used as a key reason in arguments for a specific type of development. The LLCC should identify a place within its organization for a dedicated eye toward health. Within this report we have assigned it to the environmental section.

Some examples of the overlap between health and other proposal within the report are:

Enhancing transportation/trails/parks infrastructure

- Meets the needs of the area's children, disabled, and elderly
- Increases active transportation / decreases auto-dependency
- Reduces risk of chronic disease
- Reduces air pollution
- Reduces automobile crashes

Mitigating environmental impacts

- Reduces heat island effect
- Decreases heat stress
- Decreases air pollution
- Controls stormwater/reducing flooding - mold

4.0 RECOMMENDATION

4.1 CORRIDORS

See Appendix Section 5.2 for recommendation chart.

4.2 CENTERS & NODES

Table 4.2-1 below summarizes our main recommendations for the centers and nodes in the LLCC study area. These recommendations are based on the existing conditions of the area, the desires expressed by community members, and the feedback we received from community members regarding our initial proposals.

Table 4.2-1: Recommendations, VST=very short-term, ST=short-term, MT=medium term, LT=long-term VLT=very long-term.

Area	Proposal	Time Frame
LCI	Resubmit LCI application.	VST
Scorecard	Further develop community vision and consider using a scorecard to begin rating how developments meet this vision.	VST
Zoning	Propose and petition for changes to zoning at nodes.	VST
Transit	Optimize and improve existing transportation infrastructure.	ST
Non-Profit	Establish a non-profit redevelopment fund for strategic improvement at nodes and along corridors.	ST
CID	Assess interest among local businesses in forming a Community Improvement District to organize businesses to achieve community priorities.	ST
Schools	Consider how future development will affect school attendance and whether or not the capacity of existing schools can absorb this growth.	ST
Development	Begin working to achieve a unified community vision by incrementally building well-planned nodes with a distinct character and high quality developments.	MT
Parking	Build structured parking facilities to accommodate parking for businesses while promoting a pedestrian friendly environment.	MT
Branding	Improve community branding with signs and gateways highlighting the community.	MT
Roads	Propose and petition for road widening, intersection improvements, and streetscape improvements at appropriate nodes.	LT
Network	Propose and petition for changes to the street network around appropriate centers to enhance connectivity and promote a pedestrian friendly environment.	LT
Transit	Consider new transit nodes along the CSX line.	VLT

4.2.1 VERY SHORT TERM

LCI Application

The LLCC has already applied for an LCI and unfortunately did not receive a grant. It is also unclear at this time whether the ARC's LCI program will continue in its current form. The program is currently in a state of flux. Despite this uncertainty and the fact that the LLCC has already applied, we recommend that the LLCC monitor the status of the LCI program, continue working on its community vision, and maintain discussions with planners and elected officials in the City of Atlanta and DeKalb County.

If the LLCC does file for an LCI grant in the future, the grant application should directly discuss the assets within and close to the LLCC that meet the criteria the ARC has stated will make a strong LCI application. It is important to note that these criteria may change if the LCI program evolves from its current form, but as of right now these criteria provide the best information for the LLCC to design a strong LCI application. The ARC's criteria are listed in the bullet points below.

- Centers and corridors that incorporate transit nodes as proposed by Transit Planning Board Concept 3.
- Centers and corridors that incorporate brownfield and greyfield redevelopment sites.
- Corridors that increase connectivity to existing LCI areas, transit station areas, and other major centers.
- Centers and corridors with relatively underutilized infrastructure.
- Centers and corridors that have or could have the density to support alternative transportation modes and mixed land uses.

In light of these criteria we suggest that a future LCI application from the LLCC should focus on the Cheshire Bridge Road corridor, and its connections with LaVista Road, as the major asset of the area that can be used as an anchor to allow positive redevelopment, increase connectivity to surrounding areas, maximize existing and future infrastructure, and provide the density required to make alternative transportation systems more achievable. An LCI application centered on Cheshire Bridge Road would need to be developed and pursued in combination with the City of Atlanta.

In addition, addressing the following topics in a future LCI application may help to build a stronger case.

- Exploring whether Cheshire Bridge Road and parcels around Faulkner Road have brownfield sites that can be redeveloped.
- Highlighting that the LLCC area is located in close proximity to the LCI areas of Emory Village and Decatur, to the Lindbergh Center transportation node, and in a central location to other Atlanta neighborhoods including Buckhead, Midtown, Decatur, and Lindbergh Center.
- Explaining if or how neighborhood plans for future development will maximize existing and future infrastructure.
- Present a strong case that the LLCC community vision, and the steps it has identified to achieve that vision, provide a tangible roadmap for improving transportation and development in the LLCC and surrounding area.

Development Scorecard

The Livable Communities Coalition has developed a Smart Growth Scorecard to increase the number of smart growth projects that are permitted and built in the metro Atlanta area. The Coalition will evaluate all types of projects which have not yet been built for consistency with a range of smart growth criteria. Projects that meet or exceed the criteria are recognized as exemplary smart growth projects and the Coalition then encourages local governments to approve the projects. Below are the subject headings for the 50 scorecard questions.

- Location and Service Provision
- Density and Compactness
- Diversity of Use
- Diversity of Housing
- Accessibility, Mobility and Connectivity
- Pedestrian Safety, Streetscapes and Parking
- Environmental Protection
- Community Needs and Local Development

The scorecard process begins with the project developed presenting a project that meets the size and location requirements to the Coalition for review. The developer must also obtain written acknowledgement from the local government that Coalition review is being sought. Next, the Coalition organizes an independent expert jury to review the project proposal using the established smart growth criteria. Having a project reviewed by the Coalition costs $2,500.

Scorecards allow neighborhoods to showcase the development criteria that meet their community vision. Offering this system of consistent evaluations will promote better developments in the LLCC study area. The criteria of the scorecard should be used as a guide for development within the LLCC rather than as a dictator of which types of projects should be pursued. The following figures illustrate some key aspects of various smart growth projects.

Figure 4.2-1: By placing parking spots underground, this developer was able to provide more homes and a wider variety of uses on this small lot.

Figure 4.2-2: These stores and offices face the primary street. This buffers the homes in back from the street noise. The mix of development creates a smooth transition from a commercial street to a residential side street.

Figure 4.2-3: Wide sidewalks, attractive paving materials, on-street parking, street trees, and street furniture all combine to make for a pleasant walking experience.

Figure 4.2-4: A couple and their child enjoy park space created by a wide boulevard median.

Figure 4.2-5: A family walks down a commercial street in front of a passage that connects to a parking lot behind shops. With on-street parking, parking in the rear and wide sidewalks in front, the shopping district provides a great walking environment.

Figure 4.2-6: A shuttle bus from a smart growth development serves the local mass transit station. Those who live in close-by apartments walk to the station, while those further out use the shuttle.

Community Benefits Agreements

In addition to a development scorecard, the community can utilize community benefits agreements, as outlined by Georgia Stand-Up, to ensure that infrastructure, design, and additional planning qualifications meet neighborhood specifications. The LLCC, and Lindbergh-LaVista area, should be involved through public participation with any redevelopment proposal from the beginning of such a proposal.

Zoning

The zoning classifications located at the nodes should be geared to create a quality of life that is reasonable for a core of a village. Unfortunately, many American cities have zoning codes mandating that new construction be built in a strip development formation, which runs counter to the urban form desired by the LLCC. The Cheshire Bridge/LaVista node in the City of Atlanta, however, currently possesses two zoning classifications that are very amenable to creating a pedestrian-friendly quality of life: **Neighborhood Commercial (NC)**, the same zoning as in East Atlanta Village and Little Five Points, and **Mixed Residential Commercial (MRC)**. The Faulkner node is also currently zoned MRC at the intersection of Faulkner Road and Cheshire Bridge Road. In DeKalb County, the zoning equivalents are **Neighborhood Center** and **Town Center**, respectively. These designations are not technically zoning categories, but what DeKalb County calls Character Areas, within which a number of more specific zoning categories are compatible.

Neighborhood and Town Center, NC, and MRC zoning promote pedestrian-friendly environments by:

- Allowing mixed-uses.
- Requiring buildings to be oriented to the sidewalk (forbids parking lots between street and building).
- Requiring wide side-walks with buffers between street and walkway.
- Encouraging smaller blocks.
- Allowing shared parking.
- Mandating building heights that gradually decrease as they approach single-family residences.

The major difference between NC and MRC zoning is the level of density allowed. MRC allows greater density. Of the three MRC zoning classifications, MRC 1, 2, and 3, the third allows the greatest density. Additionally, NC zoning does not allow purely residential structures; residential is allowed only within mixed-used structures.

Zoning should serve as a public expression of the desires of the community. If the desired zoning already exists, the community's role is to be vigilant in maintaining the integrity of the zoning. If the proper zoning does not currently exist, the community must advocate for the appropriate zoning changes. Any changes to zoning require public hearings. If a proposed change detracts from the quality of life that NC and MRC encourage, the community should deny the zoning change.

East Atlanta Village offers an example of community vigilance relating to zoning. A few years ago, an existing commercial establishment attempted to change the NC zoning on Flat Shoals Rd. to allow drive-thrus. The community did not want their village turned into a waiting line for queuing cars and successfully blocked the attempt to change the zoning. East Atlanta Village, in turn, was voted Best Atlanta Neighborhood by Creating Loafing in 2007, and has recently received accolades in the New York Times and Washington Post.

4.2.2 SHORT TERM

Transit

In the short term, transit can be improved by rerouting bus routes and making information about the routes and schedules more readily available to the potential user. This process should begin by adding relevant information to the bus stops at the nodes, as well as providing shelters. For more specific information about transit improvements, see the "Corridors" section of this report.

Redevelopment Investment Fund

The LLCC could consider establishing a fund to invest in the study area. The investment fund would target parcels or buildings that are either holding back their surrounding area or that hold the potential to spark investment in an underutilized area. Many times areas will not see development because developers fail to see the potential of the area or asses the market risks of investment as too high. An investment fund can be used to decrease the risks that must be born by developers venturing into a new area or development type and also can provide an example which proves to the market that a certain type of development can be successful. The basic reason to establish a fund is to take the financial burden of "showing the way" to redevelopment of old buildings or underutilized parcels and the development of new building types.

The investment fund can be leveraged to maximize its effectiveness by purchasing and/or redeveloping properties then reselling them and reinvesting original outlays, and possible profits, that have been recovered. Funds ideally have the capacity to handle multiple properties at any given time; however, property re-sales especially in the early stages of redeveloping may not fully recuperate initial investments. However, once funds become more established and successful, they may begin to receive returns on the money they advance. These are the funds that are circulated into more investments.

The Inman Park neighborhood has an investment fund that it replenishes with a small fee charged to participants in its annual Inman Park festival.

An investment fund could potentially work in several ways. Some options include:

- Offering low-interest loans to individuals, businesses, governments and other organizations that cannot qualify for traditional bank loans.
- Providing "gap funding" for projects where partial grant or loan funding is available from other sources.
- Providing equity for a development that cannot fully cover project costs through debt or other equity sources.
- Giving preferential consideration for rehabilitation and renovation for individual buildings of architectural and cultural significance. By partially restoring an area of architectural importance, other individual resources will be attracted to the area. This will enhance property values and provide additional return on the Fund's investment.
- Purchasing properties that are strong for future resale, in most cases, with protective covenants ensuring exterior preservation, rehabilitation and building use.
- Spending fund money in the most conspicuous way such as façade restoration to tempt potential buyers to complete further redevelopment.

- Buying blighted or abandoned buildings or parcels and preparing them for development, then selling them at a discounted price to developers who agree to meet community goals.

CID

Community improvement districts are a powerful way for communities to improve cooperation among businesses, government representatives, and community leaders. Community improvement districts (CIDs) are Georgia's version of business improvement districts. They are authorized by Article IX, Section VII of the Georgia Constitution to serve as a "mechanism for funding certain governmental services." CIDs are different from traditional BIDs in that they are constitutionally established autonomous local governments, run entirely by the district's leading property and business owners, commonly made up largely by real estate and banking interests. CIDs, like BIDs, raise funds by assessing themselves with a millage added to existing property taxes. BIDs choose to increase their property taxes by 5 to 15 percent, while assessments for CIDs in Georgia are not allowed to exceed 5 mills. CIDs are unique from BIDs because as governments they can leverage large sums of state and federal monies for substantial infrastructure construction and improvements.

Figure 4.2-7: Steps to form a CID.

Forming a CID takes time and the continued commitment of business leaders and political leaders. In the short term, local business leaders should be invited to organize to discuss common goals. They should also discuss boundaries for a merchant association. In the mid-term, the business or merchants association should be formalized. In the long term, steps should be taken to formalize the association into a CID. At this point, one of the most important functions of a CID is to provide a cohesive vision and implementation steps for the community. This visioning process should begin as soon as possible so that assessments can be leveraged to achieve community goals.

Below are some details regarding Georgia CIDs:

- Functions: CIDs are allowed to perform functions related to street and road construction and maintenance, including curbs, sidewalks, street lights, and devices to control the flow of traffic on streets and roads; parks and recreational areas and facilities; storm water and sewage collection and disposal systems; development, storage, treatment, purification, and distribution of water; public transportation; terminal and dock facilities and parking facilities; and such other services and facilities as may be provided for by general law. Strategic planning was not listed among the purposes in the constitution, but it was later added as another purpose to the cooperation agreements between local governments and CIDs.
- Establishing: CIDs are formed in Georgia by a city or county resolution being passed for each local jurisdiction (county or city) included. Passing this resolution requires the written consent of a simple majority of commercial property owners who must also represent at least 75 percent by value of all real property within the district. Gerrymandering districts to exclude property owners who likely will not participate, particularly absentee owners, remote real estate trusts, and "big box" stores is acceptable as long as the constitutional require of contiguity is met. For example, the Town Center Area CID left out a Wal-Mart store so that the final CID map had a blank spot in the middle, but still met the contiguity requirement. The district is then put into operation by a memorandum of agreement between the governing body of the local government and the leaders of the proposed CID.
- Assessments: The administrative body of the CID may levy taxes, fees, and assessments within the CID, not to exceed 2.5 percent of the assessed value of the real property within the district. These assessments may only be levied on real property that is used for non-residential purposes and revenues may be used only to provide governmental services and facilities within the CID. CID's are also allowed to carry bonded debt but such debt may not be considered an obligation of the state or any other unit of government other than the CID.
- Revenues & Leveraging: CIDs can use other sources of funding besides assessments, including voluntary tax-exempt donations by businesses, proceeds of bonds, and federal and state grants. CIDs in Georgia commonly invest their own monies for feasibility studies for transportation-related capital improvement projects to get ahead in the competition for state money. During the feasibility study phase of a project, state and local government representatives (e.g., engineers) collaborate closely with the CID. Once the feasibility study is done, the CID's project holds significant advantage over others that are competing for state transportation money because this saves the county and/or state money conducting its own feasibility studies. This is why CIDs' project ideas are readily accepted by the state and local DOTs. Also, because the engineers are already familiar with the project, they can more easily implement it. And because the CID has already had close contacts with the engineers and other officials in the DOT, they can influence the implementation of the project.
- Governing: The governing boards of CIDs have seven or nine members, depending on the representation required by the local government. The state constitution requires that local governments be represented on CID boards, but does not specify a number. In the City of Atlanta there is one appointee each for the mayor, the president of the city council, and the chair of the city's finance committee.

Table 4.2-2 below summarizes some aspects of metro-Atlanta CIDs. Their millage rates, annual assessments, and locations vary widely.

Name of District	Year Estab-lished	Annual Assessments (2003)	Millage (2003)	Local Government Jurisdiction	Location Type
Cumberland CID	1988	$5.6 million	5	Cobb County	Suburban
Atlanta Downtown ID	1995	$3.0 million	2.5	City of Atlanta	Downtown
Town Center Area CID	1997	$1.9 million	5	Cobb County	Suburban
DeKalb Perimeter CID[1]	1998	$1.2 million	2	DeKalb County	Suburban
Fulton Perimeter CID[1]	2002	$1.4 million	2	Fulton County	Suburban
Buckhead CID	1999	$2.5 million	4	City of Atlanta	In-town
South Fulton CID	1999	$172,000	3	Fulton County	Suburban
Midtown CID	2000	$3.5 million	5	City of Atlanta	In-town

Table 4.2-2: Information about select metro-Atlanta CIDs.

Schools

One area that is particularly important to consider when discussing the possibility of increased development is the capacity of local public schools. Public schools in Atlanta have recently been losing children from the Atlanta Housing Authority closing developments throughout the city. At the same time, they have also gained children, not from new residents, but from existing residents choosing to send their children to public rather than private schools. The Atlanta Public Schools system seems to be responsive to capacity issues, as they have recently planned for a new elementary school to open to relieve an overcapacity that had developed at Morningside Elementary. It is important for the LLCC to keep the capacities of schools in the area in mind as they plan for future development in area. On one hand, much of the development may be higher density, multi-family housing which traditionally brings fewer school age children than the traditional single-family developments of the LLCC area. On the other hand, it seems that more parents in the Atlanta area are choosing public schools rather than private schools for their children, which may cause enrollments to increase in neighborhoods that do not add as many new residents and also for schools to see more children that historically expected from new residents as development occurs in the area. Table X below lists the public schools in close proximity to the study area. Table X below shows recent enrollment numbers as well as designed capacities and forecasted enrollments when available for these schools. Some of the APS information is incomplete because it could not be obtained in time for this report. Specifically, 2009-2010 school year projections will not be completed until February 2009.

School	School Type	Jurisdiction	Proximity to Study Area
Garden Hills	Elementary	Atlanta	Main school for study area
Morningside	Elementary	Atlanta	Just S of study area
New School	Elementary	Atlanta	S of study area
Briarvista	Elementary	DeKalb	Main school for study area
Woodward	Elementary	DeKalb	Just NW of study area
Sagamore Hills	Elementary	DeKalb	Just NE of study area
Fernbank	Elementary	DeKalb	Just SE of study area
Sutton	Middle	Atlanta	Main school for study area
Inman	Middle	Atlanta	Just S of study area
Shamrock	Middle	DeKalb	Main school for study area
Sequoyah	Middle	DeKalb	Just NW of study area
Henderson	Middle	DeKalb	Just N of study area
Tucker	Middle	DeKalb	Just NE of study area
Freedom	Middle	DeKalb	Just E of study area
Avondale	Middle	DeKalb	Just SE of study area
North Atlanta	High	Atlanta	Main school for study area
Grady	High	Atlanta	Just S of study area
Druid Hills	High	DeKalb	Main school for study area
Cross Keys	High	DeKalb	Just NW of study area
Lakeside	High	DeKalb	Just N of study area
Tucker	High	DeKalb	Just NE of study area
Clarkston	High	DeKalb	Just E of study area
Avondale	High	DeKalb	Just SE of study area

Table 4.2-3: Public schools in close proximity to the study area.

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Design
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Projected	Capacity
Garden Hills	466	447	456	498	552	570	574	557	579	Unavail.	Unavail.
Morningside	743	733	726	769	771	839	899	949	972	663	Unavail.
New School										340	Unavail.
Briarvista	347	331	338	401	411	372	366	371	386	398	527
Woodward	738	651	710	631	679	627	595	654	702	726	697
Sagamore Hills	369	349	347	392	375	422	461	455	470	500	442
Fernbank	519	440	474	432	441	473	524	560	605	656	561
Sutton	782	749	682	667	725	773	843	890	931	Unavail.	Unavail.
Inman	660	724	730	693	669	763	822	743	761	Unavail.	Unavail.
Shamrock	1,327	1,186	1,227	1,268	1,012	1,217	1,112	990	1,083	1,036	1,098
Sequoyah	1,079	986	1,082	1,008	956	897	769	790	824	790	1,098
Henderson	1,392	1,317	1,404	1,395	1,140	1,235	1,228	1,235	1,363	1,319	1,098
Tucker					1,043	1,409	1,285	1,164	1,091	1,163	1,206
Freedom		1,293	1,307	1,233	1,139	976	620	975	1,002	1,037	1,260
Avondale		1,002	1,077	986	902	773	694	605	527	554	1,170
North Atlanta	1,336	1,343	1,394	1,356	1,262	1,182	1,120	1,126	1,088	Unavail.	Unavail.
Grady	769	847	900	969	996	1,148	1,247	1,269	1,313	Unavail.	Unavail.
Druid Hills	1,254	789	1,135	1,093	1,133	1,269	1,313	1,277	1,409	1,393	1,320
Cross Keys	1,199	745	987	952	1,029	989	967	832	829	732	1,342
Lakeside	1,515	1,430	1,080	1,410	1,438	1,501	1,584	1,590	1,705	1,651	1,386
Tucker	1,330	1,027	1,334	1,307	1,315	1,533	1,461	1,528	1,493	1,398	1,474
Clarkston	1,519	877	1,161	1,085	1,147	1,114	1,146	1,044	934	914	1,364
Avondale	1,234	836	1,075	1,049	989	981	918	777	706	614	1,254

Table 4.2-4: Enrollments, projections, and capacities for public schools in proximity to the study area.

4.2.3 MEDIUM TERM

Development

Over the course of the next 20-30 years, there is very little doubt that Atlanta will see its population drastically increase. Even today, there are mounting pressures for the current population to relocate intown to be in closer proximity to the goods and services they seek. Given the premium location of the LLCC study area, tucked between Midtown and Buckhead, increased development pressures are inevitable. While evading development pressures altogether is unrealistic, handling the development in the right way can benefit the entire area and city.

Due to the value of the single-family neighborhoods in the study area, development should be concentrated at the nodes. Each of the nodes is ideal for supporting a concentration of fairly high density housing. Concentrating density at nodes:

- Relieves single-family neighborhoods from development pressures.
- Provides a consumer base for the retail located at the nodes.
- Provides a concentrated population to utilize mass transit.
    - Reduces pressures to increase traffic.

Having appropriate zoning is the key to making sure that development is concentrated at the nodes and does not encroach into the single-family neighborhoods.

- Maintain single-family residential zoning in neighborhoods.

- Use MCR 1, 2, or 3 zoning in City of Atlanta and Town Center character area in DeKalb to allow desired densities at the nodes.

Other than focusing on where to funnel density, the type of housing is also important. Neighborhoods that possess a diversity of housing types, like Virginia Highlands, are most often the most vibrant and successful. While high-end condominiums are often the first type of housing produced by market forces within urban areas, specific attention must be paid to maintaining the availability of affordable rental units. Affordable rental housing:

- provides homes for the workforce necessary for many local industries
    - local retail
    - local educators.

- attracts 20-somethings
    - provides a different customer base to support a wider variety of retail.

To maintain affordable rental housing over time several alternatives exist:

- Inclusionary zoning ordinances
    - Either mandate that developers include some share of affordable units
    - or incentivize inclusion of affordable units.
        - MRC zoning offers developers a density bonus for including a certain percentage of affordable units.

- Create a non-profit group to form a community land trust.
    - Owns and maintains property for the sole purpose of offering affordable units on its premises .

Parking

An apparent Catch-22 exists for many traditionally developed commercial centers. Since we have a car-based culture, having adequate parking is essential for the survival of any retail business. Yet creating adequate parking for each individual property owner creates a sterile sea of pavement that welcomes cars at the expense of people. As currently exists on Cheshire Bridge Road, just south of Lavista and Lindbergh Roads, parking lots blend into the sidewalk between store fronts and the street, creating an unpleasant and often dangerous situation for anyone attempting to walk along the sidewalk. The solution to having enough parking to serve the retail establishments and avoiding an environment that only serves the automobile is **shared parking**.

Instead of placing parking spaces in front of each individual store, parking decks that serve all of the establishments within the node should be constructed. In order for shared parking to operate most effectively, the following should be kept in mind:

- Parking decks located behind shops
    - hide the concrete structures
    - allow the shops, themselves, to take precedence within the built environment

- Network of pedestrian paths connecting the parking decks to the shops and sidewalks.
- Use on-street parallel parking for short term parking to serve retail establishments

Fortunately, the MRC zoning located at the Cheshire Bridge Road/LaVista Road node possesses a provision that allows shared parking to trump the otherwise individual store parking requirements. This shared parking zoning provision should be encouraged at each node. Furthermore, the CID should take the initiative to allow developers to pay fees into a municipal parking or traffic mitigation fund as a source of financing the shared parking decks.

When establishing the appropriate number of parking spaces within the shared decks, see the chart below for peak parking demand for different land uses.

Weekday	Evening	Weekend
Banks and public services	Auditoriums	Religious Institutions
Employment Centers	Bars and dance halls	Parks
Park and ride facilities	Meeting Halls	Shops and malls
Schools, daycares and colleges	Restaurants	
Factories and distribution centers	Theaters	
Medical Clinics	Hotels	
Professional Services		

Figure 4.2-8: Peak parking times for various uses.

Branding

Each node should serve as a distinctive icon that represents the community as a whole. Where applicable, each node should take advantage of natural features or existing built features to alert people that they are entering a significant neighborhood. For example, the Faulkner Node is surrounded by two bridges that, if revamped, could become a welcoming and memorable passage. For more specific branding recommendations, see the "Corridors" section of this report.

4.2.4 LONG TERM

Roads

In order for a commercial node to be truly successful, it must allow for smooth and relatively painless trips to and from the node. Improving the road infrastructure, therefore, is of utmost importance. The most challenging aspect of improving roads, however, is defining what counts as an improvement. If the community prefers to move car traffic as efficiently as possible, widening roads and adding lanes seem reasonable. The trade off with this choice, however, is that nobody really enjoys spending time around six lanes of fast moving traffic. Without a free flow of pedestrians, the "village node" is not much of a village.

A compromise must be found where the road structure fosters a smooth flow of automobile traffic while simultaneously supporting an environment where pedestrians feel comfortable enough to spend time and linger about. Some short-term solutions include:

- Landscaped islands between lanes of oncoming traffic:
    - Islands discourage drivers from speeding (in fear of hitting them).
    - Islands provide a safety zone for pedestrians while attempting to cross the street.
- On-street, parallel parking.
    - Serves retail businesses.
    - Creates buffer between moving traffic and pedestrians on sidewalks.
- Landscaped sidewalks
    - Serves as a buffer between parked cars and sidewalk pathway.
- Burying power lines
    - Can use this opportunity to bury power lines to enhance the visual appeal of the area.

Connectivity

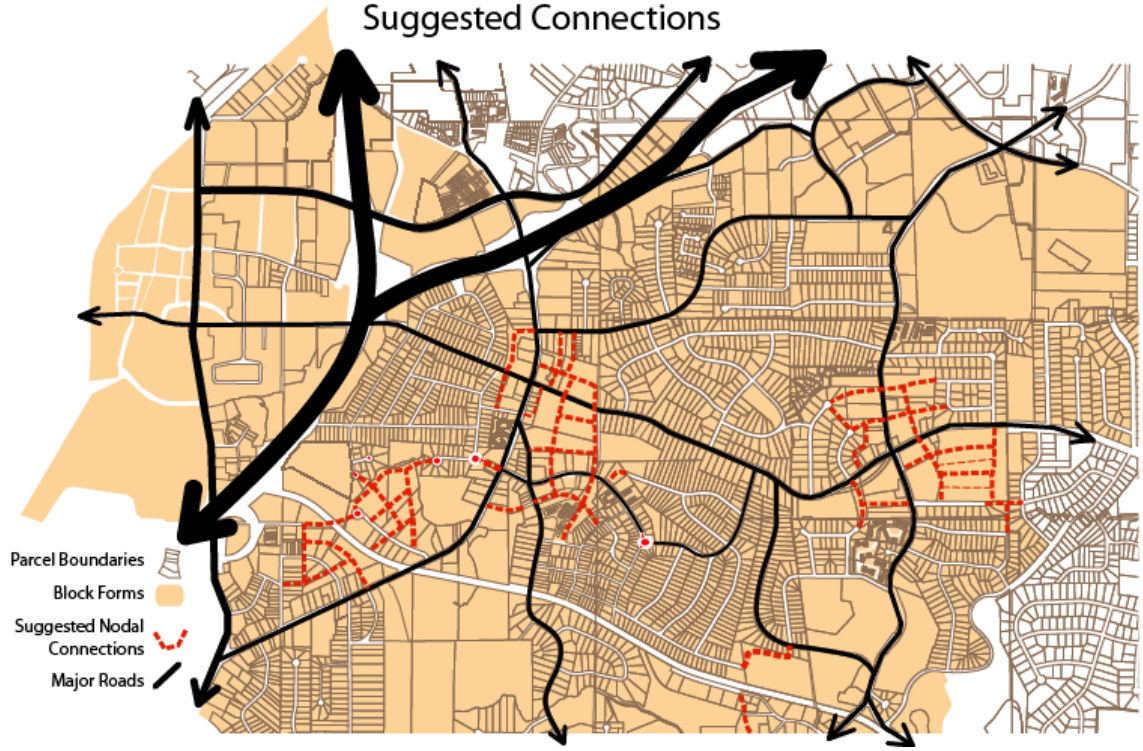


Figure 4.2-9: Suggested connections for LLCC study area nodes.

New connections located in and leading into major node areas is vital to creating healthy, walkable, compact environments. Much literature has been devoted to studying the connection between increased or additional connections and walkability and decreases in congestion. One of the seminal ideas came from the Congress for New Urbanism and their diagram of trip assignment methods and Walter Kulash of Glatting Jackson Kercher Anglin. Conventional or suburban-type trip assignment patterns limits

connectivity between uses and forces all trips onto a major road. The analogy to the LLCC study area is easy to see along Lindbergh Drive and Cheshire Bridge where residents share congested road space with regional pass-through traffic.

Neotraditional and traditional trip assignments revel in more connections between uses and a mix of uses within neighborhoods. This can be seen in the neighborhoods of Virginia-Highland, East Atlanta Village/Glenwood Park and Decatur. A system of interconnected streets allows for a variety of accessible routes, spreading traffic over a larger area. These patterns of development also allow for a high ability to walk to places instead of always driving. Masses of drivers are no longer forced onto a single arterial. Walkability increases more so with the provision of sidewalks and trails.

A similar idea lies in the prospect of bulking up existing roads with additional lanes. There are two reasons why this is not recommended. Adding lanes becomes a benefit-limiting exercise in futility. When existing roadways become easier to traverse, speeds first increase and then additional drivers begin to use the improved corridor due to a concept known in transportation circles as "triple convergence". The basic idea is that additional drivers come to use an improved facility from other modes (other forms of travel), other times (different times of the day such as off-peak hours) and other routes (parallel roads or routes). This is why no matter how many times a highway has been expanded, congestion never disappears. The figure below represents two forms of building connectivity.

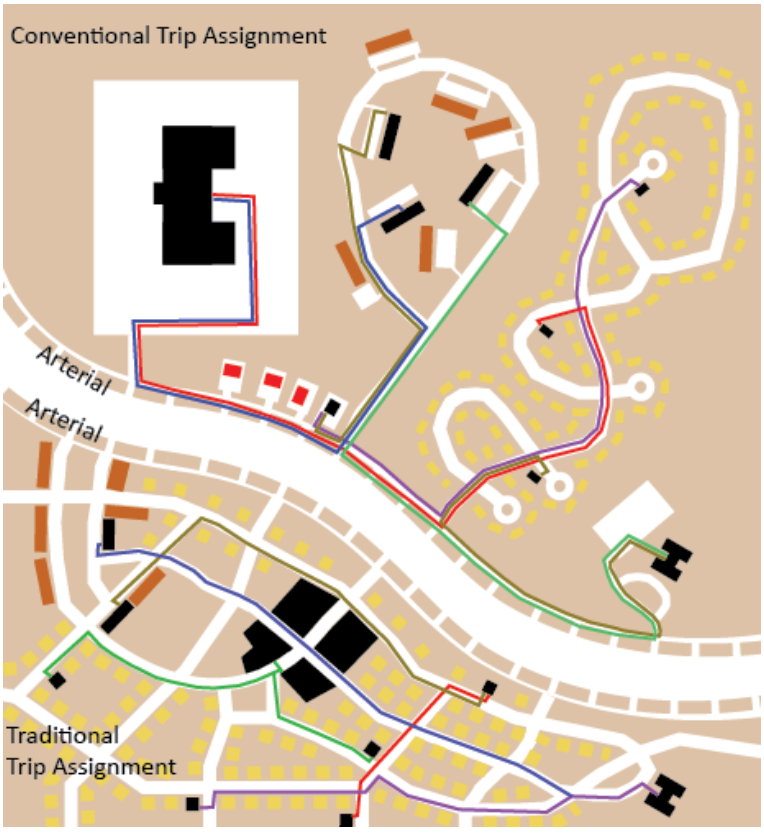


Figure 4.2-10: Conventional and traditional trip assignments.

The diagram in the left of Figure 4.2-11 below has a total of 20 lanes, 4 top and bottom and 6 coming from left and right. The diagram in the right likewise has 20 lanes of travel. However, the diagram on the right has more capacity due to increased options for travel. Turning movements in the form of left turns become increasingly burdensome to the network on the left: they become focused at a single intersection (such as at Cheshire Bridge and Lindbergh) requiring multiple lanes and protected signals which rob

intersections of “green times”. Also, these larger signalized intersections require longer times for pedestrians due to wider stretches to cross. Beyond three lanes there is a diminishing rate of return for additional lanes. Having specific places where turning bays make sense is recommended, such as along LaVista Road. However, the wholesale widening of roads is not recommended. Increased connectivity in key locations with a bias toward non-motorized modes which make sense to neighboring areas will be the best bet to reduce congestion and increase walkability. When redevelopment occurs at the nodes in the future, a new system of connected streets will greatly improve the surrounding areas.

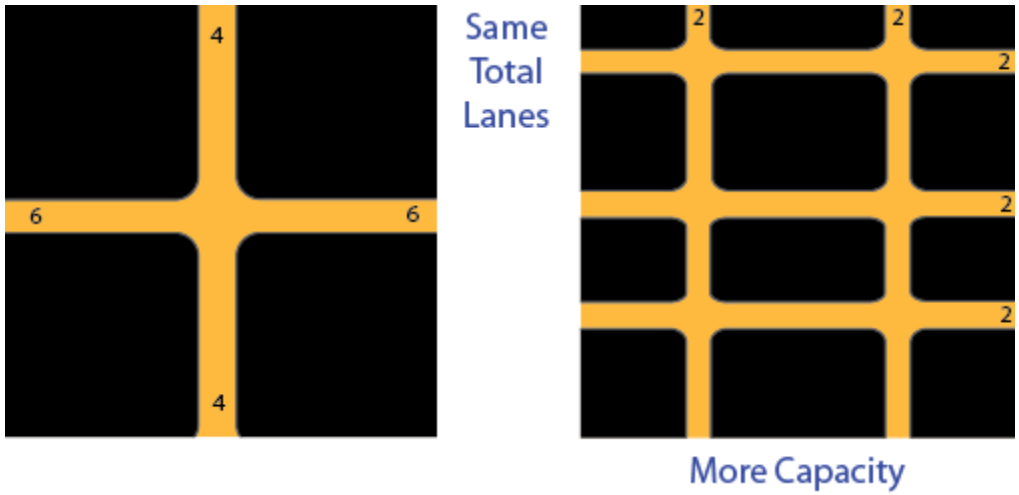


Figure 4.2-11: Capacity comparison diagram.

Curb Cuts and Interparcel Access

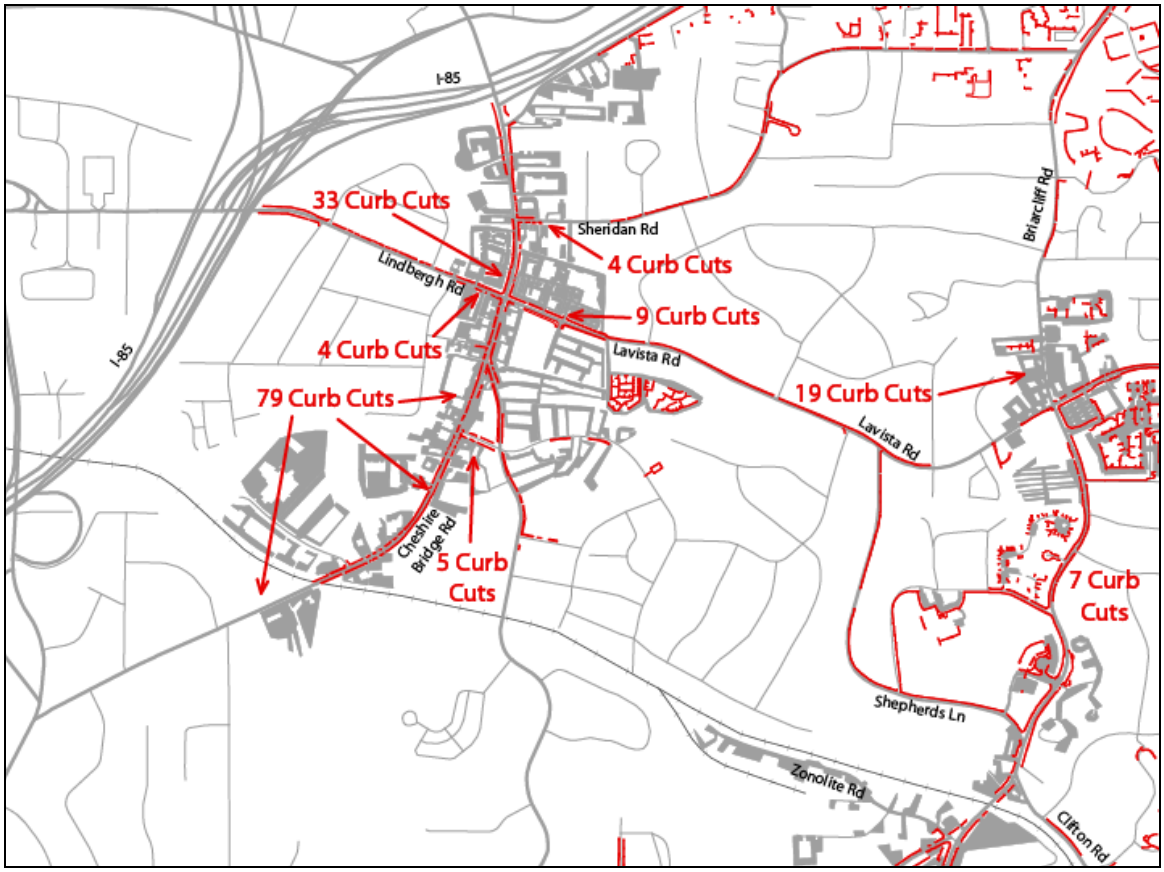


Figure 4.2-12: Total sidewalk curb cuts in LLCC study area.

One of the limiting issues of the study area is the excessive number of openings of sidewalk space in commercial areas known as "curb cuts". These curb cuts expose pedestrians and bicyclists to motorists far more often than in areas where regular block structures are the developmental pattern. Curb cuts allow for a high level of access for vehicles, however, they also present a dangerous and equally unpleasant environment for pedestrian and bicyclists. Curb cuts for buildings which existed long ago still remain although the buildings are gone. These "historic" cuts in addition to currently-used cuts create a confusing and dangerous situation for drivers, pedestrians, and bicyclists. There are approximately 112 curb cuts along Cheshire Bridge, 13 along Lindbergh-LaVista Road at Cheshire Bridge, 19 along Briarcliff at LaVista Road and 7 along Briarcliff from LaVista to Johnson Road. In all, there are approximately 160 curb cuts within and along the borders of the LLCC study area.

The general development pattern at the three intersections of Lindbergh-LaVista Road at Cheshire Bridge, Briarcliff Road at LaVista Road, North Druid Hills and Johnson Road consists of a single use building surrounded by its own parking and its own access from the major road. This form has dominated over the previous 50 to 60 years. However, over time informal, internal connections began to emerge as parking lots were paved into one another, property barriers came down and parking spaces were shifted. The figures below show this interparcel connectivity at major intersection locations. Today a high potential for "interparcel connectivity" exists—that is, the ability to move between parking lots and buildings without first accessing the major road. Good examples of this type of connectivity can be seen along the west side of Cheshire Bridge Road between Lindbergh-LaVista and Sheridan Road. It is possible to access all the businesses in this section without having to access Cheshire Bridge Road in between trips. Ideally, one should be able to walk in between these uses but a lack of sidewalks and a generally hostile

pedestrian environment makes this difficult. Driving lanes are also delineated either by explicit marking or by absence of parking space marking. The lanes at grocery store parking lots are good examples of this. The combination of these types of interconnectivity adds to greater connectivity between uses or parcels, and if formalized and enhanced, would decrease the level of congestion on the major roads surrounding the study area.

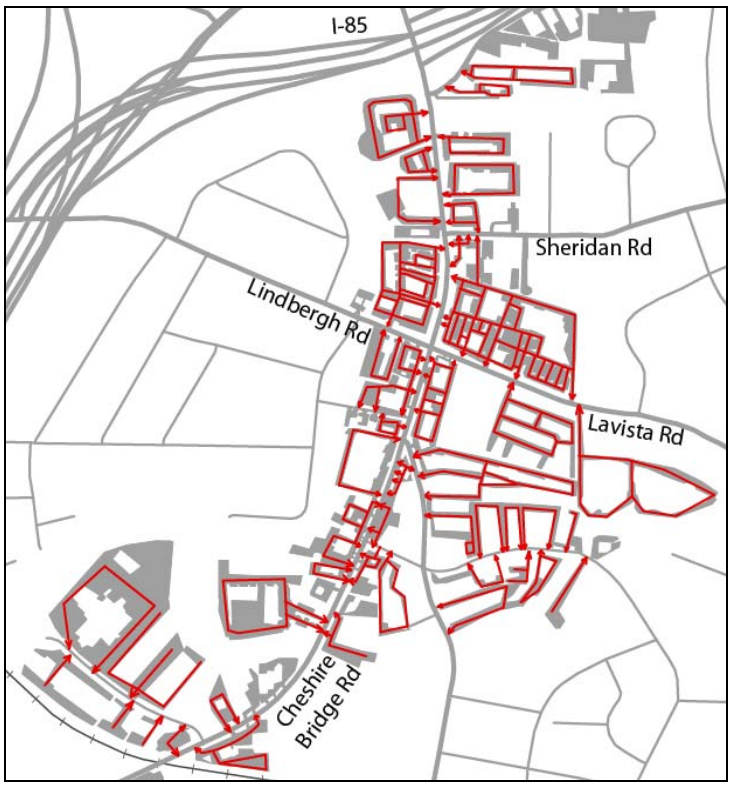


Figure 4.2-13: Interparcel connectivity along Cheshire Bridge Road.

Figure 4.2-14: Interparcel connectivity at the Briarcliff Road and LaVista Road intersection

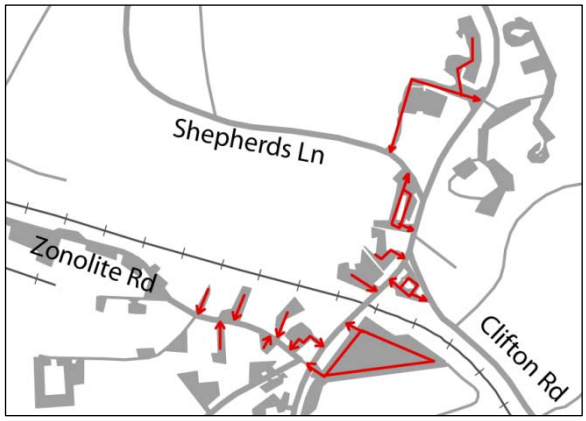


Figure 4.2-15: Interparcel connectivity around the Zonolite Road node.

4.2.5 VERY LONG TERM

Transit

Having an adequate transit system can vastly improve the functioning of a commercial node. Because the node should be an environment that welcomes pedestrian activity and outdoor eating, an overabundance of cars could potentially counteract an otherwise successful node. Transit alternatives provide an opportunity to move many people to and from the nodes without overburdening the streets with cars. Furthermore, the concentration of density that contributes to the success of a commercial node also contributes to the success of a healthy transit system. For specific transit recommendations, see the "Corridors" section.

4.2.6 POTENTIAL AREAS FOR POSITIVE REDEVELOPMENT

Based on the desires of the community, we initially divided the LLCC study area into existing neighborhoods that should be preserved and community centers and nodes that should serve as focal points where future development should be accommodated. After identifying the nodes and centers, we evaluated specific areas within each node and organized them into areas of priority where recommendations could be implemented to best achieve community goals. We prioritized areas by assessing their susceptibility to change, their potential to positively contribute to the community vision, and how well they met criteria we heard community members requesting from future developments. Figure 4.2-16 below illustrates the process of assigning priorities to areas. Figure 4.2-17 further below illustrates the criteria that community members expressed as well as criteria that indicate an area can be effectively used to catalyze change.

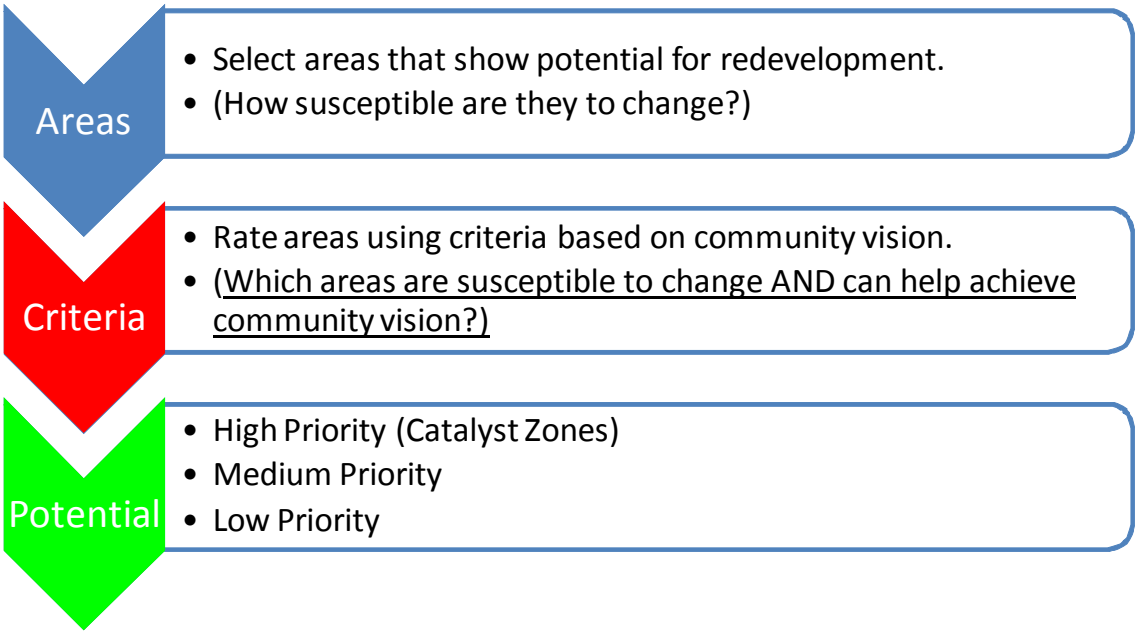


Figure 4.2-16: Process used to prioritize areas.

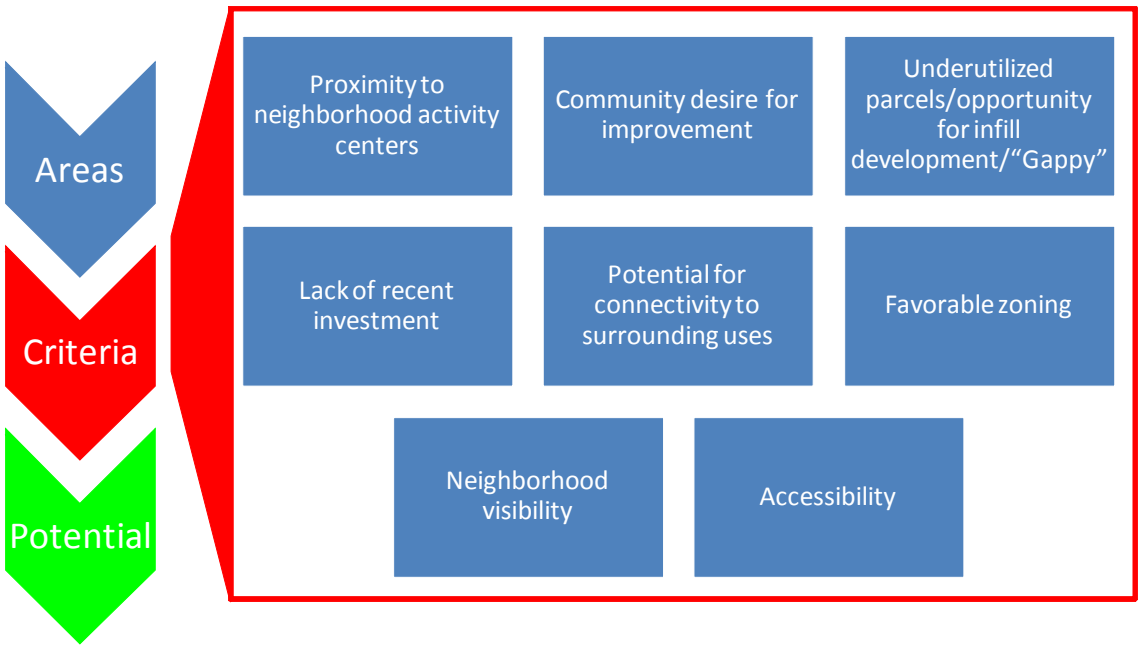


Figure 4.2-17: Criteria used to prioritize areas.

Figure 4.2-18 below shows potential areas for positive redevelopment in the LLCC study area. Areas in the darkest red represent areas where development can have the greatest catalytic effect. Areas in lighter red have less development potential, but still represent areas where positive change can occur.

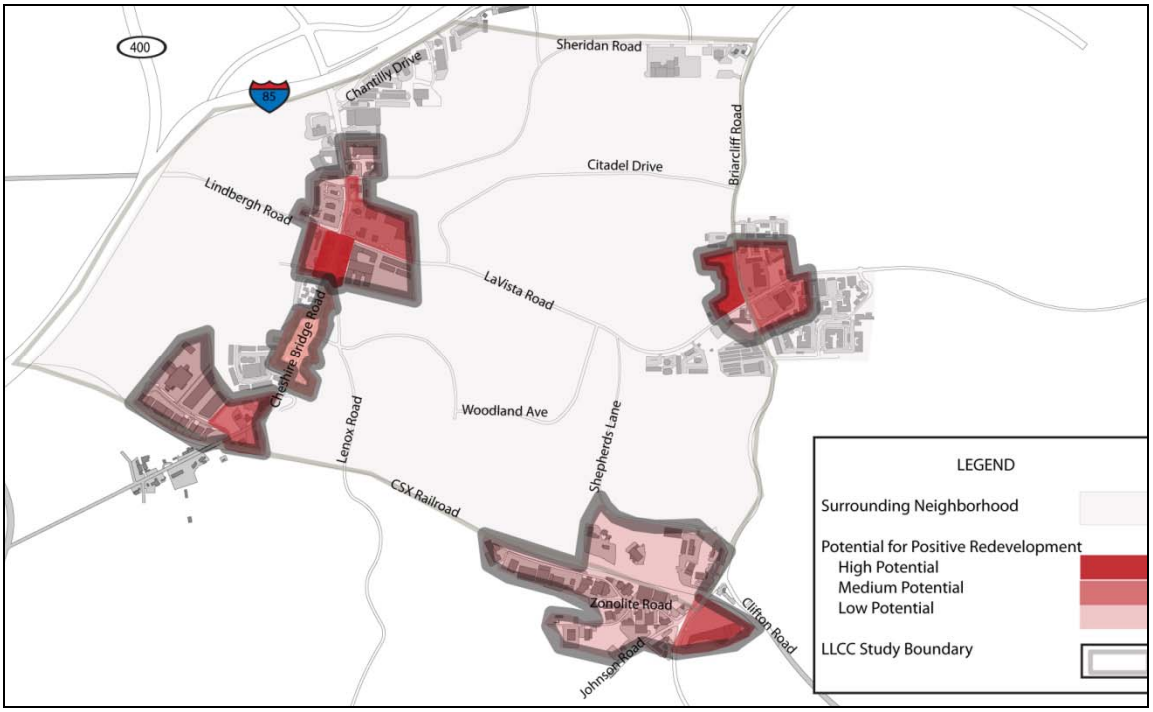


Figure 4.2-18: Areas for potential areas for positive redevelopment in the LLCC study area.

Cheshire Bridge Road & Lindbergh/LaVista Road

Figure 4.2-19: Close-up of areas for potential areas for positive redevelopment along Cheshire Bridge Road.

The Cheshire Bridge Road corridor, anchored by the node at the LaVista/Lindbergh Road intersection, is where much of the commercial development is concentrated within the study area. We therefore particularly focused on this area to illustrate where recommendations can be implemented. Figure 4.2-20below illustrates how some recommendations could look at this intersection. The green areas are medians that would be added in projects that would widen roads as they approached nodes and implement streetscaping and sidewalk improvements. These road improvements would also provide for bike lanes and parallel parking to shield sidewalks from street traffic and to replace parking that is currently located in front of retail establishments. The red boxes highlight areas where infill development can help form solid pedestrian-oriented retail walls. Access roads and a structured parking facility have been added to the southwestern corner of the intersection.

Figure 4.2-20: Illustration of select recommendations.

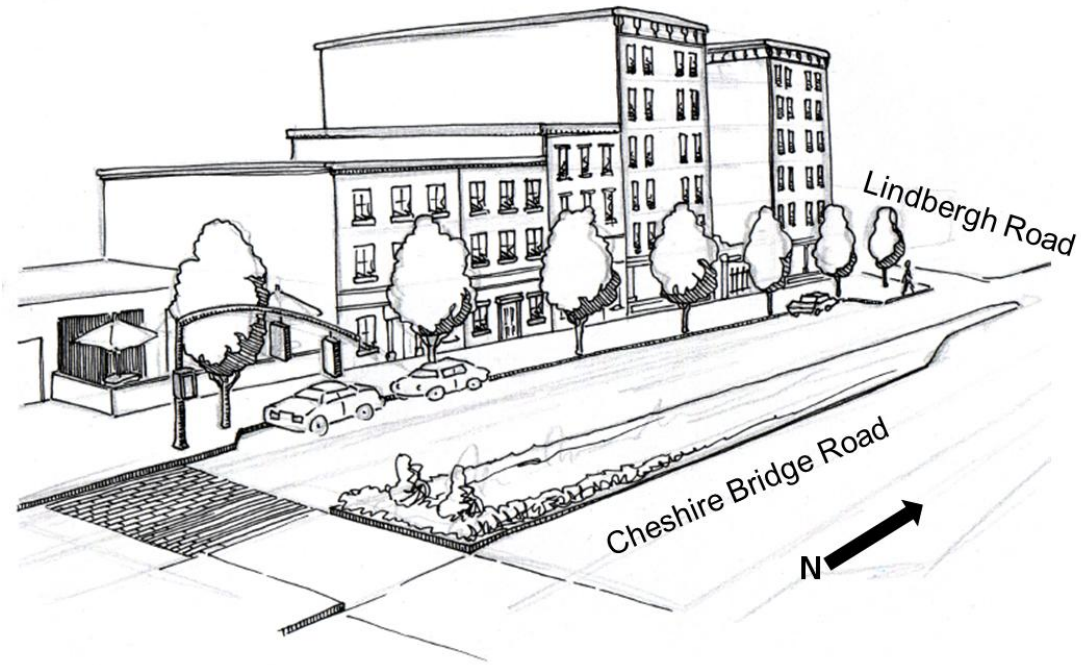


Figure 4.2-21: A perspective rendering of proposed improvements.

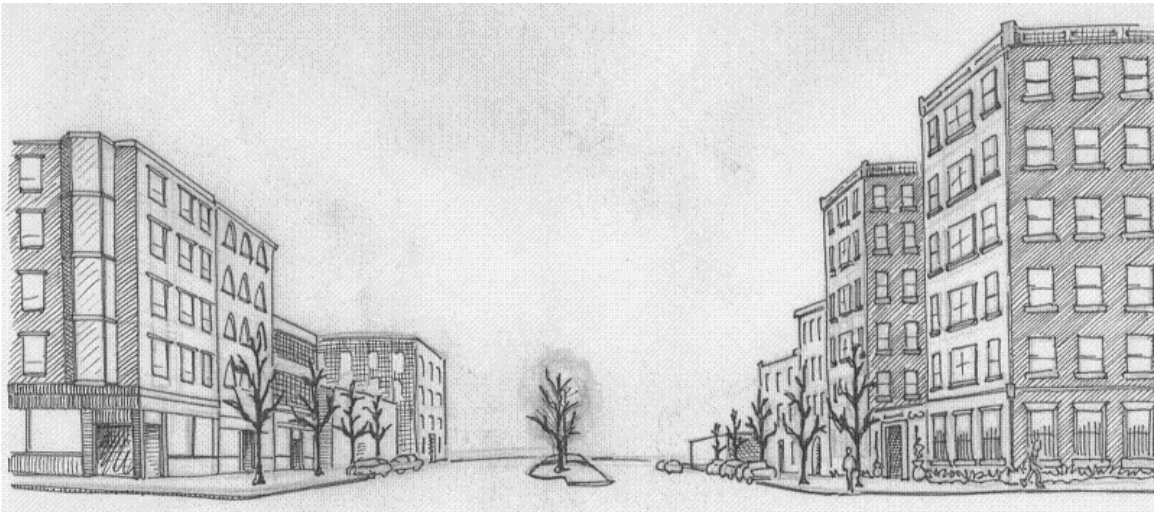


Figure 4.2-22: A perspective rendering of proposed improvements (looking south at the intersection of Cheshire Bridge and Lindbergh/LaVista).

Figure 4.2-23 below illustrates the area where we have proposed closing the intersection of Lenox Road with Cheshire Bridge Road. The space is shown here as a bus pull-out lane. We heard several complaints from community members about traffic being held up by buses stopping at poorly designed bus stops close by intersections. We saw this area as a possible place to move buses out of traffic. This pull out area has the added benefit of being located next to a large multi-family housing area. So residents of this area would have more time to enter and exit the bus, to unload groceries for example, because buses would not be blocking traffic. This is just one proposed use for this area, we also discussed with

community members using the space solely as a public plaza or as a plaza combined with a bus pull-out. As a trial, this intersection can be closed temporarily to assess its impact on the area and to gather feedback from local residents before attempting a permanent change.

Figure 4.2-23: Proposed plaza/bus pull-out area.

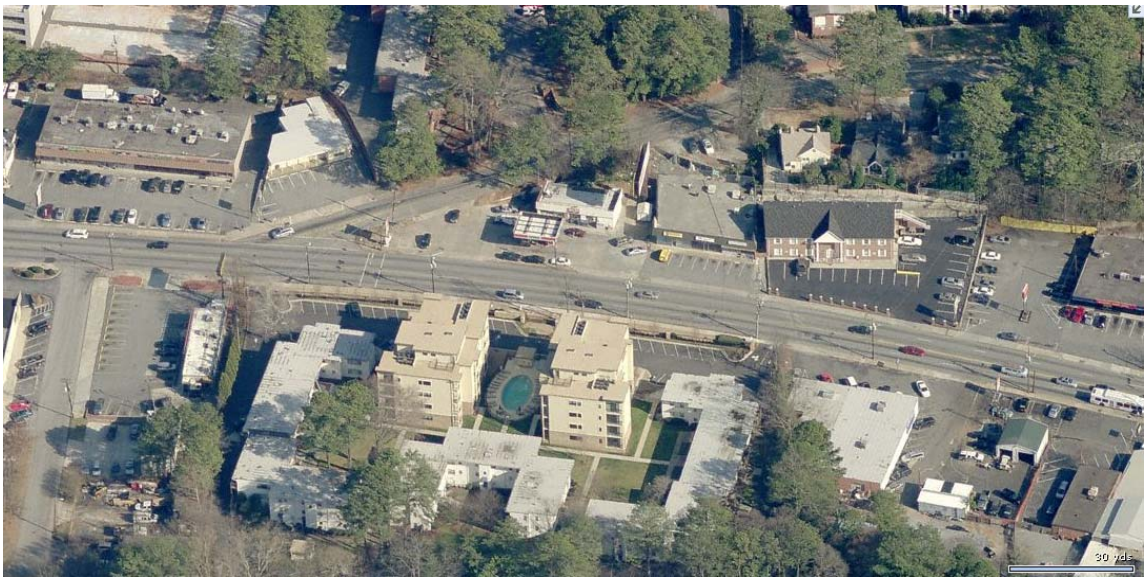


Figure 4.2-24: Existing Conditions Aerial Photograph of Proposed plaza/bus pull-out area.

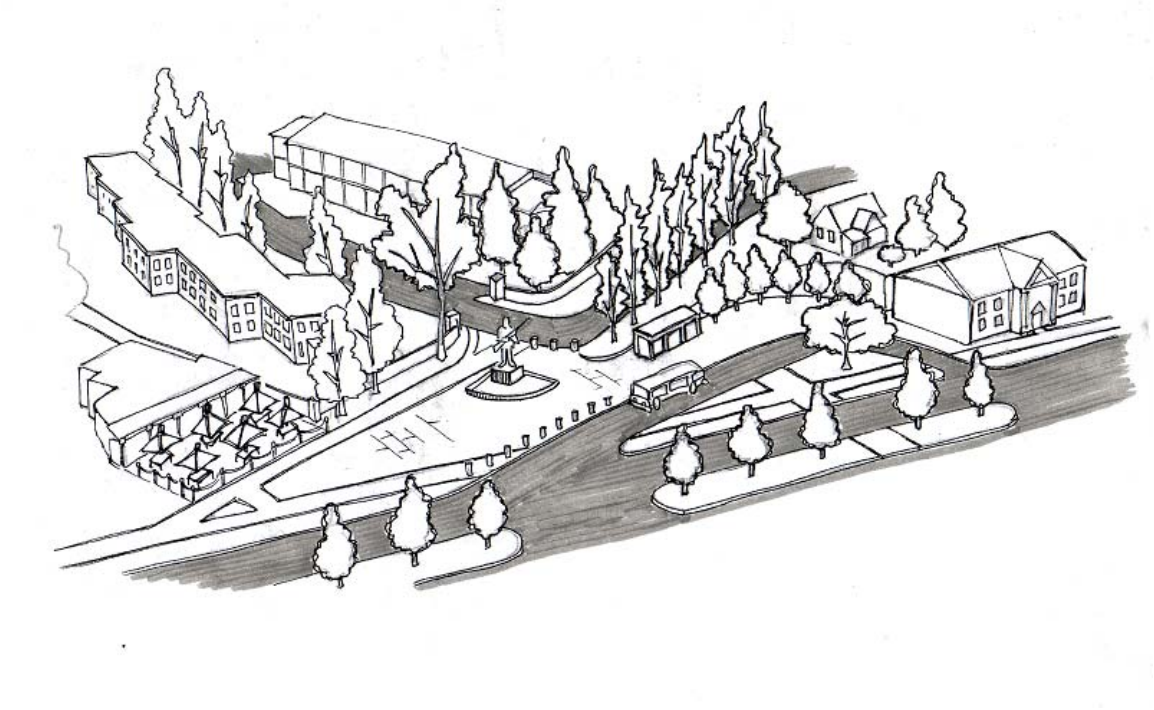


Figure 4.2-25: Perspective rendering of bus pull-out, with plaza and median divider.

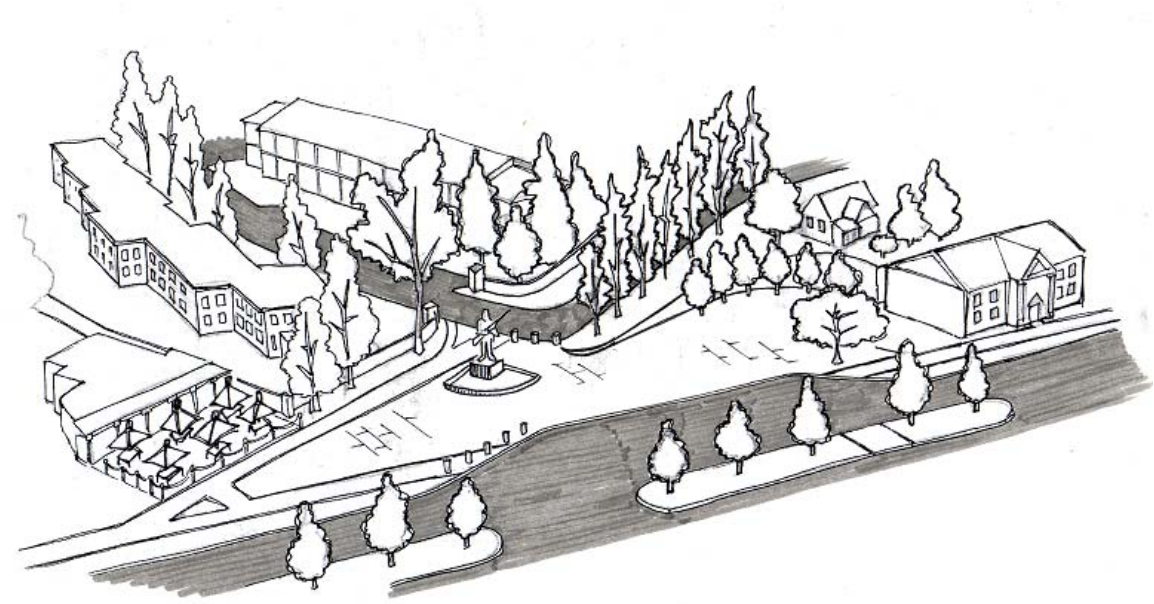


Figure 4.2-26: Perspective rendering of bus pull-out, with plaza only and no median divider.

The following “before and after” images illustrate what infill development could look like at this node.

Figure 4.2-27: Current surface parking.

Figure 4.2-28: Infill development replacing current surface parking.

Figure 4.2-29: Current surface parking.

Figure 4.2-30: Infill development replacing current surface parking.

Briarcliff Road & LaVista Road

The Briarcliff Road and LaVista road intersection is another node of concentrated retail and residential development. Figure 4.2-31 below illustrates how some recommendations could look at this intersection. The same road improvements are shown as above. Again, these road improvements include medians, bike lanes, and parallel parking. Structured parking, infill development, and increased connectivity have

not been illustrated here, but comparing this figure with that for Cheshire Bridge Road above shows areas where similar recommendations could be implemented.

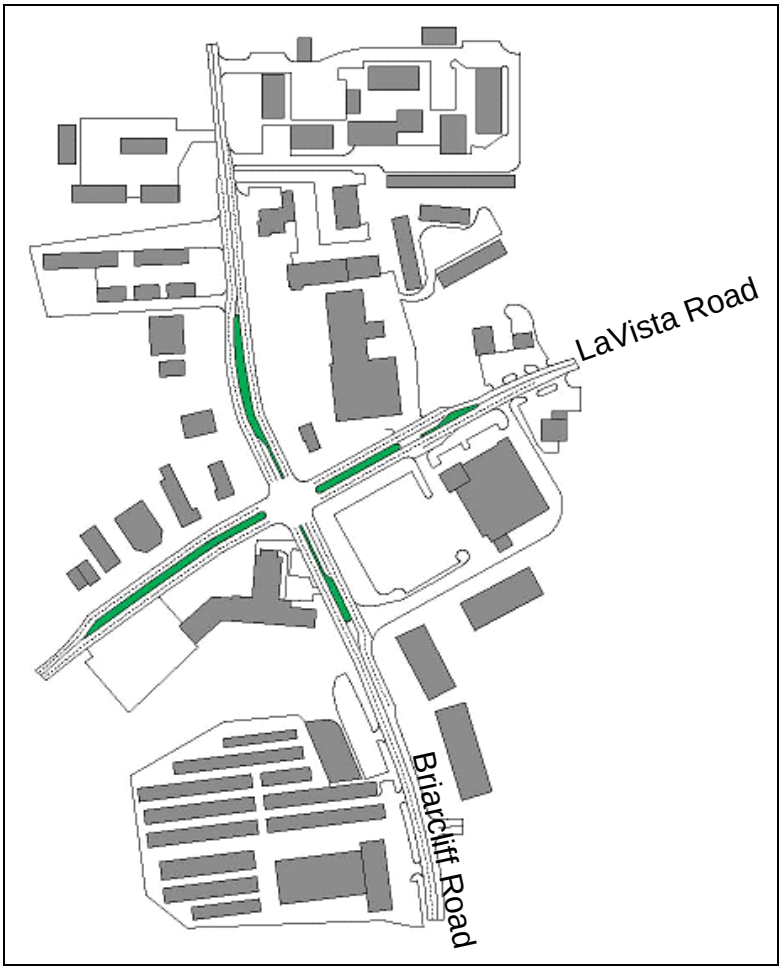


Fig. 4.2-31. Briarcliff and LaVista Road Median Improvements

A Georgia Tech architecture student also made proposals for the northeastern corner of this intersection. Figures 4.2-32 and 4.2-33 below illustrate different uses at this node. Figure 4.2-32 illustrates her final proposal for redevelopment. The proposal includes new streets which divide the area into smaller blocks, a new community area, new multi-family housing, new townhomes, new street trees, and new mixed-use areas.

MULTI-FAMILY HOUSING

SINGLE FAMILY HOUSING

HOUSING DIAGRAM

LIGHT INDUSTRIAL BUILDINGS

LIGHT INDUSTRIAL DIAGRAM

INSTITUTIONAL BUILDINGS

INSTITUTION DIAGRAM

COMMERCIAL & RETAIL BUILDINGS

COMMERCIAL & RETAIL DIAGRAM

Figures 4.2-32 and 4.2-33: Illustration of various uses at this node.

Figure 4.2-34: Proposed redevelopment.

Zonolite

The Zonolite Road node is currently used for industrial uses. One of Georgia Tech's architecture students spent his semester making a proposal for changes in this area. The figure below illustrates his proposal to consolidate existing industrial uses onto a site currently used solely for radio towers.

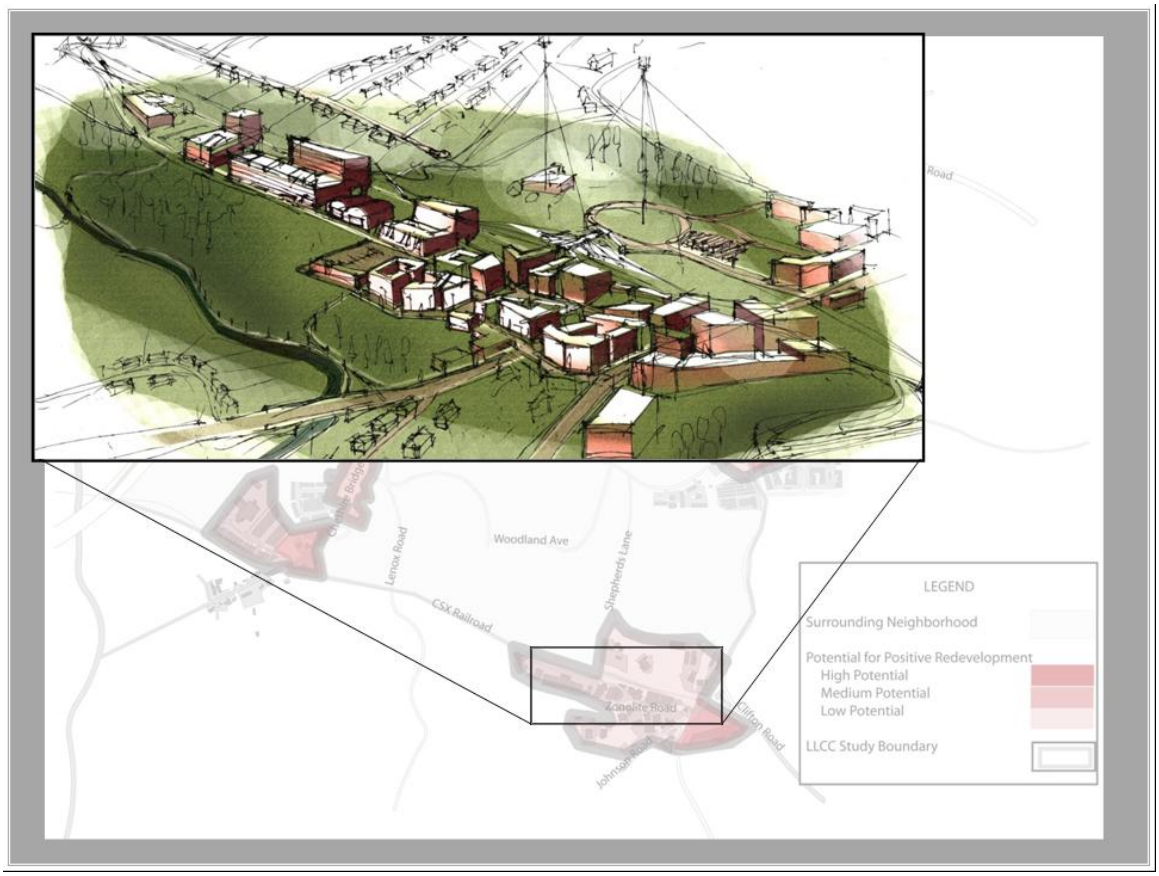


Figure 4.2-35: Zonolite Road proposal.

Executive Park

The figure below shows the current proposal for redevelopment at Executive Park. This redevelopment has the potential to significantly affect traffic within the study area as well as the character and viability of its retail nodes. As plans for the redevelopment of Executive Park continue to develop the community should stay involved in the process to ensure that their voice is heard and their concerns addressed.

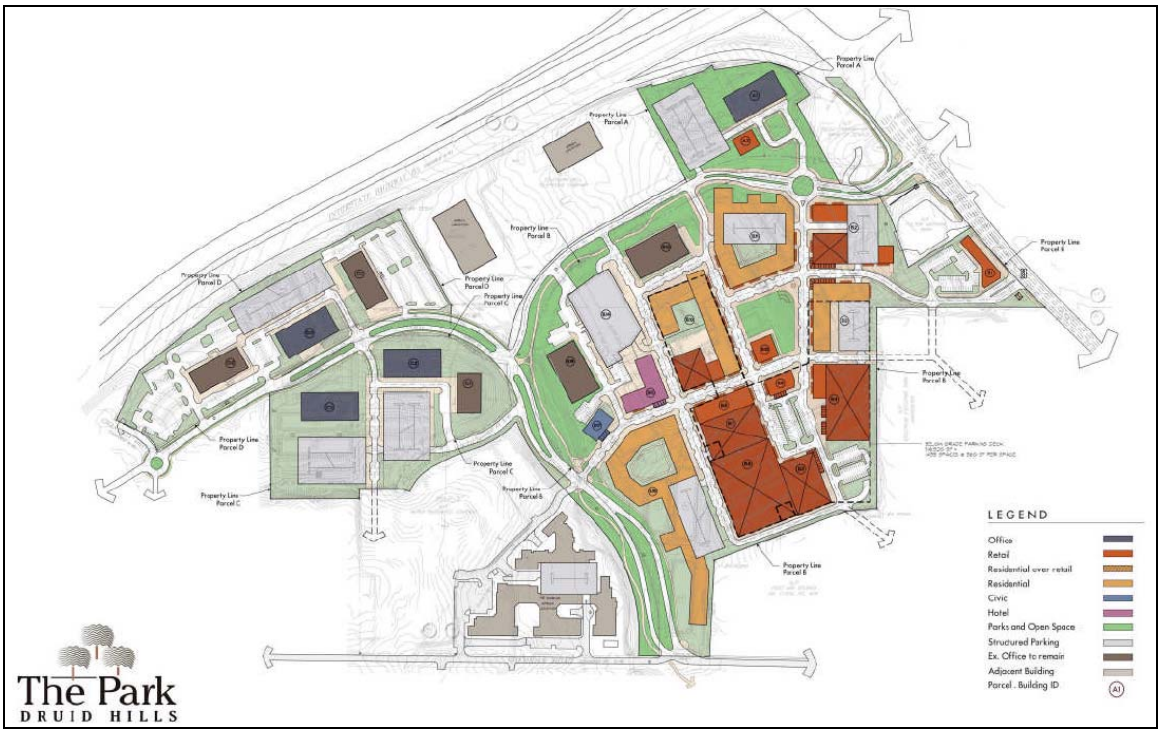


Figure 4.2-36: The current proposal for redevelopment at Executive Park.

Faulkner Road

Another Georgia Tech architecture student focused on a proposal to concentrate development on the Faulkner Road site, which is currently utilized as an industrial area. Her proposal shows how an industrial site is ideal for converting to concentrated, mixed-use development.

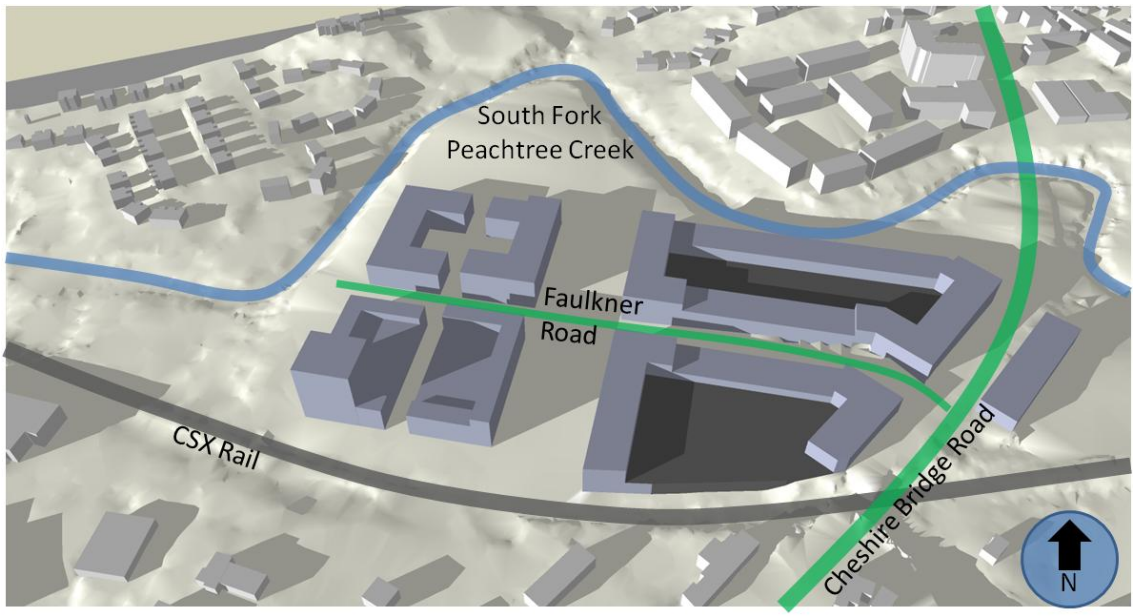


Figure 4.2-37: Proposal for Faulkner Road.

Figure 4.2-38: Perspective rendering of Faulkner Road proposal.

4.2.7 LLCC's LONG TERM DEVELOPMENT PLAN

The LLCC study area will experience significant change in the next 10 to 20 years. The transportation systems in the area will likely be altered, many commercial strip malls will likely be redeveloped, and older industrial land will likely transition to higher uses. It is difficult to forecast with exact precision the types of changes that the LLCC study area will face, but our studies of the area did suggest to us some broad changes that we feel have a high likelihood of occurring. Thinking about and planning for these changes is essential for the long-term success of the LLCC study area as a thriving community.

First and foremost the LLCC should begin formulating a long term development plan based on a community vision and an ongoing collaboration amongst community members, businesses, and government representatives. This plan should outline what the community aims to achieve as it develops, within the next few years and as long as 10 to 15 years into the future. Providing this roadmap for development will help frame what types of projects developers consider in the area and help influence government policy affecting the community. Simply having a plan can have a dramatic affect on the amount, type, and location of development that occurs in a community. This plan will have to be revisited and updated periodically as the area evolves over time, as market circumstances change, and as the priorities of the community fluctuate.

It is important for the LLCC to keep in mind that areas which currently hold the potential for positive change will not stay static. The current economic recession will likely depress new investment for some indefinite period of time, but once this cycle is over the LLCC will again experience development pressure. This development pressure could easily start altering the landscape of the LLCC study area and eliminating valuable opportunities that could be used to achieve the LLCC's community vision, or worse could begin changing the character of the neighborhood in a negative way.

The Cheshire Bridge Road corridor holds huge opportunity for change and development within the study area. Cheshire Bridge Road sees a large amount of through-traffic, an asset that can be used to the

advantage of the LLCC community if it can be attracted to the area. This section of the LLCC is currently not particularly attractive; it is not pedestrian friendly, development is very haphazard, and commercial businesses are very self-contained with their own parking lots. Despite these conditions, the area is highly visible, so that change will be clearly apparent to the vehicular traffic moving through the corridor every day.

The Briarcliff Road and LaVista Road intersection, Faulkner Road, and Zonolite Road all contain uses that will be redeveloped as real estate prices increase. The metro Atlanta area is transitioning away from explosive growth in the suburbs to a pattern of growth closer to downtown and inner suburban neighborhoods. This trend will incentivize property owners to transition their buildings and land to accommodate higher and better uses. The LLCC can play an instrumental role in engaging these property owners and potential developers to share the community vision with them and attempt to have social and community goals included in decisions that are commonly weighed using purely economic, and often short-term, calculations. Many Atlanta area developers are interested in cooperating with the communities where they work, but cooperation also requires organization and engagement from the community. These facts and trends illustrate how essential it is for the LLCC to think about how the community will change in the near future and begin planning now how to positively harness those changes.

4.2.8 FULL RECOMMENDATIONS & RESOURCES

The table below fully summarizes the above discussion of recommendations for the centers and nodes, as well as provides direction to resources and additional information pertaining to each recommendation. The table is categorized into the following sections: Land use and Zoning, Housing, Coordination & Management, Redevelopment, and Area Character. In addition, we included a section to include overarching recommendations, as discussed in the previous long term development plan section.

NODES: RECOMMENDATION FOR IMPLEMENTATION

Recommendation	Description & Action Recommended	Contacts, Resources & Funding Opportunities
Overarching		
Create Detailed Master Plan of Nodes	Consider hiring a consultant to conduct a detailed master plan for the commercial, mixed-use node areas. This plan should build on the efforts Blueprints process and report and should reflect the priority of the community to preserve the single-family neighborhoods.	Various consultants

Recommendation	Description & Action Recommended	Contacts, Resources & Funding Opportunities
	Additional planning studies will require collaborative support and fundraising efforts from neighborhood associations in the Lindbergh-LaVista study area, likely under the leadership of the LLCC.	Local Example: Neighborhood fundraising for revitalization plan of Emory Village (404) 373-7579 Funded by Druid Hills Civic Association, Emory University, DeKalb County and individual contributors. http://www.emoryvillage.org/pdfs/RevitalizationPlan.pdf
Zoning & Land Use		
Maintain "Quality of Life" Zoning at Nodes	Maintain or advocate for MRC and NC zoning at all nodes within City of Atlanta, Neighborhood Center or Town Center character areas for DeKalb. Neighborhood must strongly maintain the integrity of the zoning and not allow new development to alter their vision. Determine appropriate building height specifications in the nodes so as to compliment single-family neighborhood and provide for increased density within nodes.	City of Atlanta NPU - F http://www.npufatlanta.org/ DeKalb County - http://www.co.dekalb.ga.us/planning/pdf/longRange/implementation.pdf DeKalb County Planning and Development Department -- http://www.co.dekalb.ga.us/planning/mainPage.html
Housing		
Preserve existing affordable housing and encourage future affordable housing development	When redeveloping node area, there should be no net loss in housing affordability. The current supply of affordable for-sale and rental housing in the area should be preserved and enhanced when possible. Currently each node, particularly Lindbergh/LaVista/Cheshire Bridge, provides significant moderately priced housing options which support neighborhood vitality and housing opportunity for workforce households.	Resources from the Atlanta Development Authority (ADA): Affordable Workforce Housing Builders/Developers -- http://www.atlantada.com/buildDev/HousingOppBonds.jsp For Homeowners/Renters -- http://www.atlantada.com/buildDev/HomebuyersRenters.jsp

		Urban Residential Financial Authority -- http://www.atlantada.com/buildDev/residentialPrograms.jsp
Recommendation	**Description & Action Recommended**	**Contacts, Resources & Funding Opportunities**
		Atlanta Neighborhood Development Partnership (ANDP) http://andpi.org/ City of Atlanta Urban Enterprise Zone Program http://www.atlantaga.gov/government/planning/uez.aspx
	Utilize inclusionary zoning and incentive zoning throughout the node areas.	Resources from the Georgia Quality Growth Toolkit: Accessory Housing Units -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=60 Incentive Zoning -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=55 Inclusionary Zoning - http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=62 Workforce Housing -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=176 Mixed-Income Housing -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=171
	Create a Community Land Trust (CLT), a private non-profit corporation created to acquire and hold land for the benefit of a community and provide secure affordable access to land and housing for community residents.	Institute for Community Economics http://iceclt.org/clt/index.html Georgia Example -- http://www.athenslandtrust.org/clt.htm

	Encouraging development of senior housing within the study area is vital to accommodate the increased local and regional need for adequate and desirable senior housing options.	Housing for the Elderly -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=54
Coordination & Management		
Increase availability of senior and disabled support services.	Coordinate with Atlanta Regional Commission Aging Services Department to ensure adequate supple and access to senior support services in neighborhood.	AgeWise Connection (ARC) -- http://www.agingatlanta.com/
Recommendation	**Description & Action Recommended**	**Contacts, Resources & Funding Opportunities**
		ARC Aging Services -- Carolyn Rader (Blueprints Partner)
Livable Centers Initiatives	Monitor LCI application status and future proposal opportunities. Future applications should include collaborative input from the City of Atlanta and DeKalb County Planning Departments, City Council, and County Commissioners. Support and input from all parties will be critical in resubmitting a competitive application.	Atlanta Regional Commission -- http://www.atlantaregional.com/arc/html/ City of Atlanta, Bureau of Planning -- http://www.atlantaga.gov/government/planning/burofplanning.aspx DeKalb County Planning and Development Department -- http://www.co.dekalb.ga.us/planning/mainPage.html City of Atlanta Council Member, District 6 (Anne Fauver) -- http://www.annefauver.com/ DeKalb County Commissioner, 2nd District (Jeff Rader) -- http://www.commissionerrader.com/ DeKalb County Commissioner, Super District 6 (Kathie Gannon) -- http://www.kathiegannon.com/neighborhoods.html

Community Benefits Agreements	Utilize community benefits agreements, as outlined by Georgia Stand-Up, to ensure that infrastructure, design, and additional planning qualifications meet neighborhood specifications. The LLCC, and Lindbergh-LaVista area, should be involved through public participation with any redevelopment proposal from the beginning of such a proposal.	Georgia Stand-Up -- http://georgiastandup.org/community_benefits.html
Development Scorecard	Scorecards allow neighborhood to showcase the development criteria that meet the community vision.	Livable Communities Coalition: Smart Growth Scorecard -- http://www.livablecommunitiescoalition.org/services/smartGrowthScorecard.cfm
Recommendation	**Description & Action Recommended**	**Contacts, Resources & Funding Opportunities**
Enhance Local Business Communication	Encourage more structured local business communication to establish shared interests and promote economic vitality.	Tracking Business Needs -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=76 Evaluating Business Formation in Your Community -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=71 Local Examples: Grant Park Neighborhood Association, Economic Development Committee http://gpna.org/net/content/forum.aspx?s=857.0.35.20
Form Business/Village Merchants Association	Form Business/Village Merchants Association.	Comprehensive Listing of Local Business Districts http://atlanta-midtown.com/business/ Local Examples: Decatur and Oakhurst http://www.decaturga.com/cgs_citysvcs_ced_businessdistricts.aspx

Form Community Improvement District (CID)	Consider forming Community Improvement District (CIC), a private business organization which creates a self-taxing district to fund community improvement projects, such as accelerating transportation or infrastructure improvement projects.	Community Improvement District http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=42 Local Examples: Perimeter CID http://www.perimetercid.org/index.html; Midtown Alliance -- http://www.midtownalliance.org/
Non-profit Redevelopment Organization or Redevelopment Investment Fund	Create non-profit entity to serve as agent for catalytic development projects to encourage responsible, in-fill development.	Local Example: South Decatur Community Development Corporation http://www.oakhurstga.org/organizations/
Redevelopment		
Create Infill Development Program	Based on community vision, focus new commercial, mixed-use development in priority locations within nodes.	Infill Development Program -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=32 Targeted Corridor Redevelopment http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=8
Recommendation	**Description & Action Recommended**	**Contacts, Resources & Funding Opportunities**
Incorporate Urban Design Improvements	Plan and implement streetscape improvements throughout the Lindbergh-LaVista nodes to make streets more pedestrian-friendly and neighborhood in feel. As outlined in the report, features appropriate with community vision include: • Minimal Set-Backs, Buildings to Street • Bury Utility Lines • 10' Sidewalks • Include Street and Pedestrian Lighting • Comply with all ADA Guidelines • Incorporate Neighborhood Signage and Gateway Features	Design Guidelines http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=117 Minimum Building Frontage http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=175
Improved Circulation Signage	Consider improving parking circulation signage and pedestrian amenities within existing surface parking areas. This should be considered a short-term solution until long-term block structure could be implemented.	Local Example: http://www.lindberghplaza.com/

Increase Greenspace within nodes	Address need for neighborhood park, and more trees in commercial areas. As discussed in report, consider creating plaza area at the existing intersection of Lenox Road and Cheshire Bridge Road.	Parking Creation and Financing -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=156
Encourage On-street Parking	Support boulevard redesign of key corridors to provide additional on-street parking at nodes.	Create more on-street parking -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=18
Implement a Shared Parking Program	As new development occurs, allow developers to pay fees into a municipal parking or traffic mitigation fund in lieu of providing the required parking on site.	Flexible Parking Standards -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=17
Recommendation	**Description & Action Recommended**	**Contacts, Resources & Funding Opportunities**
		Local Parking Study -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=16
Area Character		

Roadway Redesign	Following description in report, long term roadway redesign and widening should be considered to better the address pedestrian environment. Such measures should be considered: reduce curb cuts, widen and improve sidewalks, improve street and pedestrian amenities, create bus plaza and pull-off area, and create medians. All improvements should support city and county regional transportation plans.	Connect Atlanta Plan http://www.connectatlantaplan.com/documents.html Right-of-Way Improvements http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=4
Improve Street Network and Connectivity	As outlined in the report, several locations throughout the study area should be considered to increase auto and pedestrian access.	Improving Street Connectivity http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=164

4.3 ENVIRONMENT

Project	Description	Resources
Park and Greenspace Expansion	Expand and improve park and greenspace system through a variety of public and private resources.	NRPA Advocacy Toolkit: http://www.nrpa.org/content/default.aspx?documentId=7591 Atlanta's Project Greenspace: http://www.atlantagreenspace.com/ The Arthur Blank Family Foundation Grant Initiatives: http://www.blankfoundation.org/initiatives/index.html Dekalb Greenspace: https://dklbweb.dekalbga.org/Greenspace/default.asp Park Pride: http://www.parkpride.org/ Dekalb Parks and Recreation: http://www.co.dekalb.ga.us/parks/ Atlanta Parks, Recreation and Cultural Affairs: http://www.atlantaga.gov/Governm

		ent/Parks.aspx
Trail Network	Implement ped/bike network for neighborhood and regional transportation	Rails-to-Trails Conservancy PATH Foundation The South Fork Conservancy Rivers and Trails Conservation Assistance program (National Park Service) See trail network funding and information table above for links to more resources
Neighborhood Conservancy	Utilize LLCC subcommittee to oversee park and trail development	Morningside Lenox Park Association: http://www.mlpa.org/ Chastain Park Conservancy: http://www.chastainparkconservancy.org/ Piedmont Park Conservancy: http://www.piedmontpark.org/ Grant Park Conservancy: http://www.gpconservancy.org/ The Olmsted Linear Park Alliance: http://www.atlantaolmstedpark.org/
Stormwater Management		US EPA Grants and Debarment: http://www.epa.gov/ogd/ US EPA Water Quality Publications: http://www.epa.gov/smartgrowth/publications.htm#water
Impervious surface regulations	Push for more maximum lot coverages on non-residential parcels, maximum parking limits through zoning overlay districts. Within these aim for consistent limits across jurisdictions.	Councilperson (ATL) – Anne Fauver – afauver@atlantaga.gov for examples of overlay districts see http://www.dca.state.ga.us/intra_nonpub/Toolkit/OtherResources/ExOverDist.pdf
Tree Ordinance	Work with DeKalb and City of Atlanta to unify or make their tree ordinances more consistent. Atlanta's can be found here (http://www.atlantaga.gov/client_resources/government/planning/arborist/tree_ord_2007.pdf)	Councilperson (ATL) – Anne Fauver – afauver@atlantaga.gov Arborist Division (ATL) - Ainsley Caldwell – (404) 330-6836 Arborist (DKLB) – Tom Claiborne –

		(404) 371-4913
Neighborwoods – Tree Program	NeighborWoods is a cooperative effort among Metro Atlanta Neighborhoods and Trees Atlanta to plant trees in neighborhoods, raise awareness about the benefits of trees, and create a core group of tree advocates.	Susan Pierce – Trees Atlanta susan@treesatlanta.org
Native Species	Native plant species should be incorporated into new trail and park space whenever possible. Native plant advocacy groups are available for consultation on plant selection.	Georgia Native Plant Society, http://www.gnps.org/

5.0 APPENDICES