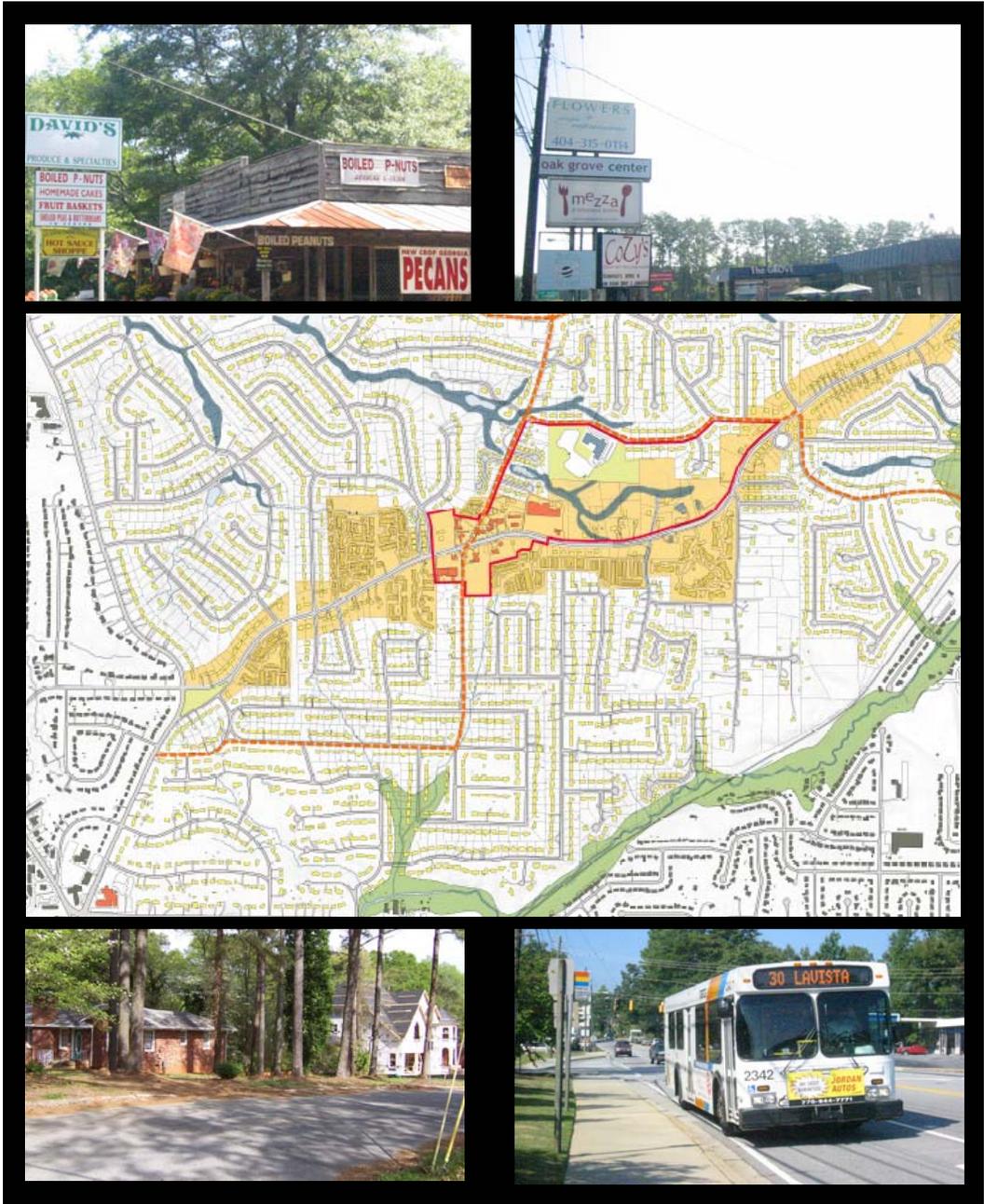


LaVista:

A First Suburb Reconnected



Georgia Conservancy -- Blueprints Partners 2006

American Institute of Architects- Atlanta
American Council of Engineering Companies of Georgia
American Society of Landscape Architects, Georgia Chapter
Association County Commissioners of Georgia
Atlanta Neighborhood Development Partnership
Institute of Transportation Engineers
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Georgia Municipal Association
Georgia Planning Association
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BLUEPRINTS FOR SUCCESSFUL COMMUNITIES

Blueprints is an education and technical assistance program of the Georgia Conservancy designed to facilitate community-based planning across the state. The program is committed to achieving successful communities by creating sound conservation and growth strategies, and building consensus for action.

Georgia is home to an abundance of natural and cultural resources. Our development patterns over the last 50 years present a very real threat to these resources and to quality of life as a whole. Sprawling, decentralized development, where people must depend on automobiles, is expensive for local governments to serve and has a staggering effect on the environment. Vehicle emissions create toxic air pollution. Stormwater runoff from asphalt poisons rivers and streams. Thousands of acres of farms, woodlands, and open space are lost to wasteful, non-sustainable forms of development.

The Georgia Conservancy partnered with the Urban Land Institute and the Greater Atlanta Homebuilders in 1995 to host its first Blueprints for Successful Communities Symposium. Currently the Conservancy maintains an active partnership with fourteen organizations. These diverse organizations and their members provide a great deal of understanding and expertise in the relationships that exist between land use, public infrastructure, economic growth, and environmental quality.

Prior to the LaVista effort, Blueprints has addressed multi-jurisdictional watershed

planning, heritage corridor preservation, location of commuter rail stations, inner city neighborhood issues, and other planning opportunities all through a collaborative planning process.

BLUEPRINTS PRINCIPLES

- *Maintain and enhance quality of life for residents of the community*
- *Employ regional strategies for transportation, land use, and economic growth*
- *Consider the effect of the built environment on the natural environment as well as history and culture*
- *Employ efficient land uses*

Why Blueprints LaVista?

In the fall of 2005, at the suggestion of Commissioner Kathie Gannon and local residents, the Alliance for a Livable LaVista (ALL) contacted the Georgia Conservancy for assistance with urgent planning issues, ranging from walkability to rezonings. ALL's mission is to create an alliance of neighbors to encourage responsible and compatible growth, share information, and improve the livability of the LaVista Road community.

The residents of this area had been addressing multiple issues of planning, design, and quality of life for a number of years. They had also been dealing directly with re-zonings and the design of infill housing, both along LaVista and within their neighborhoods. Most recently, the leadership of ALL put together a "wish list" of issues critical to

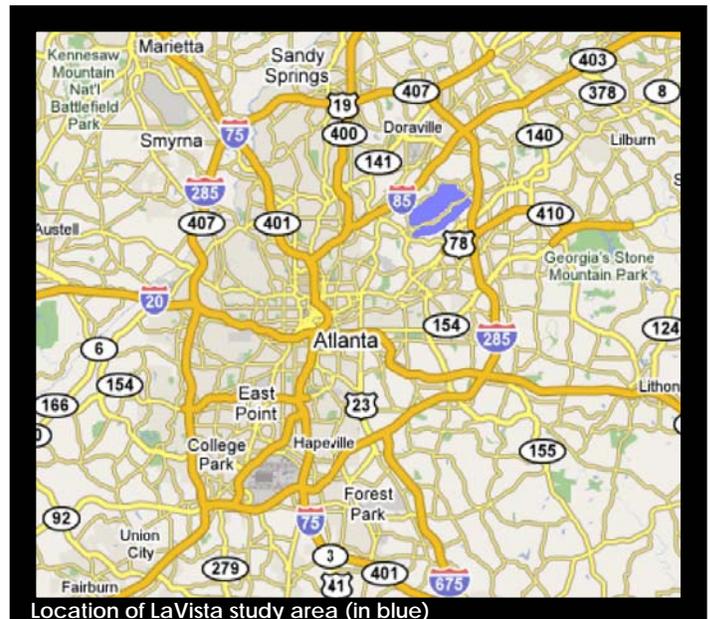
the neighborhoods, which naturally aligned with the Blueprints principles.

After the initial agreement to partner with ALL in the Blueprints process, the Conservancy contacted Georgia Tech and asked if an urban design studio might focus its attention on LaVista in support of the process. Georgia Tech, which has provided this resource to Blueprints in the past because of its hands-on, real-time value, readily agreed. Six students representing the planning and architecture departments worked through the semester-long Blueprints process, and much of the text and graphics in this report reflect the students' work product.

The Georgia Conservancy, working in partnership with ALL, Georgia Tech, DeKalb County, and Blueprints Partners provided technical assistance to the residents of the neighborhoods, businesses, and institutions surrounding the "main street" of LaVista Road between its intersections with Clairmont Road and Harobi Drive in DeKalb County. Through the Blueprints for Successful Communities program, community stakeholders focused on one aspect of planning which overarches many issues on the ALL "wishlist" – *the connections to and from destinations within the planning area*. Specifically, Blueprints worked with ALL to conduct a process that led to recommendations for:

- Improved automobile, pedestrian, and bicycle mobility along LaVista, particularly at major intersections;
- Improved pedestrian and bicycle access to institutions, open spaces, and commercial areas, including connected trails and paths within all neighborhoods;

- Designated open spaces, including both passive and active green spaces;
- Future land uses and design parameters in critical locations, particularly at major intersections; and
- General design recommendations for infill development along LaVista, particularly with respect to height, scale, orientation, and access.



The “First Suburb” Landscape

The Lavista communities fall within what is now recognized as a unique urban category often called “first suburbs”. This refers to early suburban developments just before and after World War II which have similar physical characteristics and have developed several common socio-economic attributes in the ensuing decades. Referred to as “halfway to everywhere” in a recent study by the Urban Land Institute, these areas are also described in a comprehensive 2006 study by the Brookings Institute as:

Neither fully urban nor completely suburban, America’s older, inner ring, “first” suburbs have a unique set of challenges very different from those of the center city and fast growing newer places.

LaVista – a typical First Suburb

The LaVista communities exhibit many of the trends found in first suburbs across the nation, including:

- a) There are large areas of aging housing stock, with streets often laid out in distinct cul-de-sac neighborhoods but still physically linked to their center cities.
- b) Today home to over 20% of the U.S. population, these areas have become more diverse than the U.S. population as a whole with growing elderly, non-white, foreign born and poor residents while still retaining their core of well-educated and well-off traditional families. This is only partly true in the LaVista area

where the elderly population is increasing but the non-white foreign born or lower income populations are not.

c) Enjoying excellent location and still generally viable infrastructure, these areas nevertheless seem to “fall through the cracks” in terms of effective plans and policies from their local, state and federal governments. As one study put it, they are “affluent but needy.”

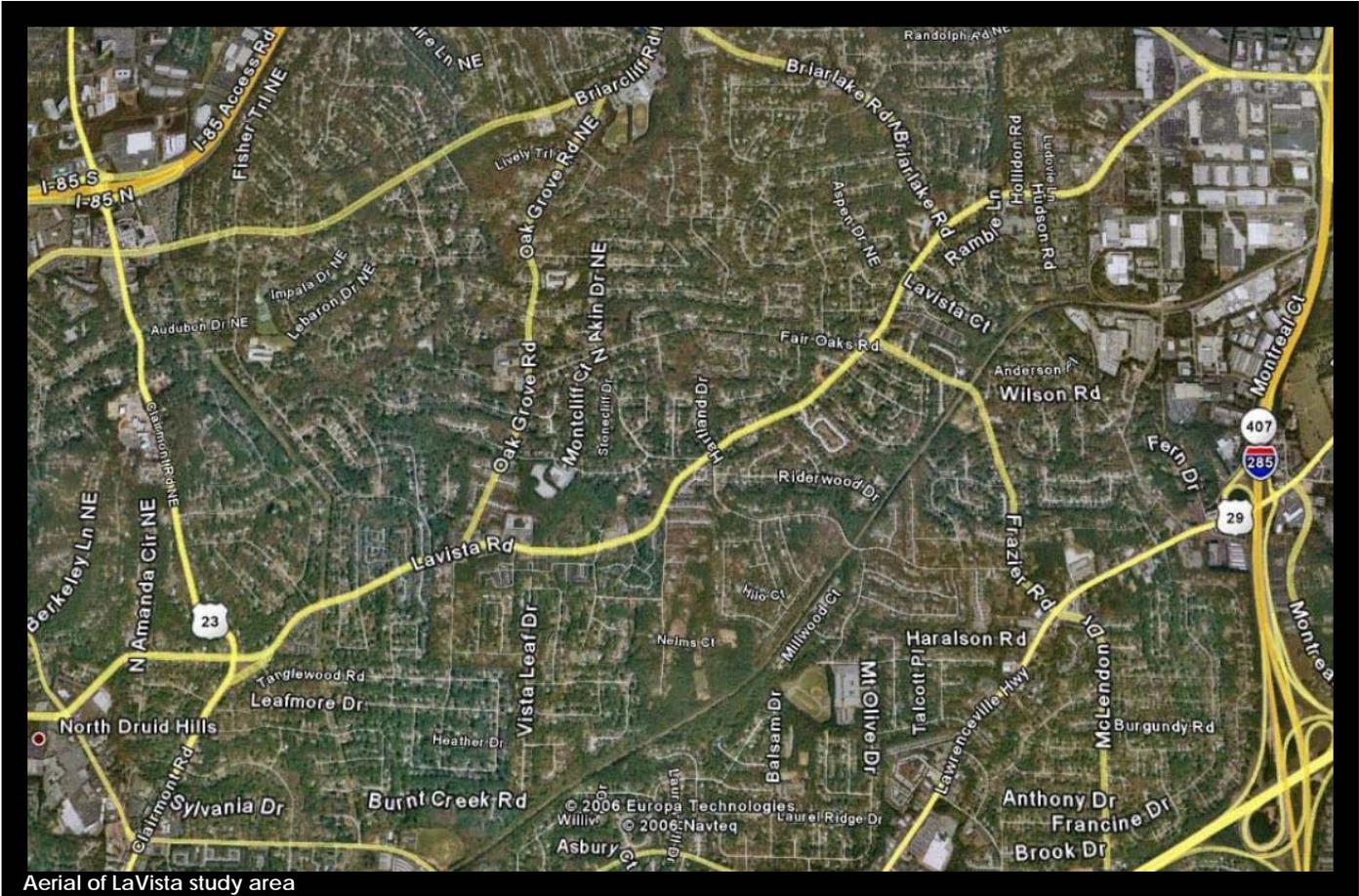
LaVista – A unique First Suburb

While adhering to the above trends in general, the LaVista communities have some unique characteristics that should be taken into account, including:

- a) While these communities have indeed diversified in recent years, most residents still exhibit a strong neighborhood identity and loyalty and often refer to a clear “sense of place” in their neighborhood.
- b) Despite the recent development of larger scale and higher density residential infill along the LaVista Road corridor, the neighborhood retains a remarkable homogeneity of one-story single family houses on mid-sized lots in a mature woody setting with surprisingly large areas of environmental integrity and sensitivity.
- c) While most DeKalb County east-west corridors have been widened in an effort to accommodate greatly increased traffic volumes, and commercial sprawl, LaVista Road has largely retained its two lane residential character.
- d) With two major shopping centers at either end of the corridor,

neighborhood commercial areas, while retaining their small scale, have had trouble remaining viable. This has resulted in redevelopment pressure along the corridor being residential rather than commercial.

The Lavista communities could be summarized, therefore, as “urban” neighborhoods in terms of social diversity and services, while located in a distinctly “suburban” landscape.



Aerial of LaVista study area

LAVISTA COMMUNITY WORKSHOPS

Assets and Challenges

On February 15, 2006, the Georgia Conservancy and the Alliance for a Livable LaVista hosted the first Steering Committee meeting for Blueprints LaVista. The Steering Committee was an invited group of individuals that included neighborhood residents, local business owners, local institutions, and DeKalb County and other government agency staff and elected officials. The meeting was well attended and included introductions of the Steering Committee members and overview of the Blueprints program and process.

Two mapping exercises were conducted to provide a sense of location for the stakeholders and of the stakeholders' neighborhood and condo association boundaries, which fell within and outside the study area. Much of the meeting was spent in a facilitated discussion of the study area's assets and challenges that appear on the next two pages.



David's Produce

LaVista Area Assets

- Proximity to Emory
- Proximity to professional employment
- Schools – presence and quality
- Ridgeline topography of LaVista Road
- Mature neighborhoods – tree canopy
- Steady growth of home values
- Proximity to services (all kinds)
- Access to I-85 and I-285
- Mix of commercial and residential uses
- Attractive wooded area
- Proximity to Atlanta, but not in Atlanta
- Unique community (restaurants)
- Few small undeveloped areas
- Bigger lots
- Commercial development, smaller
- Culture (intelligence capital)
- Diverse population/cultural diversity as well as generational
- History – residents with a history here
- Mixed use with redevelopment potential
- Housing choices (helps with diversity)
- Very active residents
- Organized community
- More like a small town (with businesses)
- Strong church presence
- Community competitive sports and numerous youth programs (swim teams)
- Still a 2 lane road
- Still affordable housing
- Dave's Produce
- Stability

LaVista Area Challenges

- Magnet for development (due to assets)
 - Tension between transportation and need for pedestrian and bike access (bus) – both county and state transportation
 - Managed growth
 - Keeping LaVista 2 lane with increasing the number of cars
 - Commuter rail (adding tracks) in addition to CSX stopping train on tracks
 - Keeping identity and local flavor
 - Pedestrian access (dangerous conditions and poor lighting)
 - Manage transportation (sensitive to assets)
 - Impact of growth on schools
 - Funding solutions
 - Traffic calming
 - Continued connectivity of community processes
 - Balance growth, diversity, and mixed use
 - Enable traffic flow (not just on LaVista)
 - Protecting existing, and finding more greenspace (set guidelines for reestablishing greenspace and for tree removal and planting)
 - Misaligned intersections
 - Affordable single family housing
 - Cap limit on housing
 - Jeopardizing mature tree canopy
 - Emory's traffic
 - 1950s design of cul-de-sacs causing traffic flow problems
 - Predictable public transportation
 - Addition of new cul-de-sacs
 - Protecting large lots
 - Working within Dekalb County rules
 - Privacy protection during construction
- Crime increase
 - Water, sewer capacity
 - Flooding/stormwater
 - Adequate public services
 - Transformation of commercial to residential
 - Noise (traffic, music, construction, PDK Airport)



Blueprints LaVista Planning Goals

The Blueprints LaVista Steering Committee, with the assistance of Georgia Conservancy staff, developed the following goals to guide the community planning process.

- Ensure that communities are desirable for users with attention to connectivity, scale, design, variety of uses, and greenspace.
- Advocate standards for commercial environments that are diverse, accessible, safe, and accommodating.

- Seek continued neighborhood diversity – demographic, economic, housing type, and land use.
- Balance momentum and growth with a desire to protect existing community assets and quality of life.
- Encourage informed and committed residents, businesses, and community service providers that contribute to the shared vision of the neighborhood, and implement programs and projects that support the vision.
- Be in partnership with initiatives outside of the Alliance for a Livable LaVista area that meet the needs and desires of the ALL neighborhoods.

Community Design Workshops

During the spring of 2006, the LaVista Steering Committee participated in meetings and a design workshop to identify issues facing the community and desirable solutions.

The design workshop allowed participants to ‘test’ potential solutions to issues identified by the Steering Committee. The following list of preferences was developed during the March 8, 2006 meeting and April 1, 2006 workshop. Georgia Tech provided technical analysis based upon this feedback. In addition, the Framework Plan and Strategies described in the subsequent workshop input summary tables of this report was developed using this information.

Summary of Steering Committee Discussions Planning, Zoning, and Development – URBAN DESIGN			
Infill Ordinance and Overlay	Transitional Zone	Density	Sign Ordinance & Design Standards
<ul style="list-style-type: none"> • Is the infill ordinance the best tool for the problem? Need to monitor implementation. • There could be an infill overlay for the LaVista Road corridor. It was thought LaVista could take more density in terms of commercial, office and residential. 	<ul style="list-style-type: none"> • LaVista Road could serve as the live/work transitional zone. There could be more density (and ability to walk to services or work) in that corridor that gradually became mostly residential. It was emphasized that this density and mixed use be in concentrated nodes, not spread along LaVista Road. • Concerns were expressed about areas zoned commercial being converted into residential use. 	<ul style="list-style-type: none"> • There was concern that increased density on LaVista Road would cause bad quality of life issues for single-family residential residents (more traffic, less green space, flooding, etc.) 	<ul style="list-style-type: none"> • Everyone was interested in the possibility of an overlay district that would give the community an overall sign ordinance and some uniform design standards.

Summary of Steering Committee Discussions

Planning, Zoning, and Development – RESIDENTIAL ENVIRONMENT

Infill Compatibility

- Infill compatibility is a major issue in the study area. Neighborhoods have organized and created overlay districts to regulate new development. These districts need to be monitored and their effectiveness evaluated.

Overlay District Enforcement

- The ineffective enforcement of existing overlay districts is another concern affecting the area. In some neighborhoods the desires of a majority of residents have not been upheld. Either through ineffective policing or variances made to developers some overlay requirements have been bypassed. Residents have expressed the need for vigilant enforcement and stiffer penalties for violators.

Insufficient Buffers

- The improper buffering of uses is an added issue in the study area. Residents have voiced concerns over insufficient buffers between infill developments and existing single-family homes. The current seven foot buffer between large multi-family buildings and the neighboring property line is inadequate.

LaVista Road Design Guidelines

- The desire for uniform design regulations in the public and private realms is another concern of residents. Restricted signage, consistent landscaping, and buildings that face the street are desired along LaVista Road. Regulations that achieve a neighborhood scale in buildings and promote pedestrian access through developments are also desired.



Existing ranch-style house in the study area



New infill house in the study area

Summary of Steering Committee Discussions Neighborhood Connectivity – PLACE & CULTURE

Sidewalks

- Sidewalks along LaVista Road and side streets are a top priority. Residents want to be able to walk to shopping centers, schools, playgrounds, etc.
- Sidewalks are particularly needed along Richard Stokes Drive, which is a very narrow road. Pedestrians are currently walking in the street and cars do not have much room to get around.

Bike Lanes

- Bike lanes along LaVista Road and connecting side streets are also strongly desired.
 - Strong support for creating a loop or series of loops within a bike/ped system that makes use of existing streets. This structure would provide internal connectivity as well as better knit together and define the study area.
 - The LaVista Road right of way is the only common public space available.
- The north side of the railroad tracks is flat, and once housed a horseback-riding trail. This area could be transformed into a bike/ped path and could possibly constitute the outer edge of part of the proposed loop system.
 - Other components of the system could include Fair Oaks, Coralwood, Frazier, Pangborn, Briarlake, Oak Grove, and connections to community facilities through the Leafmore, Breckenridge, and Sagamore Hills neighborhoods.
- DeKalb will stripe bike lanes on roads classified as collector streets. Zoning requires developers to accommodate 4' for this purpose, although these lanes may not necessarily be striped at the time of construction.
 - The county is currently planning a resurfacing a number of roads through a bond referendum. Recommendations for bike lane expansion should be given now.

Crosswalks

- Striped crosswalks across LaVista are badly needed, especially in the vicinity of Mt. Zion AME, Arbor Montessori, and the Masonic Lodge, all of which share parking.
- Request that GDOT install "yield to pedestrians" signs in the right of way in this location and at the Vista Grove center.



Georgia Tech graduate students setting up the workshop

Summary of Steering Committee Discussions Neighborhood Connectivity – TRANSPORTATION

Opposition to LaVista Widening

- If, in order to create a more walkable and bike-friendly environment, one possible solution is to widen LaVista Road in order to make room for bike lanes and/or wide sidewalks, this needs to be carefully designed.
- The neighborhood residents on the steering committee are unanimously opposed to widening the street for the additional vehicle lanes and agree that other solutions are in order.

Misaligned Intersections

- Traffic congestion at intersections on LaVista Road is a primary concern.
- The majority of participants believe that misaligned major intersections need to be addressed, possibly by re-signalization or the addition of left-turn lanes where necessary. One resident advocated leaving the problematic intersections 'as is', as they do serve as somewhat of a traffic calming device, reducing speeds in these areas.
- As another intersection alternative, roundabouts may be considered, however, there is usually a great deal of right-of-way required for such a project.

Deceleration & Acceleration Lanes

- There is widespread concern over the requirement to provide deceleration lanes at new subdivision developments. These can create dangerous conditions such as cars passing on the right while traffic is stopped in the main lanes.
- There is strong neighborhood interest in removing the requirement for such lanes, and it was suggested that it would be even more beneficial to remove the existing deceleration lanes also.

Cut-Through Traffic

- "Cut-through" traffic on secondary streets is a problem. As LaVista Road becomes more congested, drivers seek alternative routes, disrupting the quiet neighborhood feel of some areas of the main road.
- It is believed that these streets need some form of traffic calming, with possible solutions being looked at such as speed bumps or bike lanes (narrowing the travel lane, which can lower speeds).

MARTA Service

- MARTA bus routes and stops are seen as being adequate, and there are problems with the scheduling and reliability of stops.
- There is need for current, dependable schedules to be posted at the bus stops, and in some cases, the bus stops need to be located in safer locations.



LaVista & Oak Grove intersection



MARTA Route 30 bus along LaVista Road

Summary of Steering Committee Discussions Open Space and Environment

DeKalb Greenspace Initiative

- There is a need to explore the possibility of tapping into the DeKalb Greenspace Initiative in order to buy land from owners.

Commuter Rail Line

- The proposed commuter rail line from Athens might heavily impact the environmental integrity of Burnt Fork Creek.

Parks & Greenspace

- There is a lack of parks in the study area.
- There is limited access to the schools recreation areas.
- Triangle Park on Clairmont and LaVista is an asset with a unique history, but the park needs several improvements and better connectivity.
- Some residents voiced the desire to convert the old Pangborn residence into greenspace.
- A waste dump along Nelms Drive has potential as greenspace.
- Adding a driving range to Mason Mill Park might be beneficial.

Path System

- Some stakeholders were concerned that a path system, if implemented, might encourage crime.
- Would there be an opportunity to create a path along the power line easements? There is a problem with the land being privately owned and concerns from property owner that border the easement.
- There is potential for a walking path behind Coralwood Court. Neighbors do not want the path there because of fear of crime.
- Possible greenway connector from the Montessori school to the Village area.
- Can proposed paths in LaVista connect into PATH's system?

Summary of Steering Committee Discussions Village Center

Land Use

- Currently there is a loss of commercial area due to more residential developments.
- The area also lacks a mix of uses.
- There is an excess of parking spaces.

Identity & Place

- The Village lacks a sense of identity and place due to its typical suburban type development: large size buildings with front parking lots.

Connectivity

- The lack of connectivity between parcels (both vehicular and pedestrian) is a disadvantage to the livability of the study area.
- Because the Village is, uninviting and unsafe for pedestrians – lack of or poor sidewalks, lack of crosswalks, poor landscaping and street lighting – it is not used as the amenity it could be.
- As discussed under "Transportation", the misaligned Oak Grove intersection causes traffic congestion during peak hours.

LAVISTA INVENTORY

Planning, Zoning, and Development

Urban Design

The study area is comprised of neighborhoods developed in the 1950's and 1960's and constitutes an inner-tier suburban landscape. The landscape has maintained architectural and social coherence until the past decade when escalating land values and diversification of the housing market created redevelopment pressure.

Presently three distinct conditions exist along the corridor. These conditions are highlighted on the following maps.

1. the original single family suburban landscape with lots fronting on LaVista;
2. the addition of retail and public facilities;
3. and the infill environment of higher density single family developments and multi family mini subdivisions that back on LaVista Road.

Residents desire to maintain the current zoning for the study area because the land uses contribute to a sense of community.

The Residential Environment

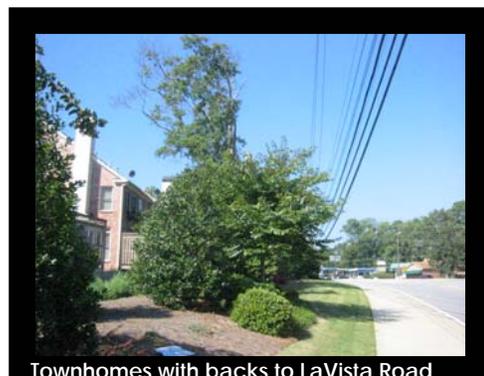
The residential environment in the LaVista area is changing. Single-family homes are being replaced with townhomes, condominiums, and larger single-family homes. Redevelopment concerns many residents who see new

developments as failing to uphold the character of the community. Redevelopment will likely continue in the future and areas along the corridor are particularly vulnerable.

Stable neighborhoods comprise the bulk of the study area. The majority contain moderately sized ranch homes with brick exteriors that sit on large lots with established tree canopies. The residential environment along LaVista Road differs as it contains a mix of townhomes, condominiums, recent and original single-family homes.

The community's many assets have made the area attractive to infill. In many neighborhoods older homes have been removed and replaced with larger, grander homes on single-lots. Along LaVista Road multiple parcels have been combined replacing original homes with townhomes, condominiums, and new single-family subdivisions.

Residents have voiced concerns over infill development respecting and upholding the character of the community. Many new homes built in the area are dramatically taller than their neighbors. Many townhomes, condominiums, and new homes along LaVista Road have facades turned away from the road and these developments are often screened from view with fences or dense greenery.



LAVISTA WEST – Urban Design Conditions



LAVISTA EAST - Urban Design Conditions

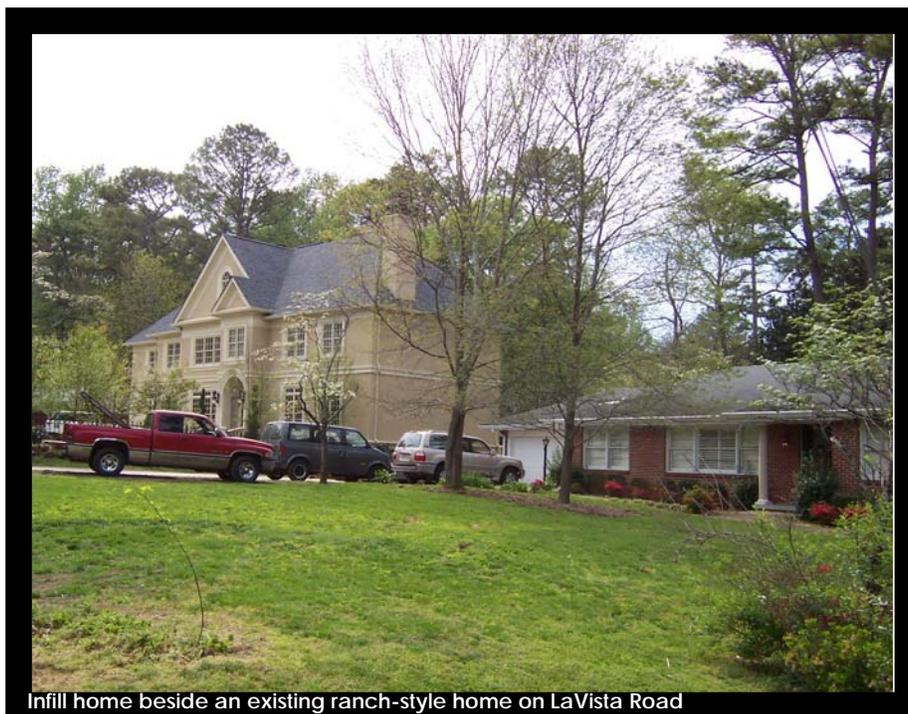


Many residents would prefer new developments maintain existing heights and front LaVista Road with no view obstructions. Neighborhood groups have organized to enact overlay districts to regulate new developments that would seek to limit the height of new buildings to those of existing homes in the neighborhoods.

A common vision for the residential environment surrounding the Oak Grove commercial center is one with a village atmosphere. Some townhomes that have recently been added to the area fail to achieve this. To promote a village impression homes must face LaVista and not present a back fence to the street. Mixed-use buildings with residential above retail is desired by many residents. This type of development on the periphery of the commercial center would promote a village environment. Large scale infill development has taken place in the area since the late 1980's. In recent years it has been increasingly

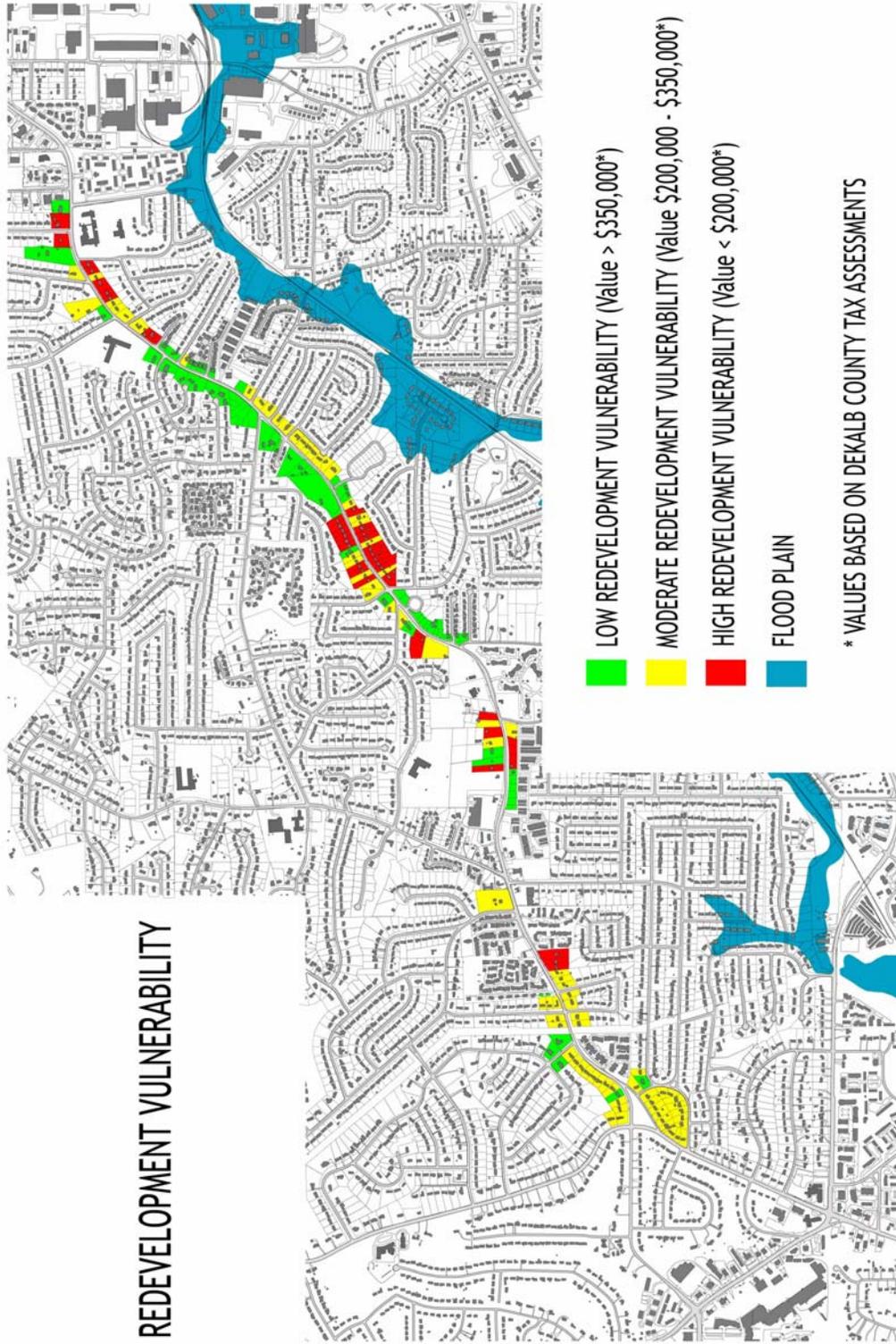
prevalent and rapid. New construction and development plans show the area is still ripe for redevelopment and no slow-down is evident. To better plan and anticipate future redevelopment, areas of infill vulnerability have been identified along the corridor. Tax assessor information was used to establish property values.

A new lot without improvements was valued at \$200,000, so logically properties with values below this are vulnerable to tear-down and reuse. Many homes in this range are small and not well-maintained. All new properties built after the late 1980's have values greater than \$350,000 and are logically not vulnerable to redevelopment. The middle range between \$200,000 - 350,000 are typically well-maintained original homes and have a moderate vulnerability for redevelopment. This is shown graphically in the following map.



Infill home beside an existing ranch-style home on LaVista Road

REDEVELOPMENT VULNERABILITY



- LOW REDEVELOPMENT VULNERABILITY (Value > \$350,000*)
 - MODERATE REDEVELOPMENT VULNERABILITY (Value \$200,000 - \$350,000*)
 - HIGH REDEVELOPMENT VULNERABILITY (Value < \$200,000*)
 - FLOOD PLAIN
- * VALUES BASED ON DEKALB COUNTY TAX ASSESSMENTS

Neighborhood Connectivity

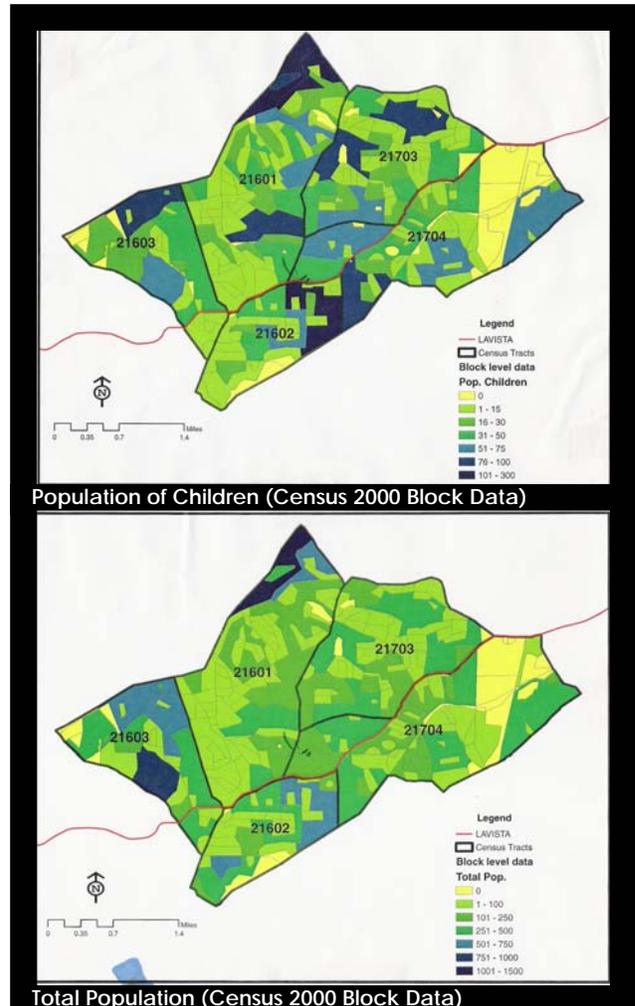
Place and Culture

The LaVista corridor is an area of distinct cultural identity. It is an inner-ring Atlanta suburb characterized traditionally by single-family ranch-style homes on large, wooded lots. The major exception to this norm is the sub-area surrounding the Vista Grove shopping center. This stretch is home to the corridor's only commercial development as well as higher density residential townhome and condo communities.

LaVista demographics indicate a mixture of ages, incomes and racial/ethnic backgrounds. Residents consider this diversity as one of the major benefits to living in the area. The corridor is also home to an unusually well educated populace. This circumstance may be due to the neighborhood's proximity to Emory University and the CDC, which are major employment centers.

Although the LaVista study area is composed of established neighborhoods, the area is currently facing challenges involving infill housing. This development is generally speculative in nature, resulting in building sizes and densities that are out of character with the traditional development of the area. Longtime residents are concerned that this type of speculative development may be detrimental to the character of the corridor as a whole.

Another challenge facing LaVista is that the corridor is an important east-west connection in the Metro Atlanta transportation system. Although it is a state route, LaVista has successfully resisted expansion and its two-lane



nature, although problematic for traffic flow, helps define the residential character of the area.

The corridor is almost exclusively residential and is comprised of a number of distinct neighborhoods, including: Briarlake Circle, LaVista Crossing, Huntington, LaVista Colony, The Oaks, Breckenridge, LaVista Arbors, The Ponderosa, Oakridge, Leafmore, Sagamore Hills, Vista Green, 2636 North, LaVista Proper, Regency Walk, Danforth, Wilson Glen, Laurel Gate, Winston Place, September Chase, Cambridge Commons, Green Acres, Oak Grove Acres, Brianwood, and Leafmore Forest. Additionally, the corridor is also home to

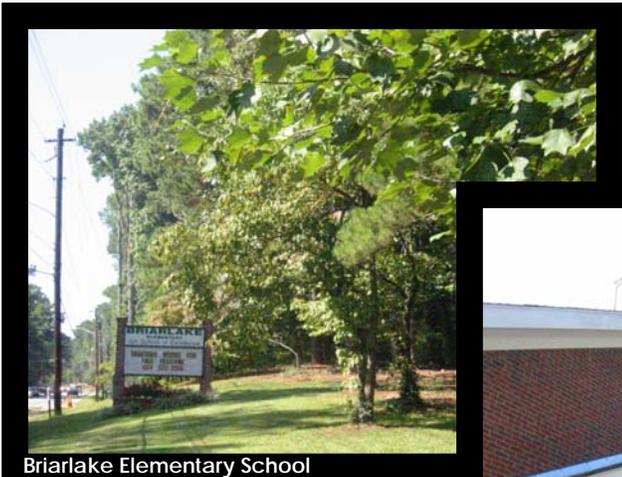
a number of communities with no formal affiliation such as the homes that front LaVista Road, those along Coralwood Drive, and those along Richard Stokes Drive.

The community is served by a number of schools, community pools, recreation facilities, and churches, which constitute the bulk of the area's cultural institutions. The Northlake Public Library marks the eastern border of the study area. In addition to this landmark, the area is also served by Briarlake, Sagamore Hills, and Oak Grove Elementary Schools, Lakeside High, Coralwood School, and Arbor Montessori School. The local churches and schools provide not only educational and religious instruction, but also supply recreational space for organized or unorganized sport and play.

The Mt. Zion AME church in particular is a noteworthy cultural institution. This church is the cornerstone of LaVista's

oldest community, African-American residents who have lived in the area since Reconstruction. Descendants of these original residents still own sizable tracts of land along LaVista and Richard Stokes Drive.

Despite the wide range of cultural destinations, there is very limited pedestrian or bicycle accessibility that serves. East of the Briarlake Elementary school zone, the main spine of LaVista offers no sidewalks. Area side streets are in much the same condition, with sidewalks generally only available in the school zones surrounding public schools (Coralwood, Oak Grove, Sagamore Hills, and Lakeside schools). Bike lanes are not provided within the study district. The lack of pedestrian and bicycle infrastructure combined with the heavy traffic flow along LaVista and connecting side streets produces an unsafe environment for anyone not traveling by automobile.



Briarlake Elementary School

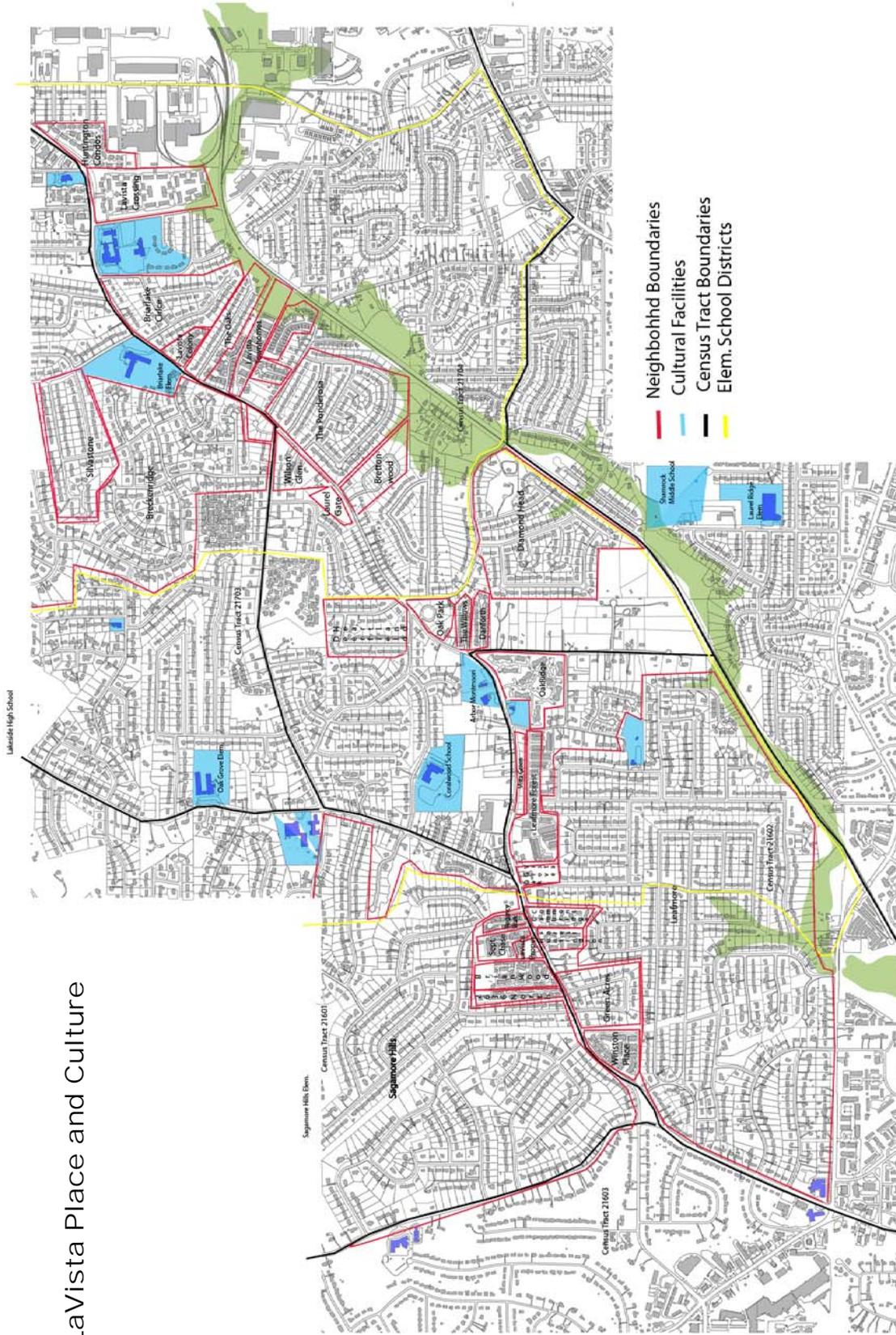


Mount Zion AME Church



Northlake - Barbara Loar Library Branch

LaVista Place and Culture



- Neighborhood Boundaries
- Cultural Facilities
- Census Tract Boundaries
- Elem. School Districts

A BLUEPRINT FOR THE SUCCESSFUL LAVISTA WORKSHOP OF THE GEORGIA CONFERENCE AND THE GEORGIA TECH CITY PLANNING STUDIO SPONSORED BY THE ALLIANCE FOR AFFORDABLE LAVISTA

GEORGIA INSTITUTE OF TECHNOLOGY: SPRING, 2006
BLUEPRINTS LAVISTA



Transportation

The transportation situation for LaVista Road can be described as that of an older suburban residential road trying to accommodate modern Atlanta city traffic. The section of LaVista from Clairmont Drive to Harobi Drive is two lanes with a 35-mph speed limit.

LaVista Road is a minor urban arterial lined with mostly single-family residential homes and a few small commercial nodes, in particular the intersection of LaVista and Oak Grove. This area contains a drugstore, grocery store, dry cleaner, etc., and has extensive parking and curb cuts. The residential sections of LaVista feature many driveways and few sidewalks. While there are some roads branching off or crossing LaVista that may be used to connect to other larger roads, many of the streets off LaVista are cul de sacs, which offer no connectivity to anything else. Therefore, all traffic feeds onto LaVista, contributing to traffic congestion. The route is also used as a connector to get to I-285 from Atlanta or as an alternate to I-85, and may become quite clogged, particularly at rush hour. Current average daily traffic counts for LaVista are approximately 16,230 vehicles on the stretch from Clairmont Drive to Oak Grove Drive. From Oak Grove to Briarlake Circle is approximately 13,590 and from Briarlake Road to Harobi Drive is 24,500.

While the study section of LaVista Road consists mainly of two lanes of roadway, there are periodic instances of additional lanes, such as in the Oak Grove commercial area or with the inclusion of acceleration and deceleration lanes that were constructed for the subdivisions that are found on the route. These "accel" and "decel" lanes are reported as problematic to the area

residents as they create safety hazards with people passing on the right when someone is waiting to turn left.

As far as bicycle/pedestrian access on LaVista Road is concerned, there is a severe lack of sidewalks in the study area. Small portions of the route contain sidewalks but there are many safety hazards where people have to either walk in the street, or follow well-worn paths in the grass on the roadway's edge. Residents pushing baby strollers have a particularly difficult time in navigating the road in trying to get to stores or other destinations, or just trying to have a leisurely walk through the neighborhood. In fact, in the workshops residents expressed having much frustration in attempting to get places using this route.

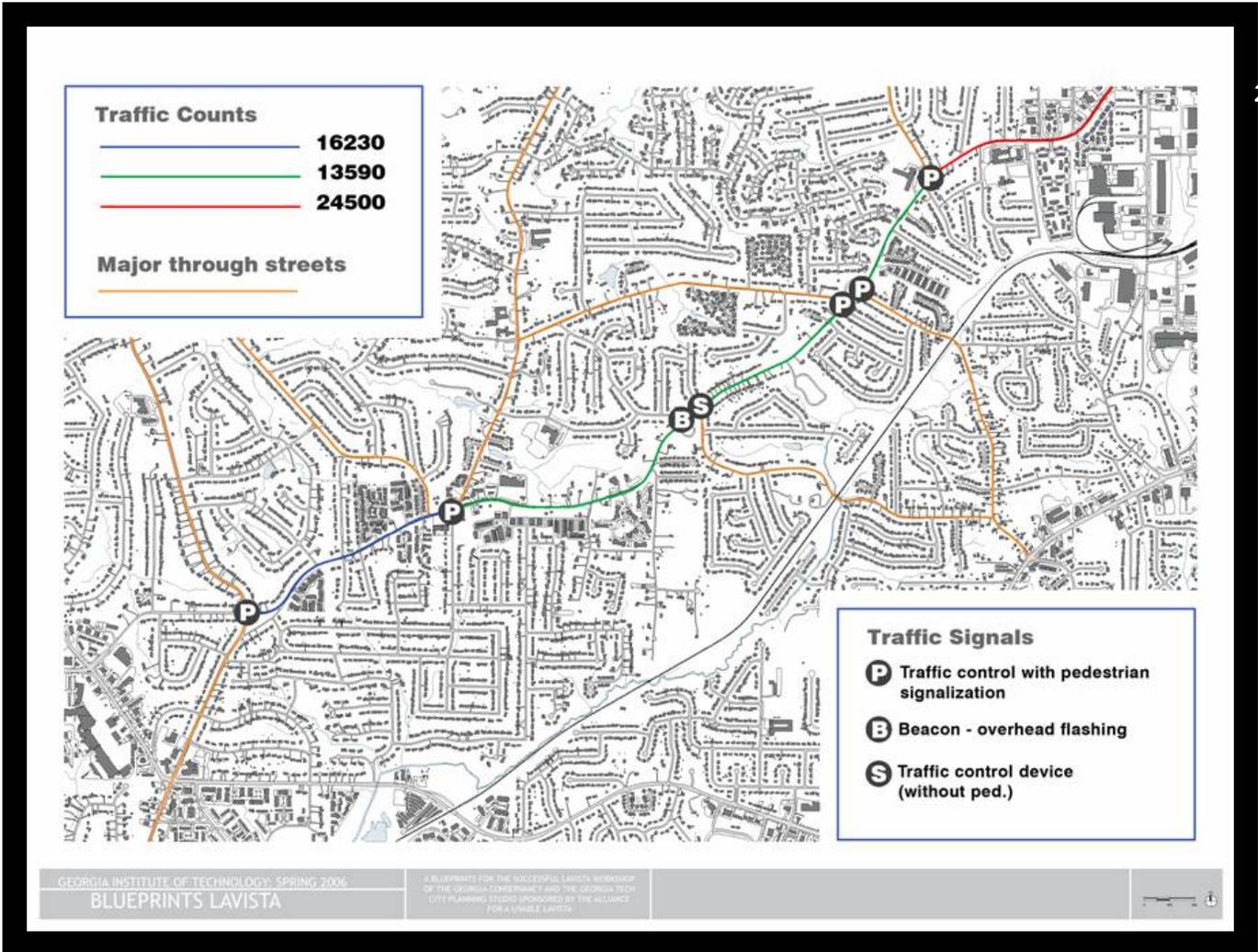
While LaVista Road is on the Atlanta Regional Commission's plans as a future bicycle route, currently the road is not very bike-friendly. Varying lane widths and problems with speeding vehicles contribute to many residents being fearful of riding on the street. This is unfortunate, as the route is quite flat and could provide much needed accessibility via alternative transportation modes, as residents have expressed. Side streets do offer some opportunity for riding and walking, but many of them do not actually connect to other streets.

Intersections on LaVista Road also present some unique issues and problems. There are several misaligned and skewed (non-right angle) intersections and others are awkward in their placement of lights and signals, or in the location or lack of left-turn lanes. It is believed that the intersection problems contribute greatly to the traffic congestion that often occurs. There is also a lack of crosswalks at several

intersections, adding to the danger and discomfort of pedestrians.

The MARTA public transportation system has many bus stops along LaVista Road but neighborhood residents have

expressed dissatisfaction with the scheduling and frequency of stops. There are also no bus shelters and some stops are located in precarious or dangerous places for transit users to wait.



Open Space and Environmental Quality

The workshop analyzed open space and the natural environment in the LaVista Road area. The key environmental features in the study area were identified (see map on pg. 23.) These features included the floodplain around Burnt Fork Creek, hardwood tree cover in areas greater than one acre, open space, pine tree cover in areas greater than one acre, areas with slope greater than 25%, areas with slope between 15 and 24%, and institutional buildings.

Visualizing these features on the map allowed LaVista Blueprints participants to identify key areas of concern. Such areas included the area of undeveloped land around the Oak Grove intersection, wooded areas around the Sagamore Hills neighborhood, open space near Burnt Fork Creek and the CSX railroad, and natural areas to the north of the study area by Simmons Lake.

The natural areas around the Oak Grove intersection were identified as areas of vital concern because of the amount of undeveloped land, its location in the center of the study area and its proximity to residential, commercial uses and institutional uses. Surrounding this natural area are the commercial uses of the Oak Grove intersection, Coralwood School, the Masonic Lodge, the AME Church, and several neighborhoods and residences.

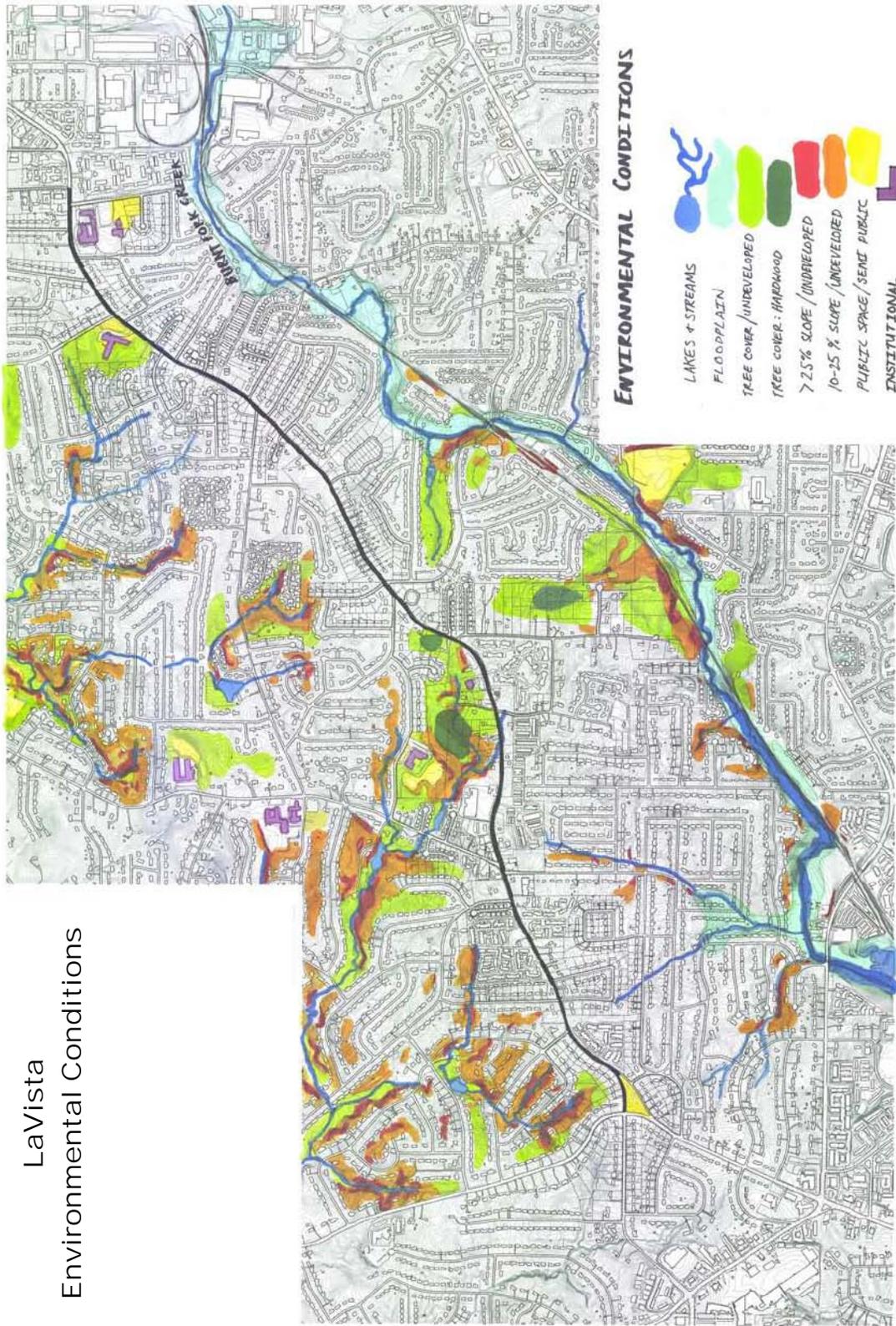
Input from stakeholders led to the creation of the second map which

highlights three features in the Oak Grove area. Stakeholders made several references to the unique qualities of this undeveloped land. Much of the land is owned by African-Americans residents whose family ownership dates back to just after the Civil War during Reconstruction. The significant tree cover in the area is unique to LaVista Road, much of which is already intensely developed.

This second map looked at just areas of slope greater than 25%, areas of slope between 15 and 24% and areas of hardwood tree cover greater than one acre. This analysis helped to visualize what areas were least suitable for development. The map shows there is a substantial amount land that is undeveloped and may remain undeveloped because of high costs related to building on the land.



LaVista Environmental Conditions

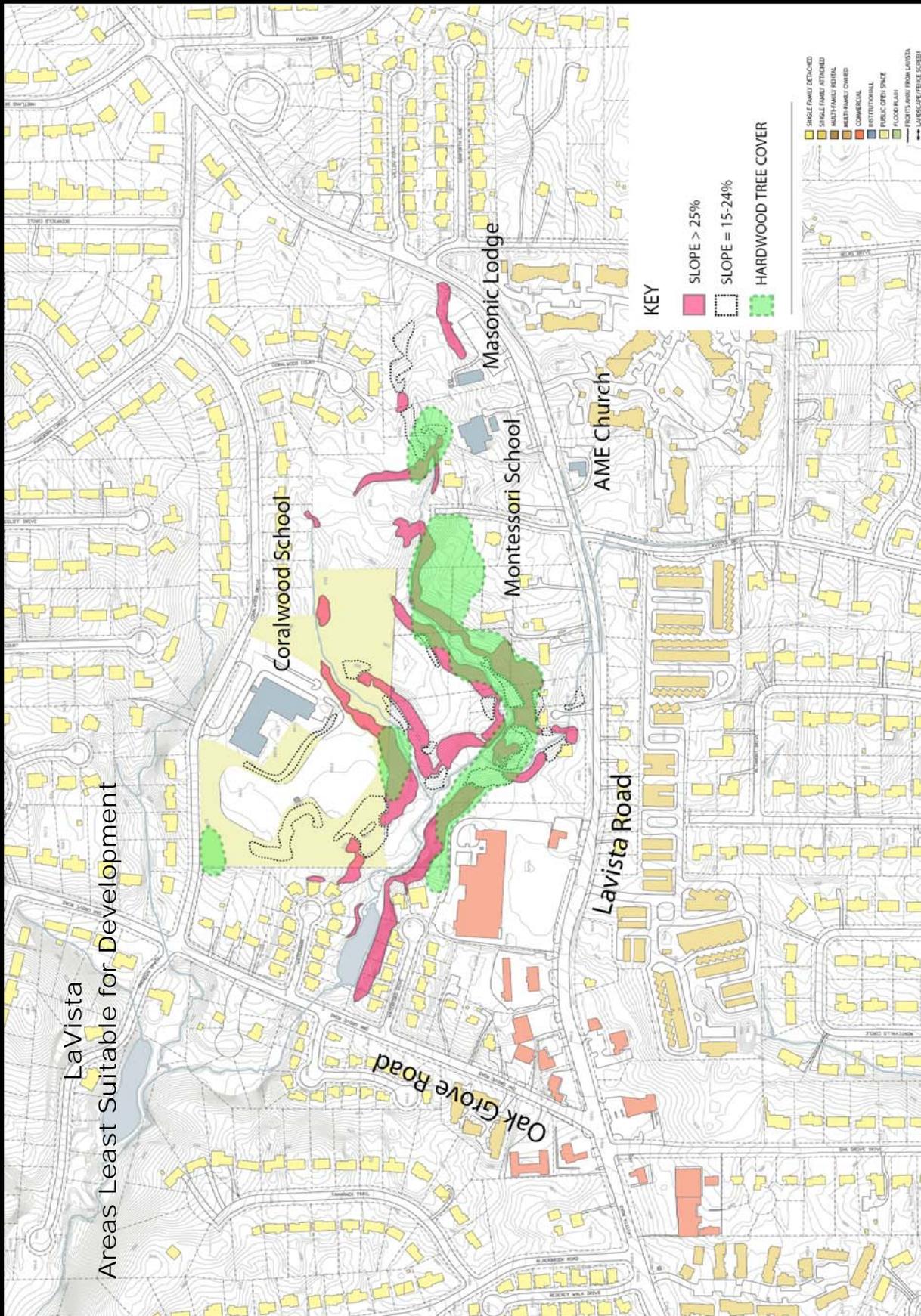


ENVIRONMENTAL CONDITIONS

- LAKES & STREAMS
- FLOODPLAIN
- TREE COVER / UNDEVELOPED
- TREE COVER: HARDWOOD
- > 25% SLOPE / UNDEVELOPED
- 10-25 % SLOPE / UNDEVELOPED
- PUBLIC SPACE / SEMI PUBLIC
- INSTITUTIONAL

GEORGIA INSTITUTE OF TECHNOLOGY: SPRING 2006: RANDAL ROARK
LAVISTA CORRIDOR STUDIO

LaVista
Areas Least Suitable for Development



Village Center

The Village Center is located at the intersection of LaVista Road and Oak Grove Road. The table below shows the commercial establishments in the Center.

The commercial core is surrounded by residential neighborhoods, consisting of mostly single-family residential. Recently, two townhome developments were built next to Walgreens – one, along LaVista Road, and the other, along Oak Grove Road.

An analysis of existing parking conditions revealed that the existing parking spaces for most of the commercial lots exceed DeKalb County's required parking standards (3.5 parking spaces per 1000 square feet of building footage). This implies that there are more parking spaces than what is needed to serve the

demand. There are 140 additional parking spaces in the commercial core.

The area covered by these additional parking spaces is potentially additional area of development that the commercial core could accommodate. To that we can add up additional paved surfaces and open spaces (leaving the area needed for streetscape and landscaping). By adding these areas up, we found that the commercial core could accommodate 42500 square feet of additional development.

Redevelopment of the Village Center may be hindered by the misalignment of Oak Grove Road at LaVista Road. The skewed geometry of the intersection creates problems with left-turn movements, contributing to traffic congestion during peak hours.

Analysis of parking conditions and open spaces to determine potential for future development

Building Description	Area (sq. ft.)	Existing Parking Spaces	Required Parking (3.5 spaces/ 1000 sq. ft.)	Excess Parking Area	Excess Area (Paved and Open space)	Total Excess Area
Realtor Office	3000	17	11	1050	-	1050
Pro Cleaners	2400	9	8	280	2875	3155
Animal Hospital	2700	10	9	90	1500	1590
Cleaners & Package Store	4950	12	6	-	2575	2575
Fellini's Pizza	3200	51	16	6160	8000	14160
Vista Grove	49200	191	175	2800	-	2800
Vista Center	7000	42	25	2625	5400	7025
The Grove	2500	16	9	1225	-	1225
Vista Grove Market	19800	86	70	2800	-	2800
Hair Salon	1500	12	6	1050	-	1050
Walgreens	9000	61	32	5070	-	5070
TOTAL	105250	507	367	23150	20350	42500

Existing Conditions: Village Center



A FRAMEWORK PLAN

The nature of the LaVista study area and the issues and options identified by the stakeholders suggest a series of strategies that can be pursued in the immediate short term by ALL and appropriate government agencies. These strategies are organized on the following pages within the issues and options as previously discussed:

Issues and Options

- Planning, Zoning & Development
 - Urban design
 - Residential environment
- Neighborhood Connectivity
 - Place and Culture
 - Transportation
- Open Space and Environment
- Village center

The strategies can also be understood in terms of their location and areas of impact within the LaVista study area. The map on the following page outlines these primary areas of impact. Together these form a *framework plan* for future policies and actions.

Impact Areas

The LaVista Corridor

The LaVista Road Corridor itself consists of the public right-of-way and the private properties abutting the right-of-way. The road issues, the development pressures and the disparate densities all make this the most visible unique feature of the study area.

Neighborhoods and Secondary Corridors

The neighborhoods and connecting streets adjacent to the corridor constitutes the heart of the study area. Primarily stable, these areas still exhibit problems of traffic and redevelopment pressure.

The "Big Middle"

At the center of the study area lies a large superblock, a virtual pressure cooker of the issues discussed with a commercial center and a variety of residential densities and community institutions.

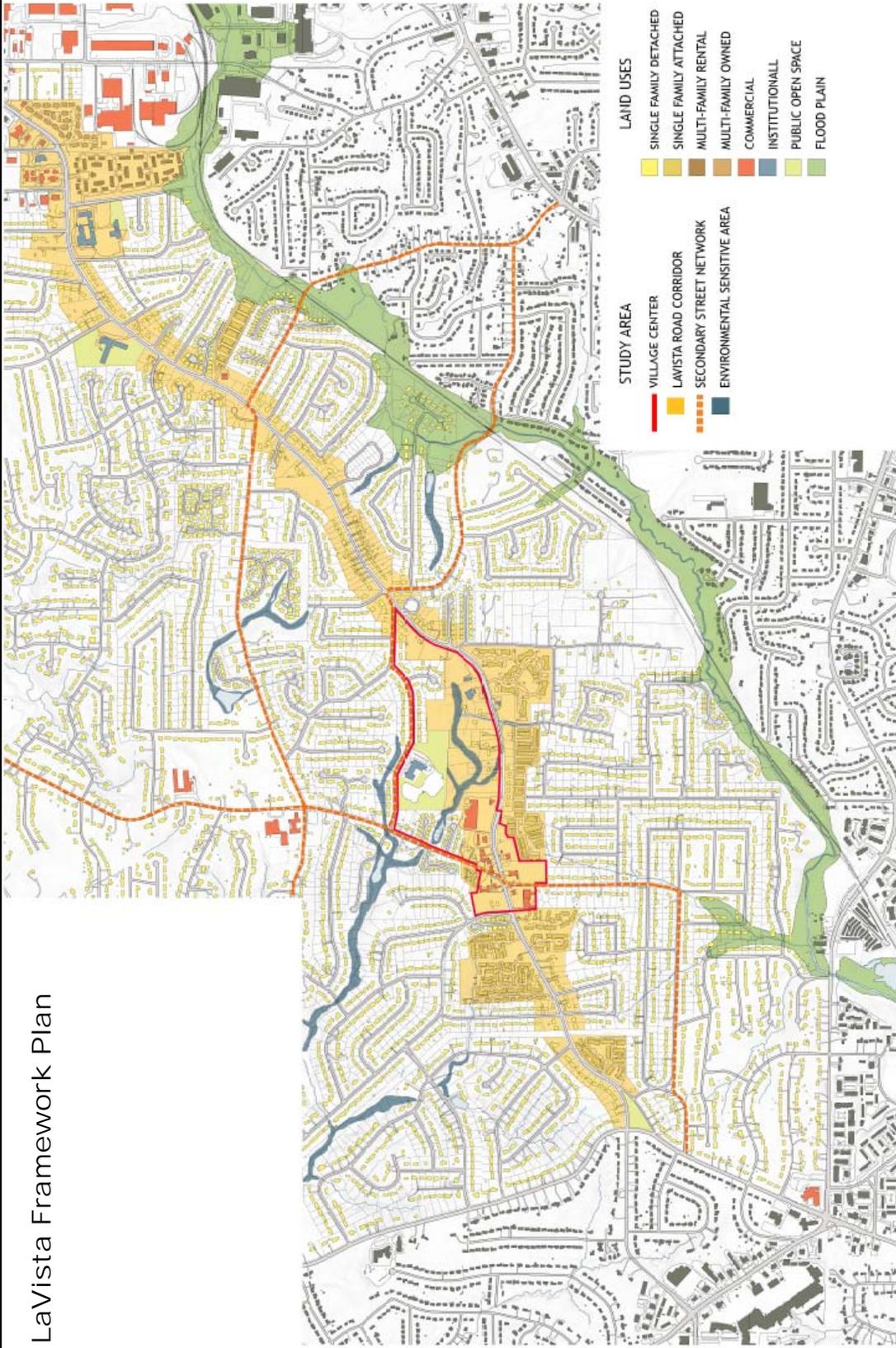
Areas of Environmental Sensitivity

The entire study area is laced with areas of steep slope, dense woods and floodable areas that must be considered in any actions taken.



Blueprints LaVista Workshop Participants

LaVista Framework Plan



- STUDY AREA**
- VILLAGE CENTER
 - LAVISTA ROAD CORRIDOR
 - SECONDARY STREET NETWORK
 - ENVIRONMENTAL SENSITIVE AREA
- LAND USES**
- SINGLE FAMILY DETACHED
 - SINGLE FAMILY ATTACHED
 - MULTI-FAMILY RENTAL
 - MULTI-FAMILY OWNED
 - COMMERCIAL
 - INSTITUTIONAL
 - PUBLIC OPEN SPACE
 - FLOOD PLAIN

A REPRESENTATIVE, BUT NOT EXHAUSTIVE, LAND USE MAP OF THE GEORGIA CONSIDERACY AND THE GEORGIA TECH CITY PLANNING STUDIO SPONSORED BY THE ALLIANCE FOR A LIVABLE LAVISTA

GEORGIA INSTITUTE OF TECHNOLOGY, SPRING 2006

BLUEPRINTS LAVISTA



STRATEGIES

The following strategies are based upon steering committee input on March 8, 2006 and refinement at the April 1 community design workshop.

Planning, Zoning, and Development

Urban Design

- a. **Current Zoning:** Maintain current zoning categories to ensure a continued sense of community.
- b. **Infill Zoning:** Facilitate a community discussion and evaluation of the appropriateness of overlay infill

zoning districts in the study area. This could include a single “super” overlay infill district with similar uniform standards for all relevant study area neighborhoods.

Possible specific solutions:

1. Begin community discussion by proposing overlay zoning for a single district for all properties facing LaVista from Clairmont to Hairobi
2. Adopt uniform street standards to facilitate alternate forms of circulation and provide a sense of place.
3. Define and promote responsible infill development that fronts LaVista.

The following proposals illustrate responsible infill developments that front LaVista, provide additional public open space, and provide uniform streetscape standards.



Residential Environment

a. Private Development Guidelines:

Develop residential design guidelines for new developments along LaVista Road which could be incorporated in infill overlay district regulations or exist as freestanding guidelines.

Possible guidelines may include: height limits (30-35 feet); setback limits (50 ft. maximum); façades must face LaVista; and prohibit landscaped screening.

b. Public Improvement Standards:

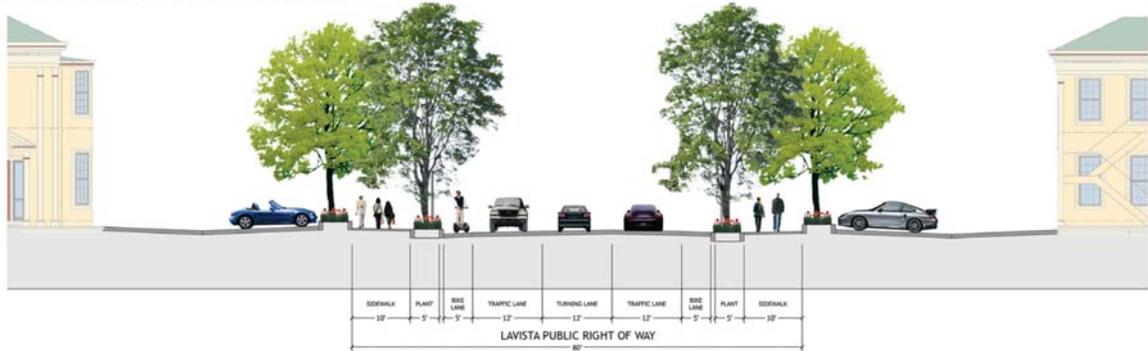
Develop public space standards

including: signage, lighting, and landscaping for streetscapes and other public spaces in the study area. These can be incorporated in overlay zoning regulations or in county and DOT roadway improvement projects.

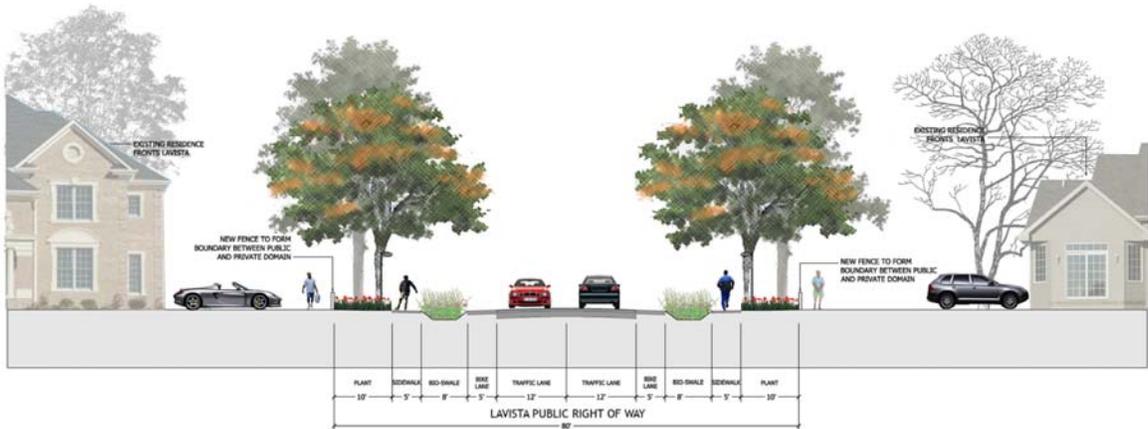
Possible standards may include: no additional street widening or ROW acquisition on LaVista; minimum 5 ft. sidewalk on both sides of LaVista; and uniform street lighting signage regulations.

Proposed LaVista Streetscape Standards

PROPOSED LAVISTA STREET SCAPE STANDARDS



1. TYPICAL STREET SECTION AT INTERSECTION



2. TYPICAL STREET SECTION

Neighborhood Connectivity

Place and Culture

- a. **Bike/Ped Connections:** Create bike/ped network plan and pursue funding for implementation. Include consideration for striping and signing bike lanes and routes on existing streets and adding or improving sidewalks and crosswalks as needed.
- b. **Community Facility Network:** Create a coalition of organizations to coordinate and optimize community programs and facilities and to insure adequate bike, pedestrian, automobile and transit connections between them.
- c. **Historic Preservation:** Much of the land identified by the steering committee as potential greenspace has been passed down through generations of African-American families since Reconstruction. The Steering Committee recognizes the unique historic and cultural value held by these lands and respects the wishes of the landowners. It is recommended that owners of these parcels create a plan that encompasses all options, including development and conservation.

Possible specific solutions:

Create a network of loops that define the overall bike/ped system. Loops will create a cohesive travel, exercise, and activity system that connects all parts of the community. A proposed bike/ped

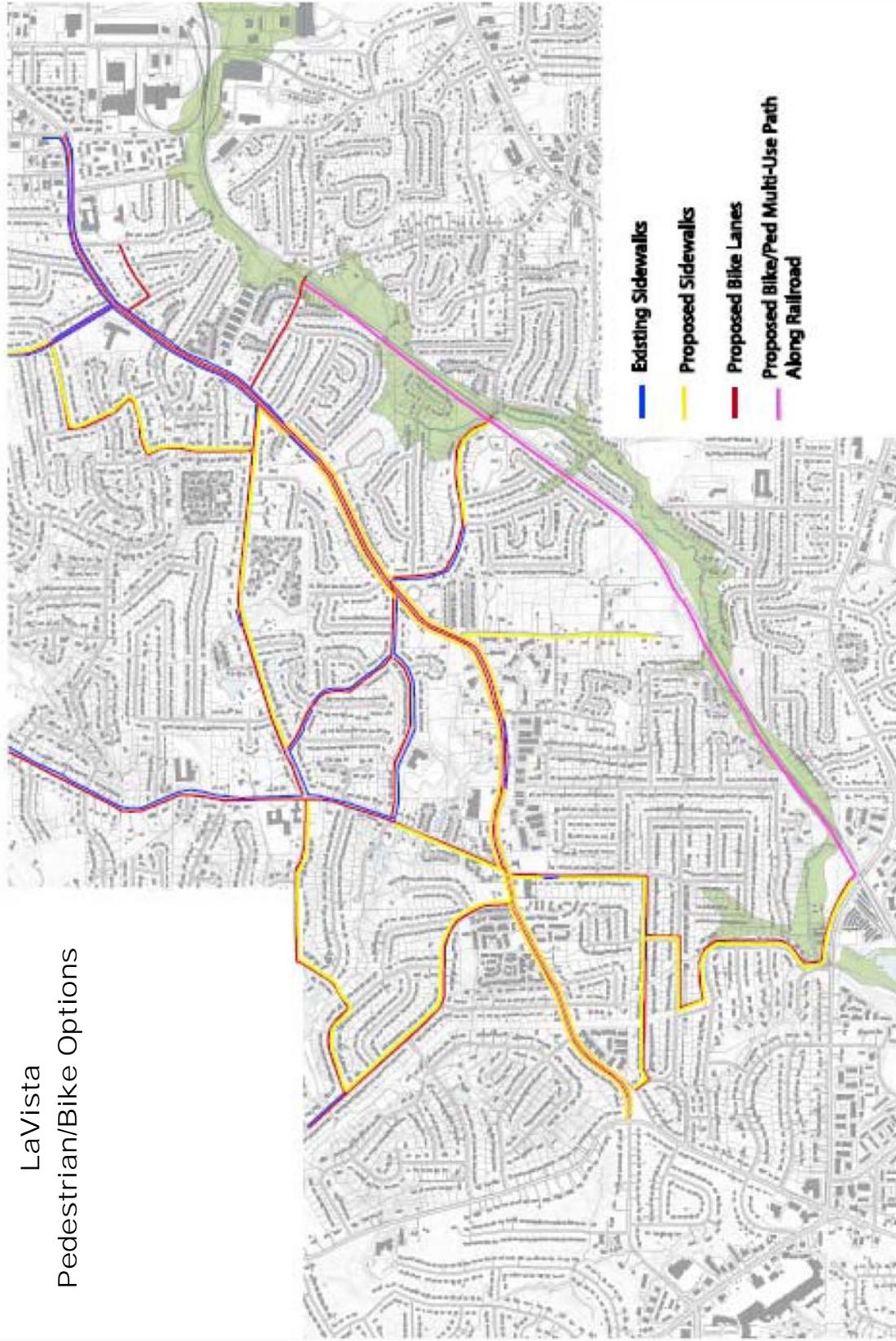
trail along the railroad could possibly connect to the Druid Hills/Emory area.

Transportation

- a. **LaVista Road:** Create a comprehensive "context sensitive design" plan for LaVista with roadway, storm drainage, bike/ ped facilities, access management, bus transit or new shuttle stops, lighting, and signage. Include Dekalb County and DOT on the study team and seek inclusion in the TIP regional plan as well as appropriate funding and approval. This plan should consider opposition to further addition of travel lanes to the roadway, elimination of the requirement for acceleration and deceleration lanes in front of new developments and removal of existing acceleration and deceleration lanes where feasible.
- b. **Intersection Improvements:** Prepare a coordinated intersection improvement plan for the primary intersections along LaVista, including realigning of dangerous "offset" intersections, coordinated signalization with pedestrian crossing functions and adequately marked crosswalks, and the addition of left turn lanes where appropriate and feasible.
- c. **Traffic Calming:** Recommend a "traffic calming" plan for heavily traveled secondary streets in the study area, including signage, speed limits, "bump-outs", and other proven devices.

Possible Specific solutions: Context Sensitive plan for LaVista Road should include elements of the typical sections on page 30.

LaVista
Pedestrian/Bike Options



Open Space and Environment

a. **Tree and Natural Area Protection:**

Consider better protection of the study area's well documented environmentally sensitive areas through regulatory devices such as tree ordinances, stream buffers and other design guidelines within overlay ordinance provisions; and through other devices such as conservation easements.

b. Path System: Investigate the feasibility of using limited "off-street" multi-use and/or pedestrian paths to provide selected connections to public open spaces, schools, retail center and other community facilities. Include environmental impact analysis and recommendations for property acquisitions, easements and security measures.

c. Land Trust: Investigate the feasibility of creating a Land Trust to purchase or accept donations of conservation easements and/or pursue fee simple purchases to protect green space and create property tax reduction

options for home owners with environmentally sensitive land and open space opportunities.

d. DeKalb County Greenspace Initiative: Investigate the appropriateness of using County Greenspace funds for any of the above recommendations and develop a coordinated and phased funding request package for use of these funds.

Possible specific solutions:

- Create a preferred site plan for an open space system in the Village area along creeks and streets with a pedestrian/bike path network connecting the Village center to schools and parks in the Village area.
- Overlay district guidelines should include at least: strong tree cutting permit requirements; stream buffers of at least 75 feet; and a development prohibition on slopes over 25%.



Village Center

a. Zoning, Design and Parking Standards:

A "Village Center" task force should be established, including land owners, developers, merchants, and neighborhood residents. The task force should decide on an appropriate boundary for a "mixed-use" Village Center zoning district in the Oak Grove Center area to include retail, office, residential, open space and existing schools using the county's new mixed use zoning categories or a variation and pursue rezoning as needed. Also create a package of recommended design standards for the Village Center area to include parking and curb cut requirements, and public improvements such as walkways, bike paths, and coordinated signage, lighting and landscaping

b. Village Promotion and Maintenance:

Investigate the feasibility of creating an entity, such as a Village Merchants Association, to focus on promotion, management and maintenance of the Village Center.

c. Funding of Village Improvements:

The task force should also investigate the feasibility of funding Village Center improvements and maintenance through such mechanisms as Tax Allocation Districts (TAD) or Community Improvement Districts (CID).

d. Livable Centers Initiative:

Consider an application for Livable Centers Initiative status and funding through the Atlanta Regional Commission.

Possible Specific solutions:

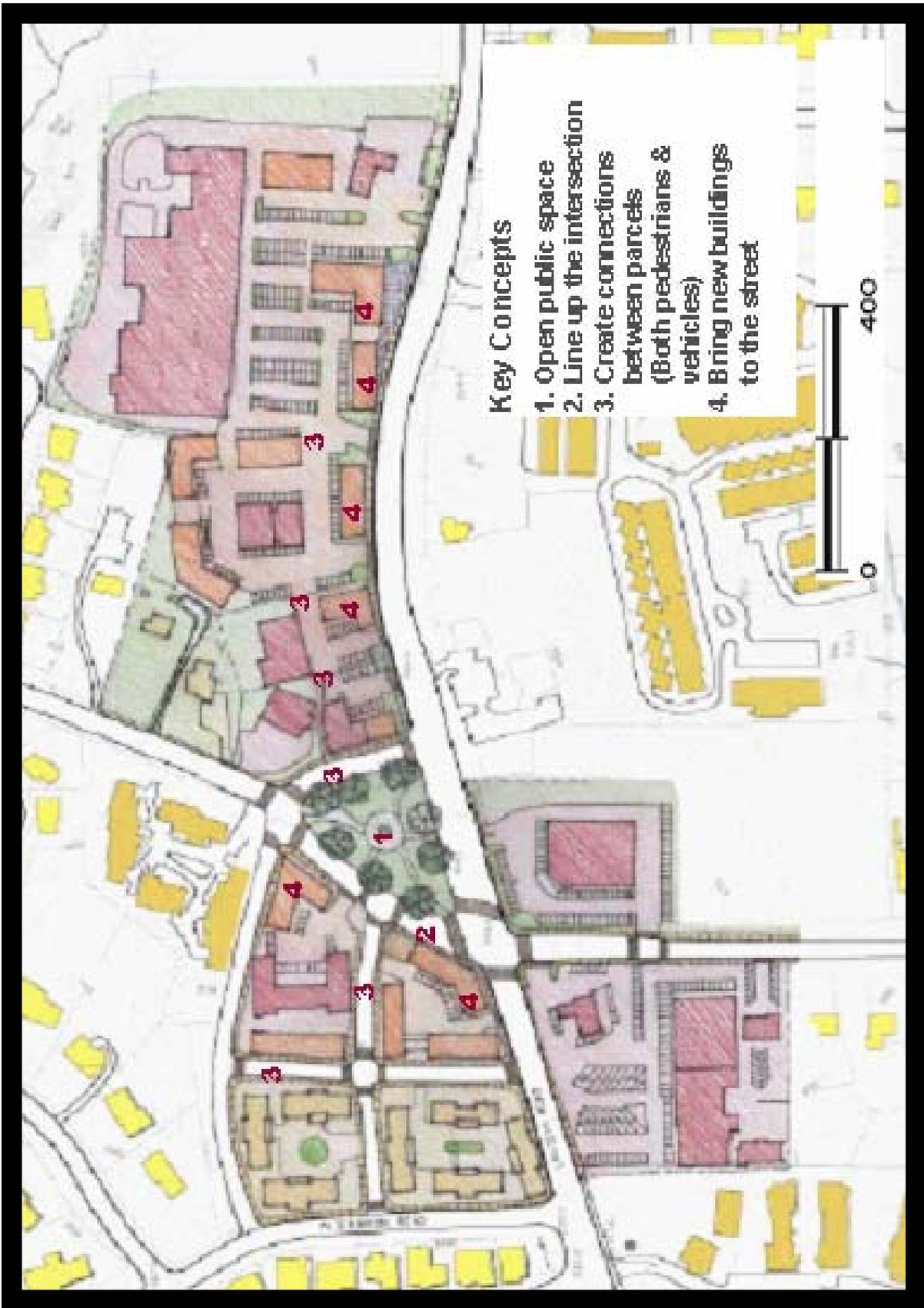
- Create a preferred site plan for Oak Grove Center including a grocery store and new shops built near the street with a more efficient parking layout and a parking standard of no more that 4.0 spaces per 1000 sq. ft.
- Create a preferred site plan for the Oak Grove intersection with realigned streets and with improved pedestrian and auto access
- Create a preferred site plan for a public greenspace and gathering area at an appropriate location in the Village Center with appropriate connections to bike/pedestrian connections throughout the Village Center Area.



Oak Grove Shopping Center



Vista Grove Shopping Center



STRATEGIC ACTIONS & IMPLEMENTATION CHECKLIST

The LaVista Road neighborhoods within the study area can help guide their future by taking strategic actions to respond to the challenges and opportunities of the area. Specifically, the Alliance for a Livable LaVista can play a role in the redevelopment of the neighborhood and its surroundings, work to improve connectivity and traffic conditions, and identify and support the development of appropriate greenspace. Following are actions and implementation steps to help promote a desirable future for the LaVista Road community.

Short-Term Actions

- ➔ Participate in the **DeKalb County Comprehensive Transportation Plan (CTP) process**, currently underway, to recommend the creation of a “context sensitive” plan for LaVista with roadway, storm drainage, bike/ped facilities, access management, bus transit and/or new shuttle stops, and lighting and signage. The community should also voice their opposition to widening the LaVista Road corridor and encourage the review of alternative routes for traffic congestion mitigation, including the use of nearby 4-lane roads, such as Lawrenceville Highway. Support for intersection realignment and improvements to help improve traffic flow and pedestrian safety should also be voiced.

The CTP is part of an all-inclusive effort to plan for the County's future transportation and infrastructure needs. This two-year plan

development process provides an opportunity to thoroughly reexamine DeKalb's transportation needs and how they are being addressed.

[CONTACT: Shelley Peart, Senior Transportation Planner, DeKalb County Planning Department, 404.371.2155]

[RESOURCE: “GDOT Context Sensitive Design Online Manual”, www.dot.state.ga.us/csd]

- ➔ Participate in the **DeKalb County Comprehensive Plan revision process**, scheduled for completion and adoption in the fall of 2006. Particularly, communicate the community's vision for land use, zoning, and quality of life improvements, including greenspace and connectivity, for inclusion as a “Character Area” in the plan.

[CONTACT: Patrick Ejike, Planning Director, and Sidney Douse, Senior Planner, DeKalb County Planning Department, 404.371.2155]

- ➔ Get involved with the **MARTA Bus Route study** to voice the community's concerns about the lack of reliable MARTA service along LaVista Road.

[CONTACT: MARTA, 404.848.5000]

- ➔ Investigate utilizing the **Emory Shuttle** that is scheduled to begin running from Northlake Mall along LaVista Road. This may provide community members an alternate form of transportation to the Emory and Northlake areas, free of charge.

[CONTACT: Emory University Alternative Transportation Office, 404.727.1829]

In addition to the immediate short-term actions listed above, it will take the long-term commitment and combined support from community members, partners, and

fundes to complete the following actions. The community will need to set priorities for implementing these mid-term and long-term actions.

Mid-Term Actions

- ➔ **Create bike/ped network plan** for Study Area neighborhoods and pursue funding and implementation. Include consideration for striping and signing bike lanes and routes on existing streets and adding and/or improving sidewalks and crosswalks as needed (see page 32).

[**CONTACT:** Shelley Peart, Senior Transportation Planner, DeKalb County Planning Department, 404.371.2155; John Gurbal, DeKalb County Department of Public Works, 770.492.5200]

- ➔ **Develop public space standards** including, signage, lighting, and landscaping for streetscapes and other public spaces in the Study Area. These can be incorporated in County and DOT roadway improvement projects (see page 31).

[**RESOURCE:** Georgia Quality Growth Toolkit – “Flexible Street Design Standards”, www.dca.state.ga.us/toolkit]

- ➔ **Adopt uniform street standards** to facilitate alternate forms of circulation and provide a sense of place (see page 30).

[**CONTACT:** Patrick Ejike, Planning Director, and Sidney Douse, Senior Planner, DeKalb County Planning Department, 404.371.2155]

- ➔ **Promote responsible infill** development on parcels that front LaVista.

[**CONTACT:** Patrick Ejike, Planning Director, and Sidney Douse, Senior Planner, DeKalb County Planning Department, 404.371.2155]

- ➔ **Develop residential design guidelines** for new developments along LaVista Road which could be incorporated in infill overlay district regulations or exist as freestanding guidelines (see page 29).

[**RESOURCE:** “Workbook for Successful Redevelopment”, www.communityfirstinc.org]

- ➔ **Recommend a “traffic calming” plan** for heavily traveled secondary streets in the Study Area, including signage, speed limits, “bump-outs”, and other proven devices.

[**CONTACT:** Shelley Peart, Senior Transportation Planner, DeKalb County Planning Department, 404.371.2155; John Gurbal, DeKalb County Department of Public Works, 770.492.5200]

- ➔ **Create a preferred site plan and overlay district for an open space system** in the Village area along creeks and streets with a pedestrian/bike path network connecting the Village center to schools and parks in the Village area (see page 33).

[**CONTACT:** Susan Hood, DeKalb Parks Bond and Greenspace Office, 404.371.2082; Marilyn Drew, DeKalb Parks and Recreation Department, 404.371.2649]

[**RESOURCE:** Georgia Tech City & Regional Planning Program Studio, 404.894.2350; PATH Foundation, 404.875.7284]

- ➔ **Create a preferred site plan for Oak Grove Center** (see pages 34-35).

[**RESOURCE:** Georgia Tech City & Regional Planning Program Studio, 404.894.2350]

Long-Term Actions

- ➔ Consider an application for **Livable Centers Initiative** status and funding through the Atlanta Regional Commission.

[**CONTACT:** Rob LeBeau, Livable Centers Initiative Coordinator, Atlanta Regional Commission, 404.463.3100, www.atlantaregional.com]

- ➔ Consider creating a **Village Center task force** that would include land owners, developers and merchants, and neighborhood residents (see page 34).

[**RESOURCE:** Oakhurst Business Association, www.oakhurstbusinessassociation.com; Alliance to Improve Emory Village, 404.373.7579]

- ➔ Investigate the feasibility of creating an entity, such as a **Village Merchants Association**, to focus on promotion, management, and maintenance of the Village Center.

[**RESOURCE:** Oakhurst Business Association, www.oakhurstbusinessassociation.com; Alliance to Improve Emory Village, 404.373.7579]

- ➔ Investigate the appropriateness of using **DeKalb County Greenspace funds** for any of the above recommendations and develop a coordinated and phased funding request package for use of these funds.

[**CONTACT:** Susan Hood, DeKalb Parks Bond and Greenspace Office, 404.371.2082]

- ➔ Investigate the feasibility of working with an existing or creating a **land trust** to purchase or accept donations of conservation easements and/or pursue fee simple purchases to protect green space and create property tax reduction options for

home owners with environmentally sensitive land and open space opportunities.

[**RESOURCE:** Hans Neuhauser, Georgia Land Trust Service Center, 706.5467507; Black Family Land Trust, 864.469.0095, www.bflt.org]

- ➔ Create a **coalition of schools and churches**, etc. to coordinate and optimize community programs and facilities and to insure adequate bike, pedestrian, automobile and transit connections between them.

[**RESOURCE:** Sally Flocks, Pedestrians Educating Drivers on Safety (PEDS), 404.522.3666]

- ➔ Investigate the feasibility of using limited **“off-street” multi-use and/or pedestrian paths** to provide selected connections to public open spaces, schools, retail center and other community facilities (see page 33).

[**RESOURCE:** PATH Foundation, 404.875.7284]

PARTICIPANTS

Coordinators

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Crystal Jackson Budd, *Georgia Conservancy*
Dorothy McDaniel, *Georgia Conservancy*
Patty McIntosh, *Georgia Conservancy*
Professor Randy Roark, *Georgia Tech*

Blueprints Professional Panel

American Society of Landscape Architects – Georgia Chapter

Kerry Blind, *Ecos Environmental Design*

Urban Land Institute – Atlanta District Council

Monte Wilson, HOK, Inc.

Blueprints LaVista

Steering Committee

Alliance for a Livable LaVista Board

Ted Daniel
Harriett Hollis
Nancy Love
Alison Paz

Neighborhood Residents

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Cynthia Robinson Alexander
Rodger Burgess
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Kerry Blind & participant discuss the Village Center

Community Businesses & Institutions

Melissa Connor, *PARC*
Carol Hayes, *Burnt Fork Watershed Alliance*
Rick Porter, *Richport Properties, Inc.*
Dianne Sherrill, *Arbor Montessori School*
Dr. Ed Walton, *LaVista Animal Hospital*
Lee Williams, *Richport Properties, Inc.*

Elected Officials and Agency Staff

Kathie Gannon, *District 6 Commissioner*
Gale Walldorff, *District 2 Commissioner*

Sidney Douse, *Long Range Planning*
John Gurbal, *Department of Public Works*
Janie Dewald Bailey, *Planning*
Rob LeBeau, *Atlanta Regional Commission*
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Georgia Institute of Technology Urban Design Studio, Spring 2006

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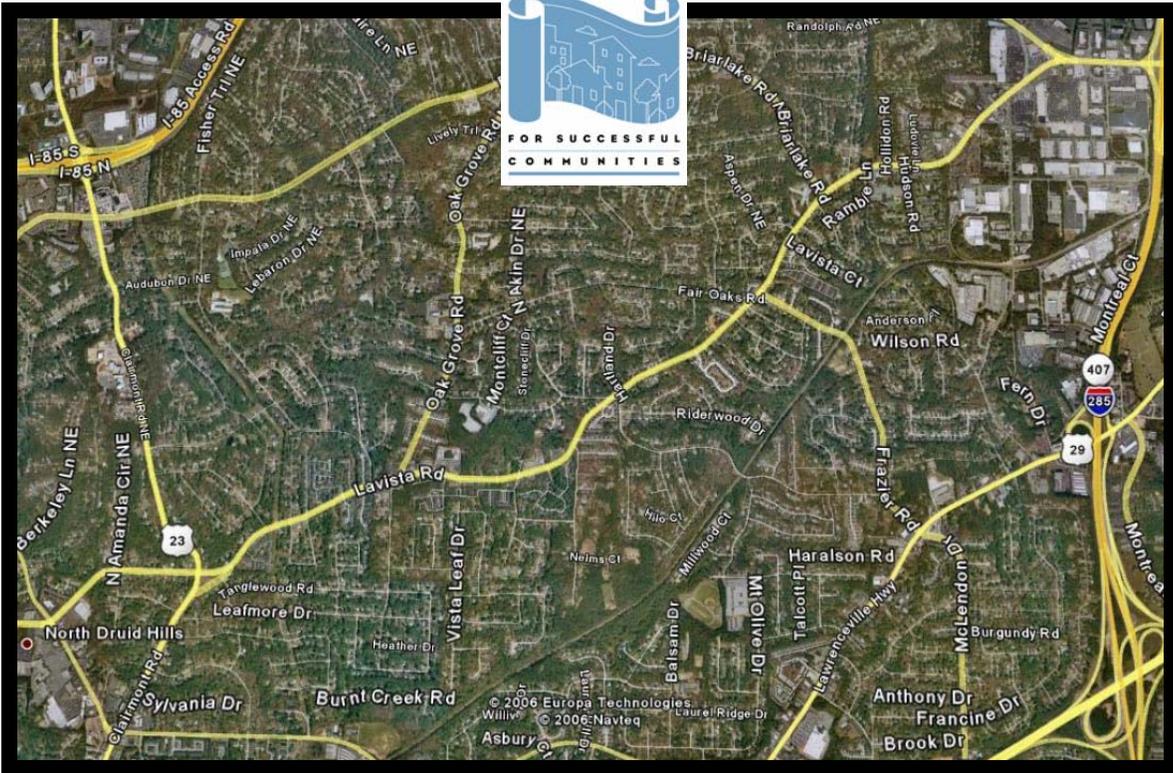


Susan Kidd addresses workshop participants

GEORGIA
CONSERVANCY'S
BLUEPRINTS



FOR SUCCESSFUL
COMMUNITIES



Blueprints Principles

- Maintain and enhance quality of life for residents of the community
- Employ regional strategies for transportation, land use, and economic growth
- Consider the effect of the built environment on the natural environment as well as history and culture