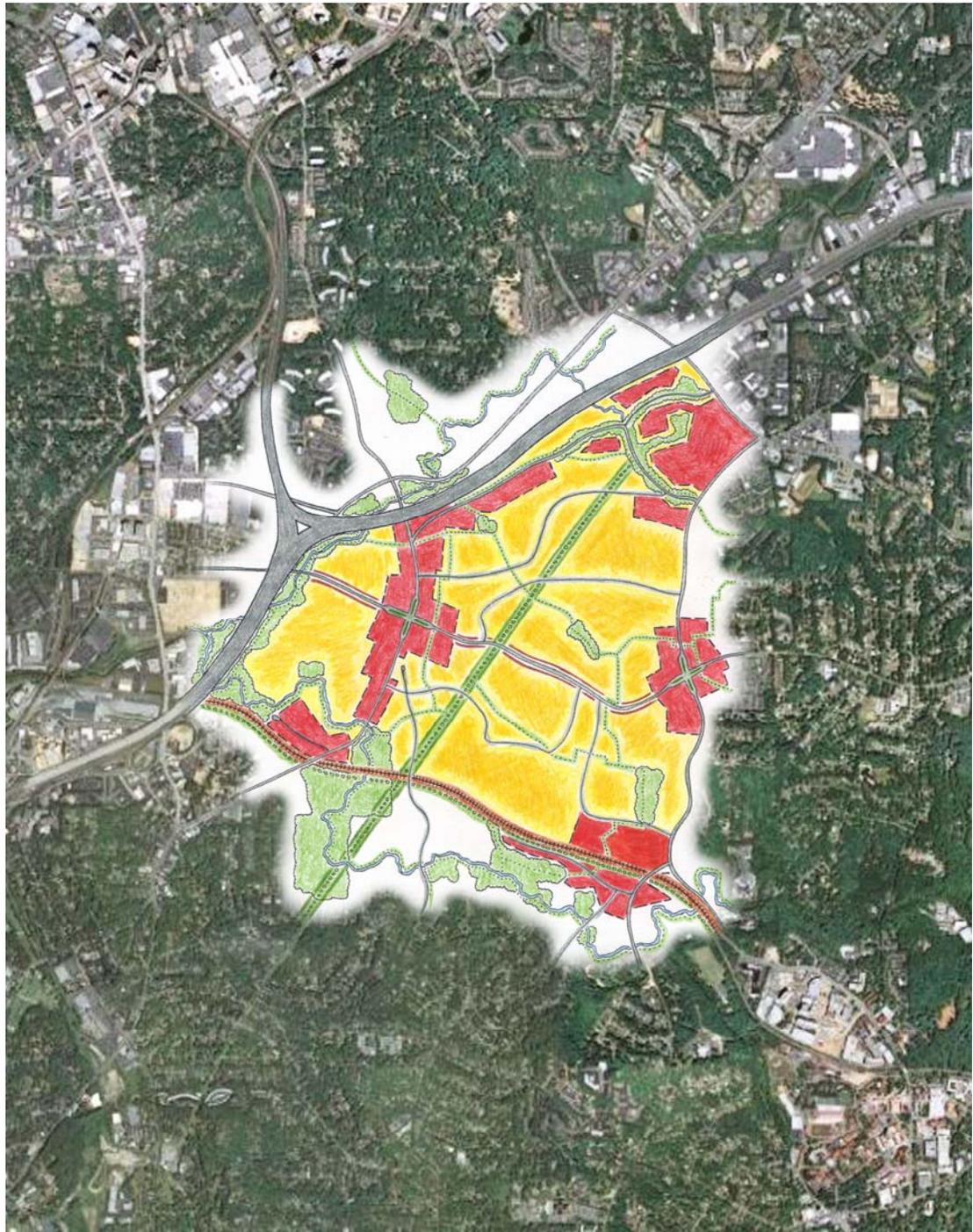




Lindbergh-LaVista Corridor Coalition

Blueprints for Successful Communities
Fall 2008



Georgia Conservancy—Blueprints Partners

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Lindbergh LaVista Corridor Coalition

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TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY 5
1.1	NODES 8
1.2	CORRIDORS 10
1.3	GREEN INFRASTRUCTURE 11
1.4	SYNTHESIS 12
2.0	EXISTING CONDITIONS 13
2.1	NODES 14
2.2	CORRIDORS 18
2.3	GREEN INFRASTRUCTURE 27
3.0	RECOMMENDATIONS AND STRATEGIES 35
3.1	NODES 36
3.2	CORRIDORS 50
3.3	GREEN INFRASTRUCTURE 69
4.0	APPENDICES 79

LIST OF GRAPHICS

- 1.0 EXECUTIVE SUMMARY | 5**
 - 1.0a: LLCC Study Area
- 1.1 NODES | 8**
 - 1.1a: Nodes Map
- 1.2 CORRIDORS | 10**
 - 1.2a: Corridors Map
- 1.3 GREEN INFRASTRUCTURE | 11**
 - 1.3a: Environment Map
- 1.4 SYNTHESIS | 12**
 - 1.4a: Synthesis Map
- 2.0 EXISTING CONDITIONS | 13**
 - 2.1 NODES | 14**
 - 2.1a: The Lindbergh LaVista Study Area in Context Map
 - 2.1b: The Cognitive Map
 - 2.1c: Population Density
 - 2.1d: Housing Unit Density
 - 2.1e: Neighborhood Centers
 - 2.2 CORRIDORS | 18**
 - 2.2a: Existing Pedestrian Crossings and Sidewalks
 - 2.2b: Existing Curb Cuts
 - 2.2c: Interparcel Connectivity
 - 2.2d: Recent and Possible Future Development Map
 - 2.2e: Parking Surfaces
 - 2.2f: Existing Road Image
 - 2.2g: Future Transit Options
 - 2.3 GREEN INFRASTRUCTURE | 27**
 - 2.3a: Existing and Proposed Park Locations
 - 2.3b: LaVista Park Image
 - 2.3c: LaVista Park Image

- 2.3d: Woodland Hills Neighborhood Image
- 2.3e-g: Zonolite Road area Images
- 2.3h-k: Lindridge and Martin Manor Neighborhood Images
- 2.3m: Map of Peachtree Creek, Hydrology and Floodplains
- 2.3n: Impervious Surface Density Map
- 2.3p: Tree Canopy Density Map
- 2.3q: Elevated Air Pollution Map

3.0 RECOMMENDATIONS AND STRATEGIES | 35

3.1 NODES | 36

- 3.1a: Nodes Map
- 3.1b: Successful Node Components
- 3.1c: Successful Node Benefits
- 3.2d: Curb Cuts Map

3.2 CORRIDORS | 50

- 3.2a: GA 400/I-85 Interchange Alternatives
- 3.2b: LLCC Suggested Connections
- 3.2c: Capacity Comparison Diagrams
- 3.2d: Clifton Road at Briarcliff Road Re-alignment
- 3.2e: Shepherds Lane at Briarcliff Road Re-alignment
- 3.2f: Johnson Road Realignment
- 3.2g: Lenox Road Realignment
- 3.2h: Executive Park Drive Realignment
- 3.2j-k: Cheshire Bridge Road Improvements
- 3.2m-n: Lindbergh Drive/LaVista Road Improvements
- 3.2p: Neighborhood Collectors Improvements
- 3.2q: Example I-stop Sign
- 3.2r: Sidewalk Improvements Map
- 3.2s: Pedestrian Improvements Chart
- 3.2t: Gateways Map
- 3.2u: Corridor Gateway Image
- 3.2v: Neighborhood Gateway Image

3.3 GREEN INFRASTRUCTURE | 69

3.3a: Proposed Trail and Park Network

3.3b: Proposed Greenspace Plan for North Fork of Peachtree Creek

3.3c: Green Network Signage Image

3.3d: Percentage of Average Impervious Surface Cover

3.3e: Tree Cover by Land Use

EXECUTIVE SUMMARY



Figure 1.0a: Lindbergh LaVista Corridor Coalition Study Area

1.0 EXECUTIVE SUMMARY

The Lindbergh LaVista Corridor Coalition (LLCC) is an alliance of three neighborhoods: Lindridge/Martin Manor, LaVista Park and Woodland Hills. In the fall of 2008 these three neighborhoods joined together with the Georgia Conservancy's *Blueprints for Successful Communities* to create a blueprint for quality growth. The Lindbergh LaVista Corridor is located in northern City of Atlanta and DeKalb County, surrounded by the Midtown, Buckhead, and Emory University neighborhoods. The study area is bordered by Executive Park on the north, Briarcliff Road on the east, the CSX rail line on the south, and I-85 on the west (refer to Figure 1.0a).

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

The LLCC neighborhood groups share common challenges and visions for their community. Chief among these challenges 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 creating a better defined and recognizable neighborhood identity. Other shared community concerns include walkability, accessibility to greenspace, increased vehicular traffic, inefficient roadway infrastructure, and the proposed GDOT I-85/GA400 interchange. Embarking on the Blueprints process marks the realization by the neighborhoods of the LLCC study area 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 and redevelopment comes to the table.

The Blueprints process began with a stakeholder meeting in which information about the assets and challenges of the community was acquired. A second stakeholder meeting was conducted to present the findings and existing conditions to the stakeholders for further comment. These findings were based on four overarching themes: housing and demographics, urban design, transportation and the environment. With a firm grasp on the existing conditions, the *Blueprints* team began to formulate ideas on how to enhance the community. These recommendations were then presented at a third stakeholder meeting where the community was given the opportunity to provide feedback. The fourth and final stakeholder meeting allowed the community to give their final input on recommendations.

Within this report, the recommendations are presented under the following headings: *Nodes*, *Corridors* and *Green Infrastructure*. The *Nodes* section examines strategies that will allow future development visions to be shaped by the community, including preservation of the existing single family neighborhoods, improved pedestrian and vehicular access, and an improved neighborhood identity, all within the design concept of nodes of development. The *Corridors* section provides strategies to improve the multi-modal transit corridors throughout the study area, focusing on safety, efficiency and equity. The *Green Infrastructure* section focuses on strategies to improve the quantity, quality of and accessibility to greenspace.

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 study area and are the places where future development can be focused in order to preserve the surrounding single family neighborhoods and the green/open space. Moreover, nodes are the spaces of opportunity to better define the study area within the region. Figure 1.1a identifies low, medium and high potential sites for redevelopment. To make sure the community vision is achieved at these identified nodes,

the following recommendations have been proposed:

- Develop a comprehensive community vision through the use of development scorecards, detailed master plans of each node, zoning improvements, an Infill Development Program, a Community Benefit Agreement and through re-submittal of an edited Livable Centers Initiative (LCI) application.
- Preserve existing single family and affordable housing, as well as encourage future affordable housing development.
- Increase availability of senior and disabled support services.
- Assess interest among businesses in forming a Community Improvement District (CID) and a Business/Village Merchants’ Association.
- Develop more pedestrian friendly design at commercial nodes. Including development of structured parking, on-street parking, sidewalk improvements, streetscape improvements, improved signage, and other good urban design standards.
- Establish a non-profit redevelopment fund for strategic improvements.
- Propose and petition for improvements to the street network around appropriate nodes to enhance connectivity.
- Consider new regional transit connections along the CSX freight rail right-of-way (ROW).

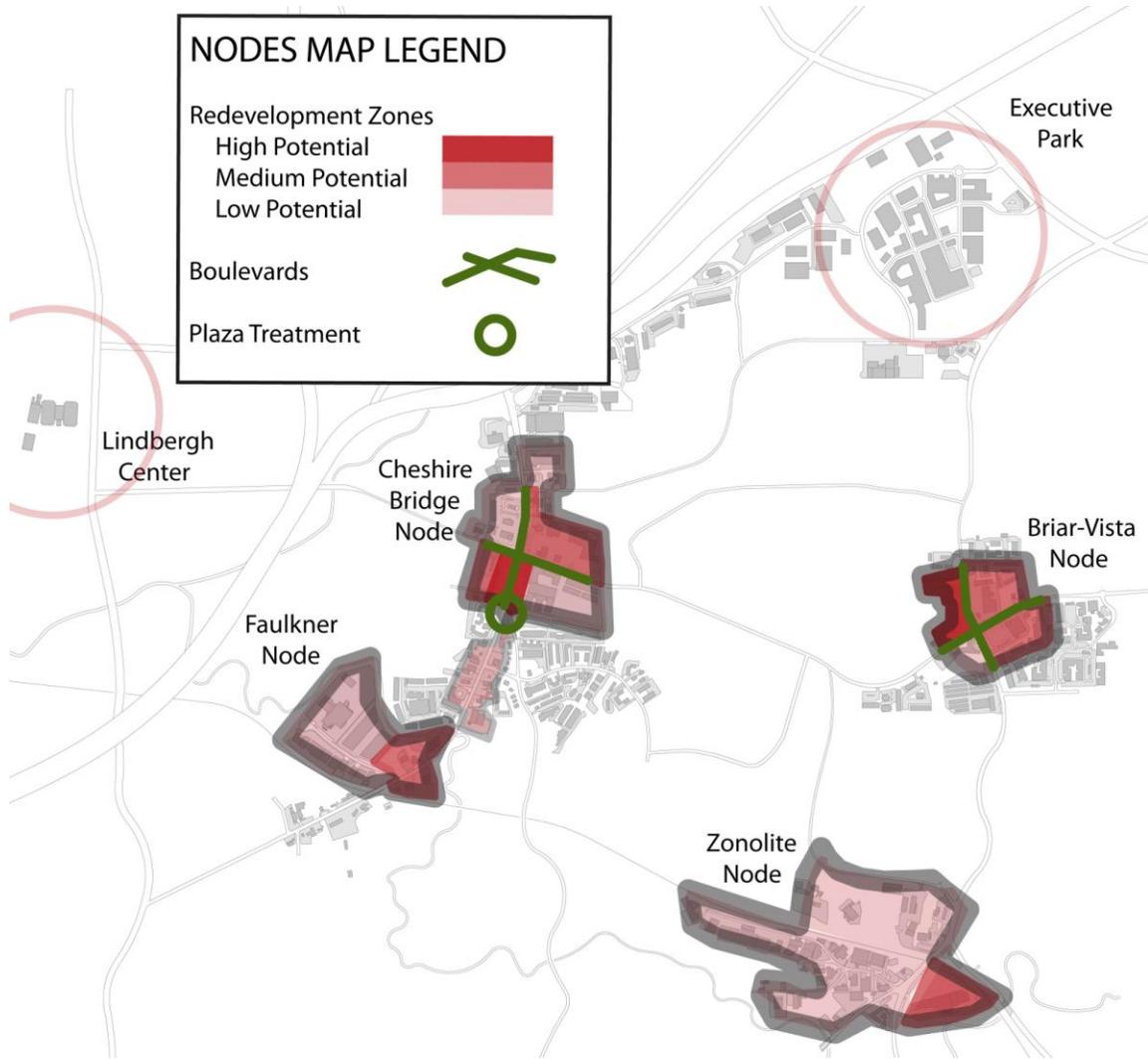


Figure 1.1a: Nodes Map

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 for residents and visitors; for trips beginning and ending in the area as well as those passing through. These are the places where pedestrians, cyclists, transit and automobiles interact with one another. This study sought to prioritize improvements for all of the users of corridors while giving attention to equity, safety and efficiency. Recommendations, identified in Figure 1.2a, include:

“Speeding on the entire corridor is a big problem.”

- Improve the streets and intersections in the community for added safety.
- Upgrade and add sidewalks along key pedestrian corridors.
- Enhance the streetscape with quality urban design elements to create a welcoming pedestrian environment and to improve the look of the area.
- Create gateways to identify communities.
- Improve the efficiency of transit service.

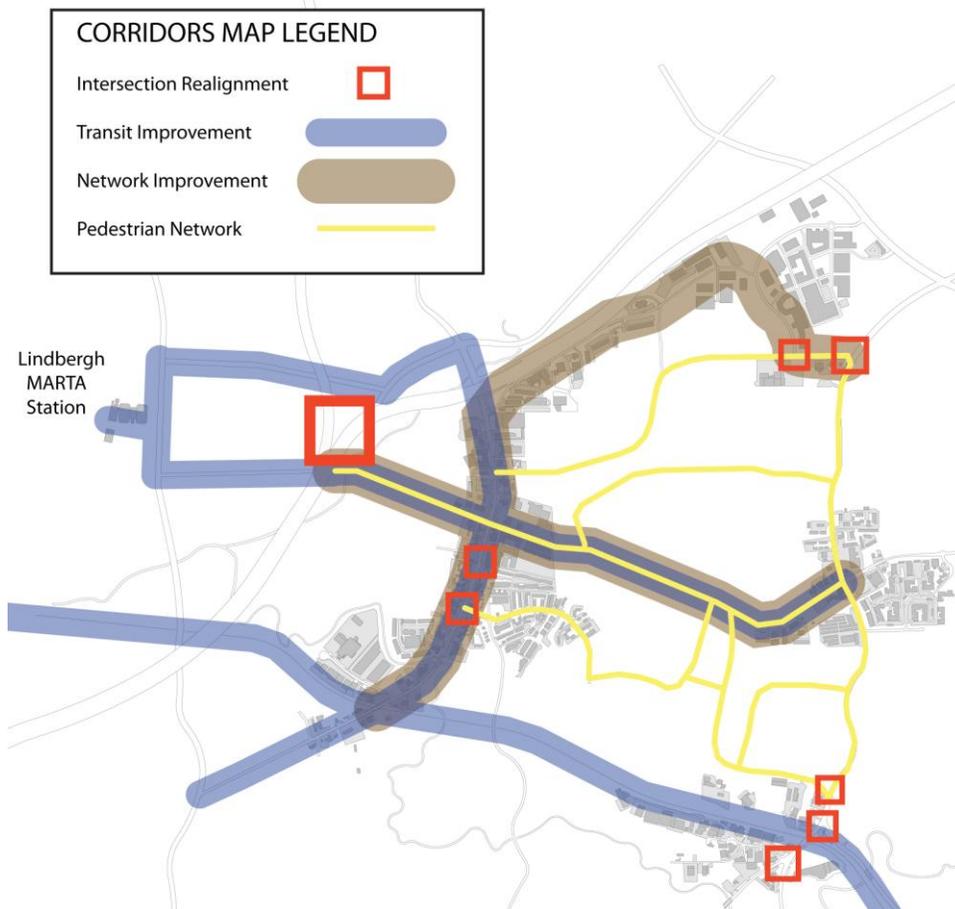


Figure 1.2a: Corridors Map

1.3 GREEN INFRASTRUCTURE

“We need more parks and greenspace.”

Environmental areas are undeveloped land which benefit the community and the city at large. These places are recharge areas for both air and hydrologic resources and have profound impacts for the study area as well as beyond its borders. Trails, nature preservation areas, parkland, greenspace and watersheds are included in this category. Environmental areas are important resources that are enjoyed by all segments of society and should be protected

and enhanced. Recommendations, identified in Figure 1.3a, include:

- Increase the amount of formal and informal natural and park space.
- Create a system of neighborhood trails which connect to regional trails and park space.
- Decrease the amount of impervious surfaces (rooftops, parking lots, etc.) at commercial nodes.
- Improve the local tree ordinance and introduce native species into the study area.

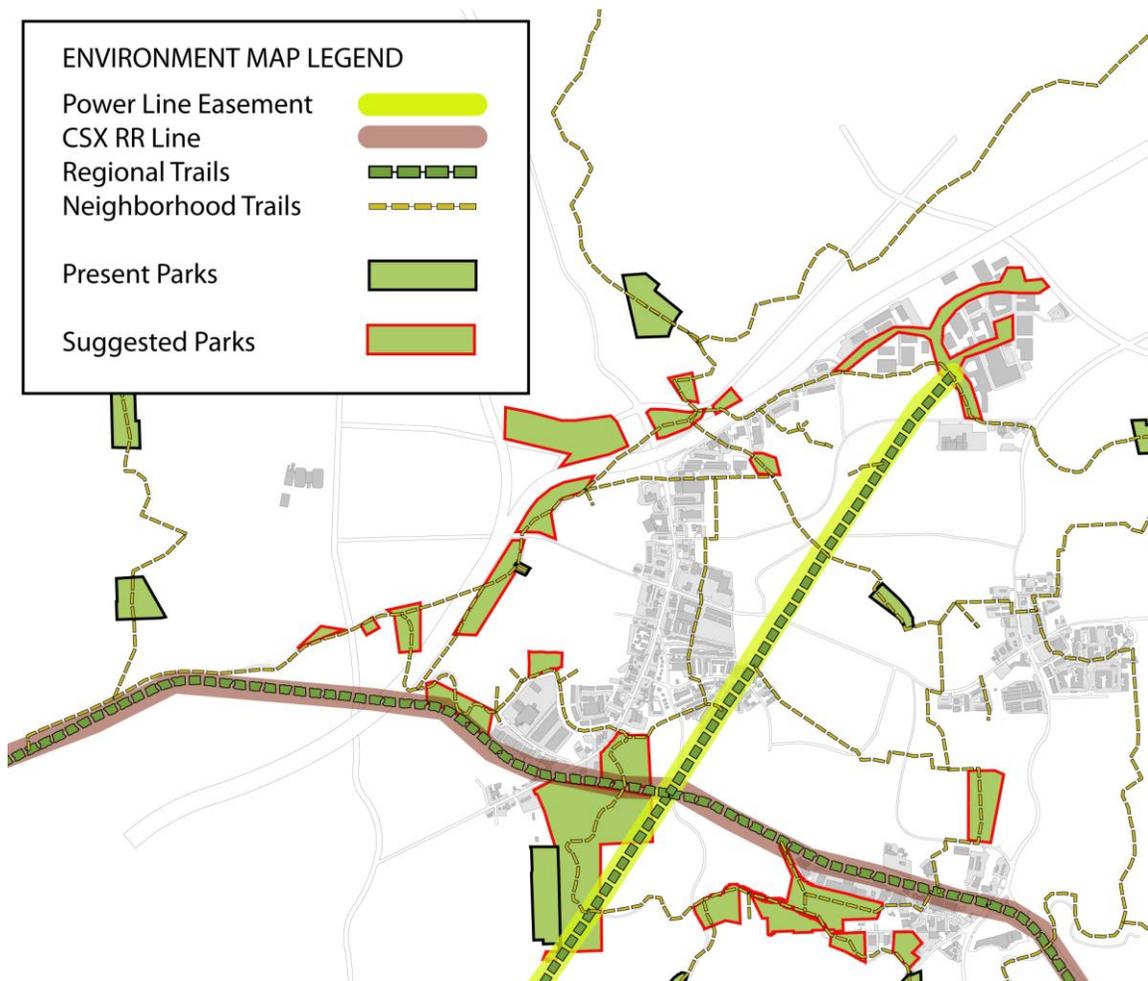


Figure 1.3a: Environment Map

1.4 SYNTHESIS

The synthesis map, Figure 1.4a, provides an overall vision for the LLCC study area, achievable in the long-term via incremental short-term changes. The incremental elements focus on providing nodes of activity for future development; developing a community vision for future development; preserving the single family neighborhoods; transit improvements for all modes of transportation; and improving accessibility to greenspace and trails throughout the community.

The remainder of the report contains three main sections, an existing conditions section, strategies and recommendations section and an appendix. Within each section the study area is examined through *Nodes, Corridors, and Green Infrastructure*.

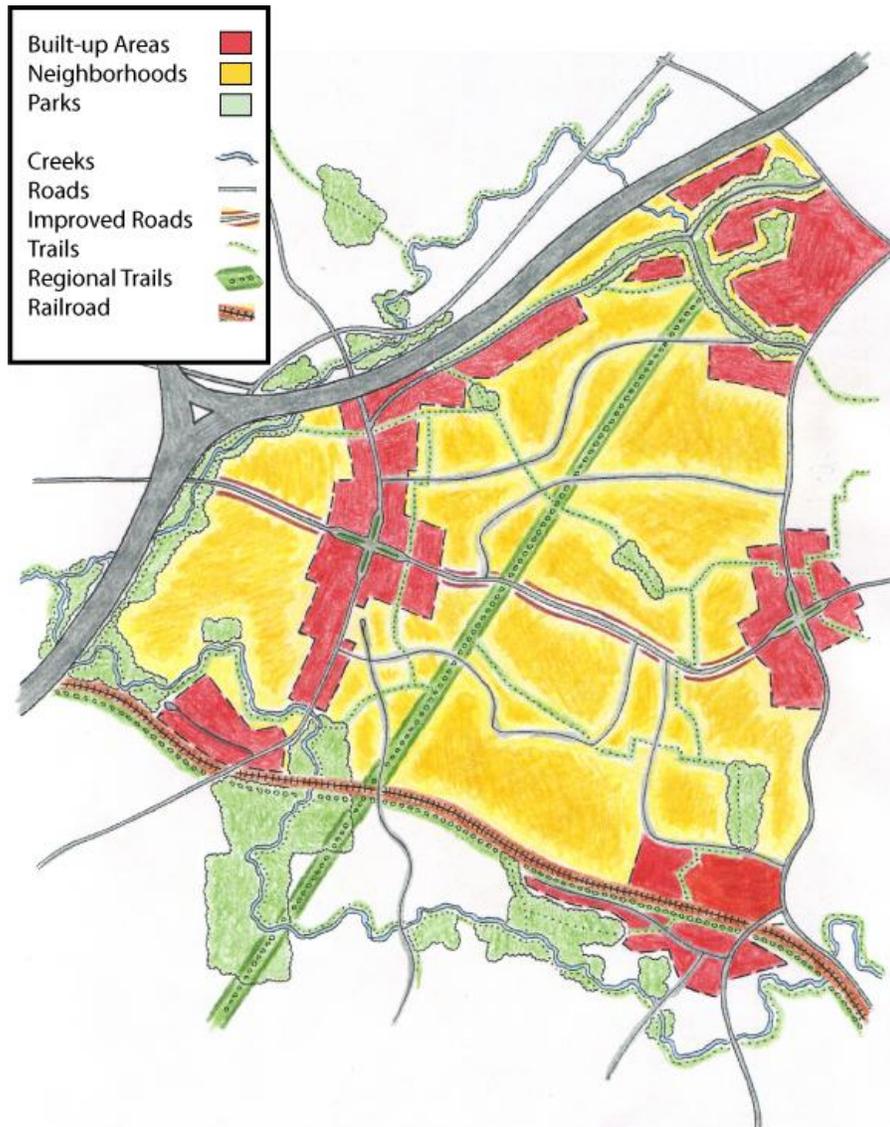


Figure 1.4a: Synthesis Map

EXISTING CONDITIONS

2.0 EXISTING CONDITIONS

This section documents the existing condition of the LLCC study area including its neighborhoods and surrounding commercial areas. The analysis of existing conditions, combined with stakeholder input on the assets and challenges of the area, helped to define the issues with which the recommendations are designed.

The existing conditions analyzed in this section include: 1) Nodes: zoning and land use, demographics and housing; 2) Corridors: the built environment, transportation; and 3) Green Infrastructure: the natural environment.

2.1 NODES

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 Executive Park on the north, Briarcliff Road on the east, the CSX rail line on the south and I-85 on the west. The study area is bisected by Lindbergh Drive/LaVista Road, the only east/west corridor serving this part of the city. The Lindbergh Drive/LaVista Road corridor connects the City of Atlanta to unincorporated DeKalb County providing access to residential and commercial zones as well as the Lindbergh 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, including workforce housing for Downtown/Midtown, Buckhead and Emory.

2.1.1 ZONING & LAND USE

Low density residential is the dominant land use and zoning designation in the LLCC study area. Multi-family and commercial uses and zoning are found primarily along the major corridors with concentrations at the intersections. Office commercial is located nearest the interstate. Some light industrial activity, which in this area means warehousing and distribution, are located in areas near rail and where trucks can easily access them. Refer to the appendix for zoning and land use maps.

SUB-REGIONAL CONTEXT

Figure 2.1a shows the LLCC study area within its sub-regional context. The study area contains the neighborhoods of Lindridge/Martin Manor, LaVista Park and Woodland Hills. The study area is split roughly in half by the county line separating Fulton from DeKalb County. To the west of the line, the study area is within the City of Atlanta, Fulton County and part of Neighborhood Planning Unit (NPU) - F. To the east of the line, the study area falls within 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.

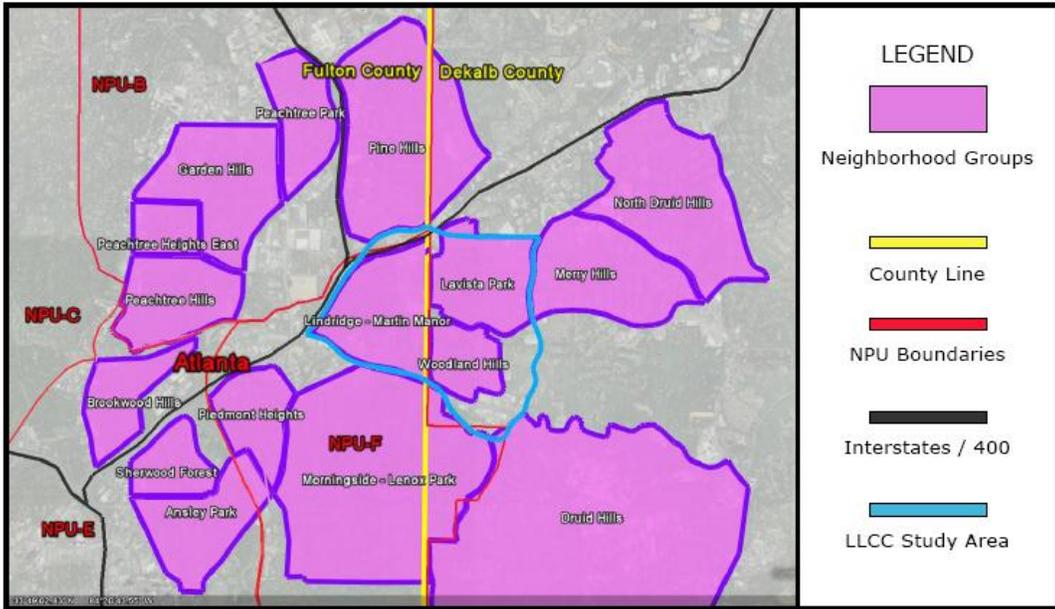


Figure 2.1a: The Lindbergh LaVista Study Area in Context Map

The Cognitive Map, Figure 2.1b, shows how residents might think of the study area in broad terms. 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.

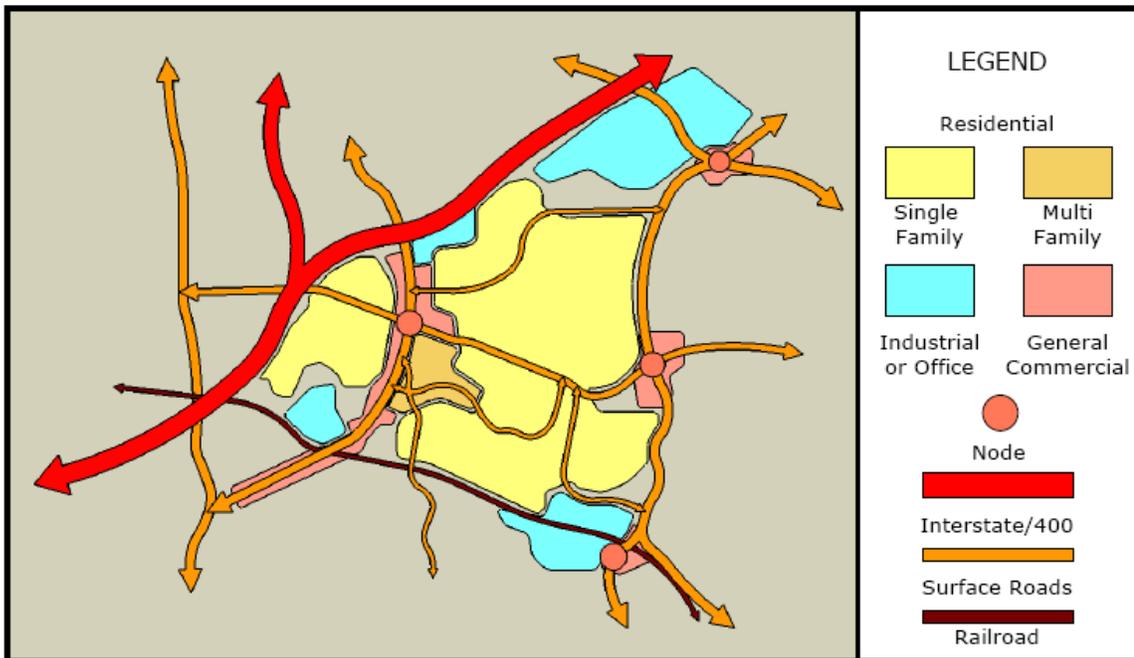


Figure 2.1b: The Cognitive Map

2.1.2 DEMOGRAPHICS AND HOUSING

This section looks at demographics to determine whom historically and currently lives in the LLCC study area and for whom this *Blueprints* report is being done. Through the scope of housing, the availability of affordable housing can be determined as well as the location of single and multi-family housing.

DEMOGRAPHICS

The following demographic data was collected using 2000 Census data and estimated 2007 Claritas projection sources. Refer to the appendix for complimentary graphs and charts.

The study area as a whole is well educated. Over 50% of the population over the age of 25 has a bachelor's degree or higher while only 10% of the population does not have a high school diploma.

The age of residents in the study area fall predominately between 25 and 54, with the 25-34 age cohort yielding the largest percentage. Only one of ten residents in the study area is under the age of 17. This suggests that the study area is predominately young to middle aged individuals, with a notable proportion of families with children. Because a significant proportion of the population, 25%, is 45-64 years old, it is important to begin preparing for that aging population's changing needs.

The study area has 1,041 businesses 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%) followed by retail (14%) and accommodation and food services (11%).

Overall, the employment data suggests that there are a substantial number of jobs in the area for the population. In addition, the number and variety of establishments in the study 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.

HOUSING

The study area is predominantly single family in nature, as shown in Figures 2.1c and 2.1d. There are pockets of multi-family housing, particularly near the major nodes of Cheshire Bridge Road/LaVista Road/Lindbergh Drive, LaVista Road/Briarcliff Road, and North Druid Hills Road/Briarcliff Road.

There is a correlation between providing housing and employment in the study area. Vehicular traffic could be decreased as more people who live in the area also work in the area. Alternative modes of transportation and shorter travel times can lead to less traffic congestion in the community.

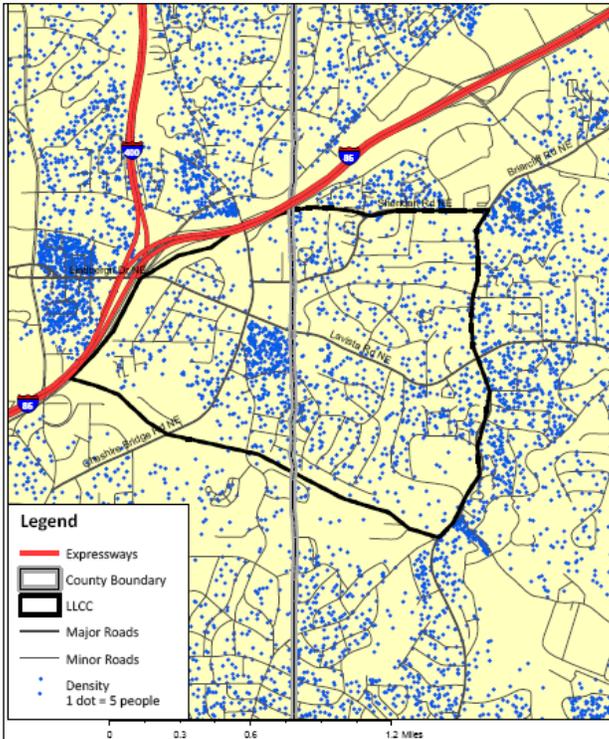


Figure 2.1c: Population Density

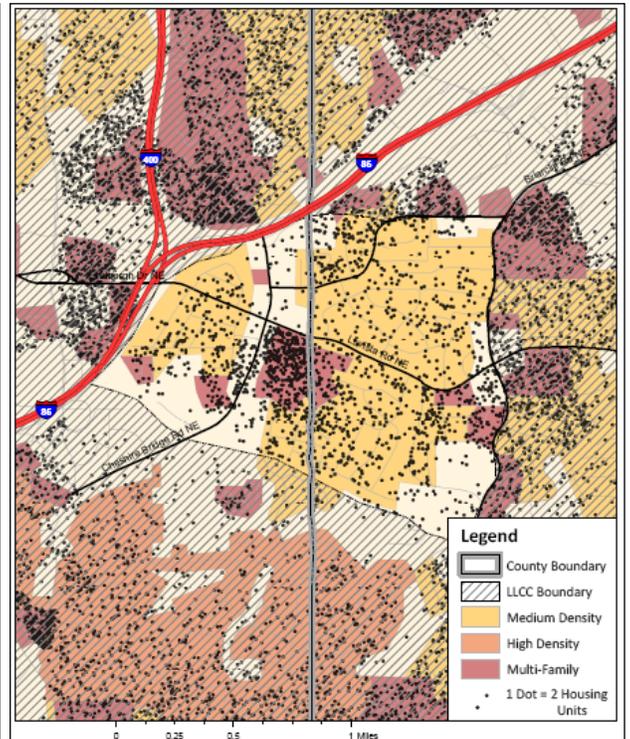


Figure 2.1d: Housing Unit Density

DEMOGRAPHICS BY NODES

Demographic estimations for the three commercial nodes of the study area are compared below. These areas include a half mile radius distance from three intersections: Lindbergh Drive/LaVista Road/Cheshire Bridge Road, North Druid Hills Road/Briarcliff Road and LaVista Road/Briarcliff Road (Figure 2.1e).

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

Lindbergh Drive/LaVista Road/Cheshire Bridge Road Node The Lindbergh Drive/LaVista Road/Cheshire Bridge Road neighborhood node is the most highly populated, given the large number of multi-family housing. This area also has the largest household size suggesting there are more families occupying the area. This area has a lower median income

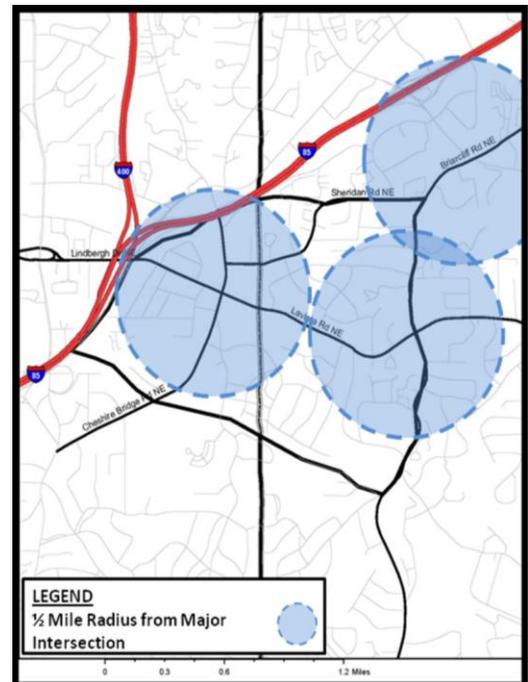


Figure 2.1e: Neighborhood Centers

level than the surrounding community suggesting that housing affordability must remain a long-term planning consideration.

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

North Druid Hills and Briarcliff Roads Node Given the estimates presented, the area surrounding North Druids Hills and Briarcliff Roads 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.

2.2 CORRIDORS

Stable neighborhoods with moderately-sized ranch homes and bungalows with well established tree canopies comprise the bulk of the study area. Commercial activity occurs along the entire length of Cheshire Bridge Road, particularly at the intersection with Lindbergh Drive/LaVista Road. 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 and Briarcliff Roads. 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 Drive/LaVista Road corridor may be transitional suburban. Because of the large setbacks, excessive parking lots, and auto-oriented development, the corridor lacks a true center—and an overarching identity.

The Lindbergh Drive/LaVista Road corridor's unique history, convenient access to employment centers, affordable housing and strong sense of community is appealing to those seeking in-town living. Although the study area possesses many attributes that current residents and potential in-town dwellers admire, a number of residents have expressed a desire to see better urban design, pedestrian-friendly amenities and higher quality development and re-development. The following section examines urban design conditions including sidewalks, curb cuts and interparcel connectivity and it identifies future areas susceptible to development.

2.2.1. BUILT ENVIRONMENT

PEDESTRIAN ENVIRONMENT SIDEWALK AND CROSSWALK INVENTORY

Sidewalks and crosswalks are the framework for a good pedestrian environment. The LLCC study area has a good system of sidewalks along the major corridors of Lindbergh Drive/LaVista Road, Briarcliff Road, Sheridan Road, Shepherds Lane, Briar Vista Terrace, Lenox Road and Cheshire Bridge Road. Unfortunately, many of these sidewalks are limited in width, continuity or accessibility. The most notable offenders are those sidewalks along Cheshire Bridge Road, LaVista Road, Woodland Hills, Lenox Road and Sheridan Road.

Cheshire Bridge Road, in particular, is virtually inaccessible to those with disabilities because many sidewalks and crosswalks do not comply with codes from the Americans with Disabilities Act (ADA). None of the neighborhoods contain sidewalks in their interior streets which are wide and generally clear of parked cars.

Figure 2.2a indicates the current sidewalk and crosswalk conditions in the study area. The red lines indicate sidewalks, a single red line indicates sidewalks are only on one side of the street and breaks in the red lines indicate breaks in the sidewalk. The blue circles indicate crosswalks. Very few of the neighborhoods have sidewalks, although they are wide and are generally clear of parked cars which enables walking. However there is a significant need for sidewalks around the elementary school. Note the lack of crosswalks along the high traffic LaVista Road.

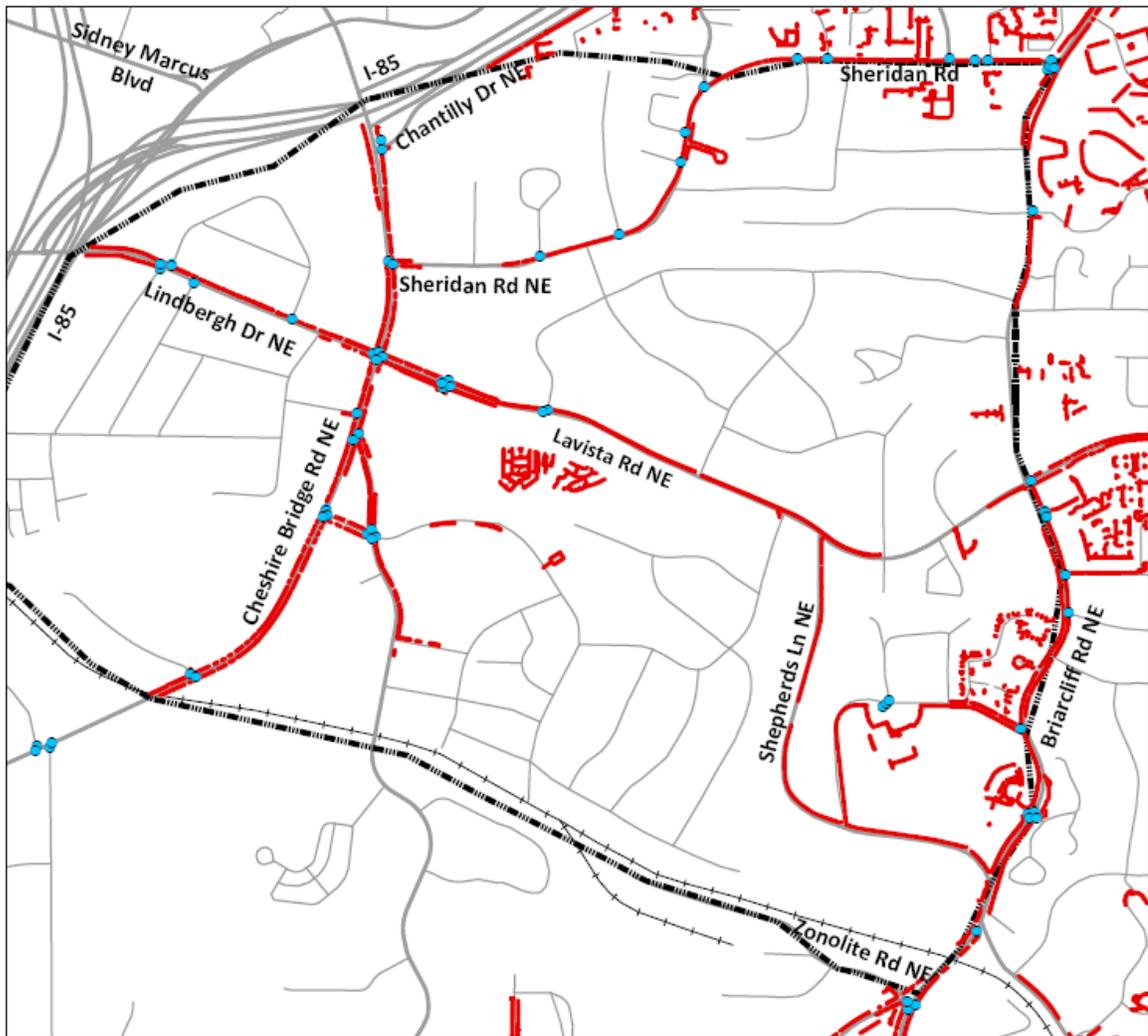


Figure 2.2a: Existing formal pedestrian crossings in blue and existing sidewalks in red

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 Cheshire Bridge Shopping Center, and the southern reaches of Cheshire Bride Road reflecting newer, pedestrian-friendly regulations including landscaping and street furniture. The five foot wide sidewalks are typically found in DeKalb County, along Briarcliff, LaVista and Sheridan

Roads. The sidewalks along these thoroughfares do not appear constructed for the comfort of the pedestrian, but rather to provide a zone in which pedestrians move separate from traffic.

Designated crosswalks—those which are painted on the asphalt and have proper signage—are generally only located at major intersections. Because of the structure of the study area’s development, blocks are large and the ability to cross mid-block is difficult with the moderate to high volume of traffic in and around the area. Crosswalk striping is worn and barely readable to drivers at many of the crosswalk locations and signage is missing or in poor condition.

COMMERCIAL CURB CUT INVENTORY

The commercial corridor along Cheshire Bridge Road, as well as the two nodes at Briarcliff and LaVista Roads and at Briarcliff and Johnson Roads, contain a large number of curb cuts consistent with a transitional suburban commercial development pattern. Cheshire Bridge Road 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 Road 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, have an adverse affect on traffic flow and cause increased risk of vehicle-vehicle and vehicle-pedestrian accidents. 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 2.2b shows the commercial curb cuts by major area.

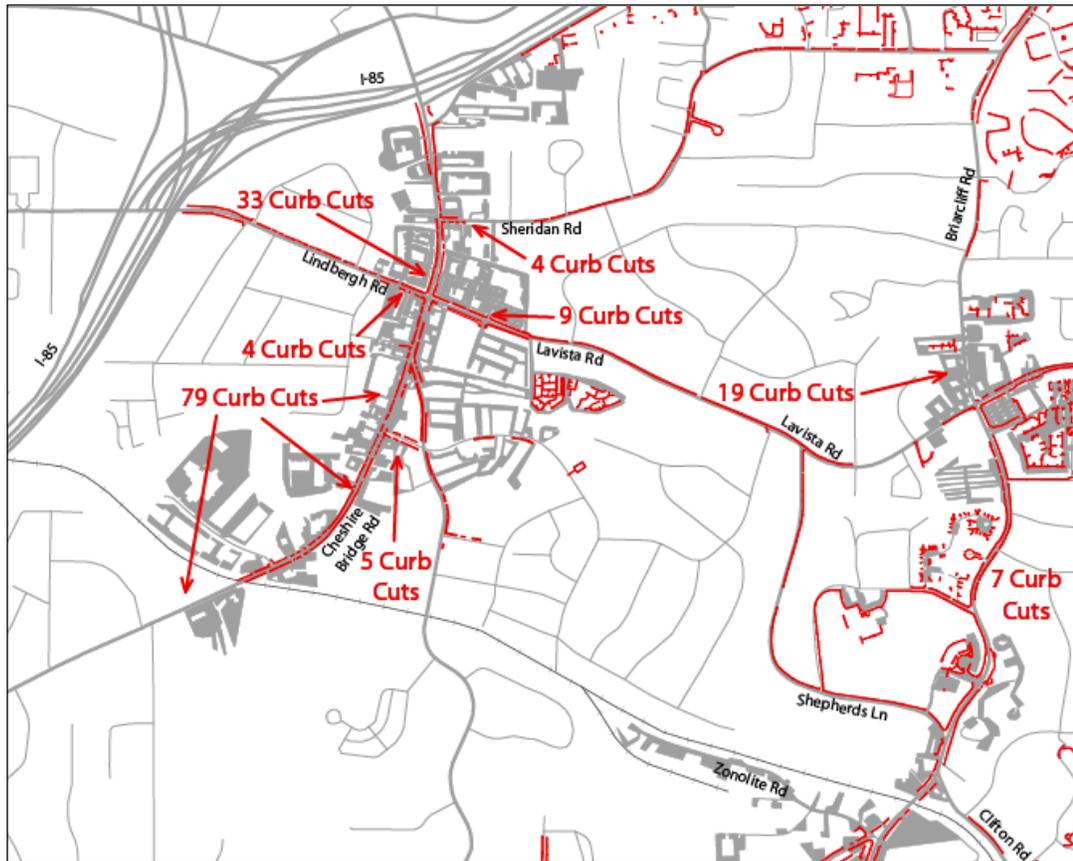


Figure 2.2b

There are approximately 112 curb cuts along Cheshire Bridge Road, 13 along Lindbergh Drive/LaVista Road at Cheshire Bridge Road, 19 along Briarcliff Road at LaVista Road and 7 along Briarcliff Road from LaVista Road to Johnson Road. In all, there are approximately 160 curb cuts within and along the borders of the LLCC study area. Curb cuts were recorded only in commercial areas where the hazard of car and pedestrian interaction is much higher. Figure 2.2c shows a magnified view of the curb cuts at the LaVista/Briarcliff Roads intersection.

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 an encouragement of new development, as long as it is compatible with existing neighborhood character and preserves the single family neighborhoods. 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 Road/Lindbergh Drive and Cheshire Bridge Road. 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 future development. As a first step in this process, Figure 2.2d 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 Road, the area around North Druid Hills and Briarcliff Roads and the area around LaVista and Cheshire Bridge Roads. 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 appears susceptible to change as the surrounding area develops, despite being currently occupied. Analyzing and understanding susceptibility to change is a way for community members to help frame their perspective as to how the community will look in the future. If areas prone to change are seen as good areas to absorb growth, then redevelopment 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 and/or community members can work more closely with those developers.

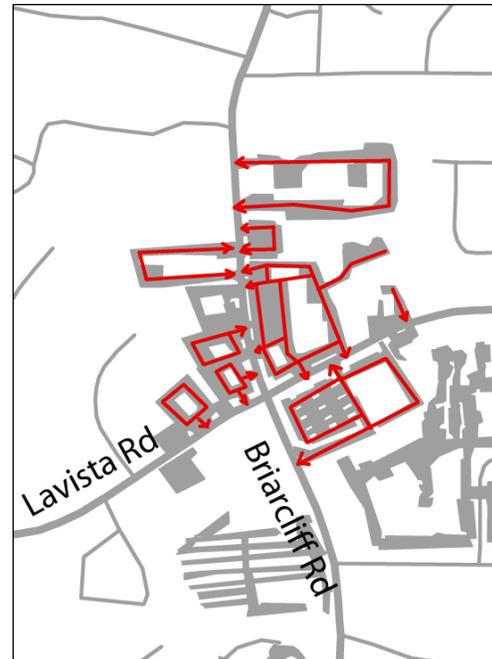


Figure 2.2c

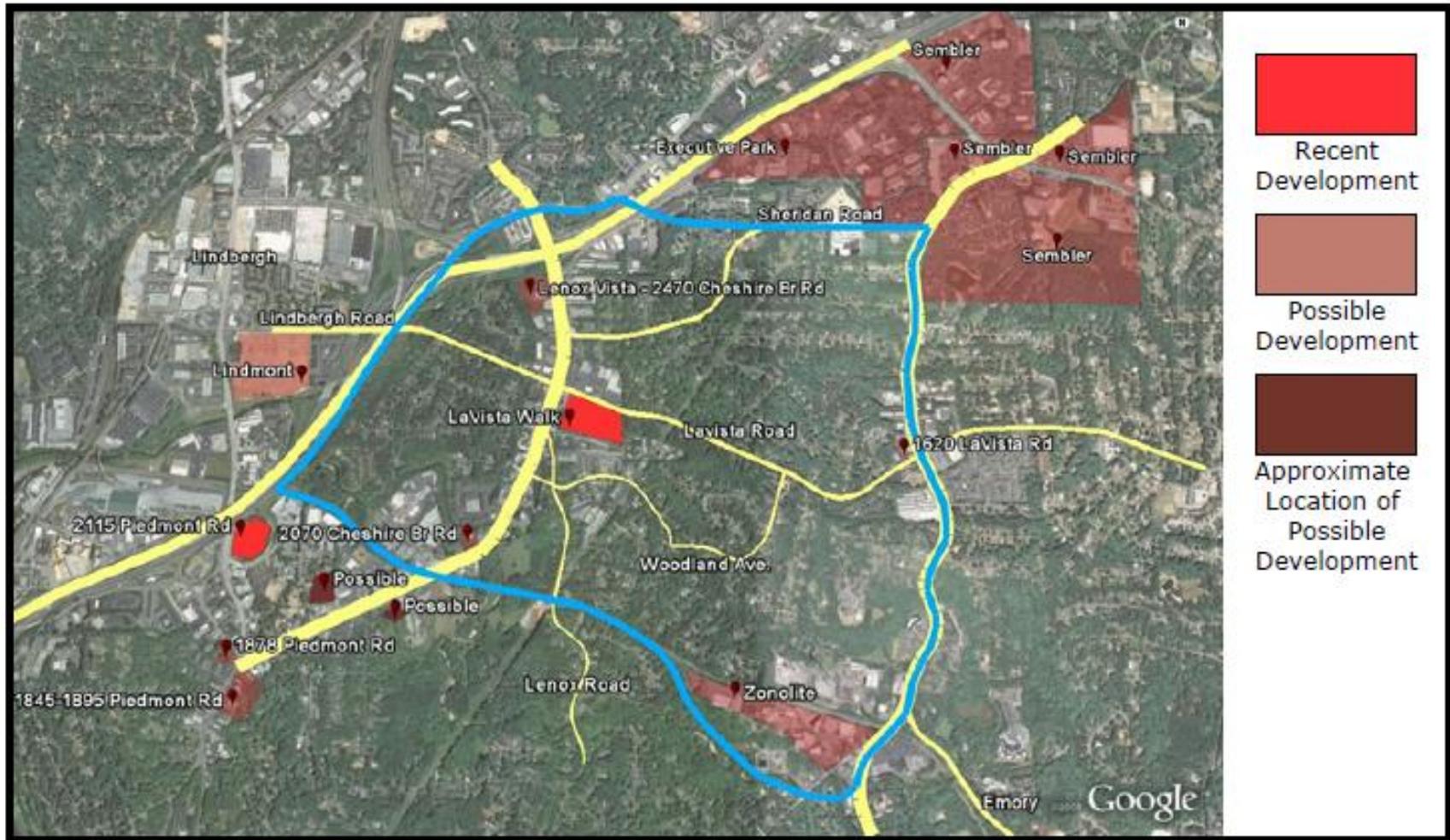


Figure 2.2d: Recent and possible future development map

2.2.2 TRANSPORTATION

In more recent years, the study area has transformed from a suburban area into an urban neighborhood. As such, the study area is grappling with a range of issues: pedestrian and bicycle mobility and access, transit needs and traffic congestion. Essentially the area is trying to address urban mobility issues via a suburban framework and is coming close to reaching its maximum capacity.

Given the regional nature of traffic patterns and the presence within or very near to the study area of significant regional transportation facilities like I-85, this study considers factors that affect the area but are not necessarily located completely or partially within the study area.

This section contains technical analyses and inventory reports pertaining to vehicular, bicycle and pedestrian travel.

There are four major transportation facilities that service the study area:

Lindbergh Drive/LaVista Road Lindbergh Drive and LaVista Road (SR 236) comprise one arterial classified by the Georgia Department of Transportation (GDOT) as an Urban Minor Arterial. Within the 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 Road where it exits the study area to the east. The road is two-lane within the study area.

Cheshire Bridge Road Cheshire Bridge Road runs north/south in the study area, entering from the north under I-85 and continuing south past Lindbergh Drive/LaVista Road and Lenox Road 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 the study area at its intersection with Cheshire Bridge Road and continues south out of the area. Within the study area the road is relatively narrow 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 Road. The road is classified as an Urban Minor Arterial and is mostly two lanes through the study area.

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 I-85 and GA-400 and the intersection of the two are just to the northwest of the study area.

BARRIERS TO CONNECTIVITY

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 just east of Cheshire Bridge Road and continuing southeast 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 Road district. The CSX railroad line runs at the top of this ridge and poses additional challenges to interconnectivity between the Zonolite Road district and the rest of the study area.

PARKING INVENTORY

The LLCC 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 2.2e shows the amount of parking in the area indicated in light grey. 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 public parking within the study area is free.



Figure 2.2e: Commercial and industrial parking surfaces within LLCC study area

BICYCLE FACILITIES

Bicycle facilities do not currently exist within the study area. Bicycle racks exist intermittently throughout; but the means to access these specific facilities, such as bike lanes and signage, are lacking (refer to Figure 2.2f). 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 volume 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, adjacent land uses and expected growth.



Figure 2.2f: Accommodations are not provided for alternative methods of transportation as seen here at the Briarcliff Road and LaVista Road node.

PUBLIC TRANSPORTATION

Current Transit Services The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates seven fixed bus routes (Routes 6, 27, 30, 33 and 245) in the study area, excluding para-transit 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. Refer to the appendix for bus route information.

Bus stop facilities in the study area are usually simple roadside signs. Patchy sidewalk coverage means that in rainy conditions riders often must walk to and wait for their bus on muddy ground. A good example of this condition can be found along the majority of the eastbound (outbound) side of the Lindbergh Drive/LaVista Road 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 of Sage Hill, Lindbergh Crossing and Briar Vista which also represent the areas with the highest bus ridership. Some, but not all, shelters include route scheduling information.

Data available for this study (represented by daily average counts for December 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.

Executive Park Shuttle The Emory University/Clifton Road 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 the 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 points within

Executive Park, Emory facilities and apartment developments along Briarcliff Road. Refer to the appendix for Executive Park bus route information.

TRANSIT CONCEPTS UNDER STUDY

Atlanta-Athens Commuter Rail

In 1995, GDOT released a commuter rail plan for the state of Georgia. The plan recommended the introduction of six rail 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 ROW through the study area is almost uniformly 100 feet across. Figure 2.2g shows this route. The closest stop to the study area would be at Emory University. An environmental assessment (EA) report has been completed and a locally preferred alternative (LPA) has been chosen, both necessary for federal funding. This line is included in the Transit Planning Board's (TPB) "Concept 3" transportation plan.

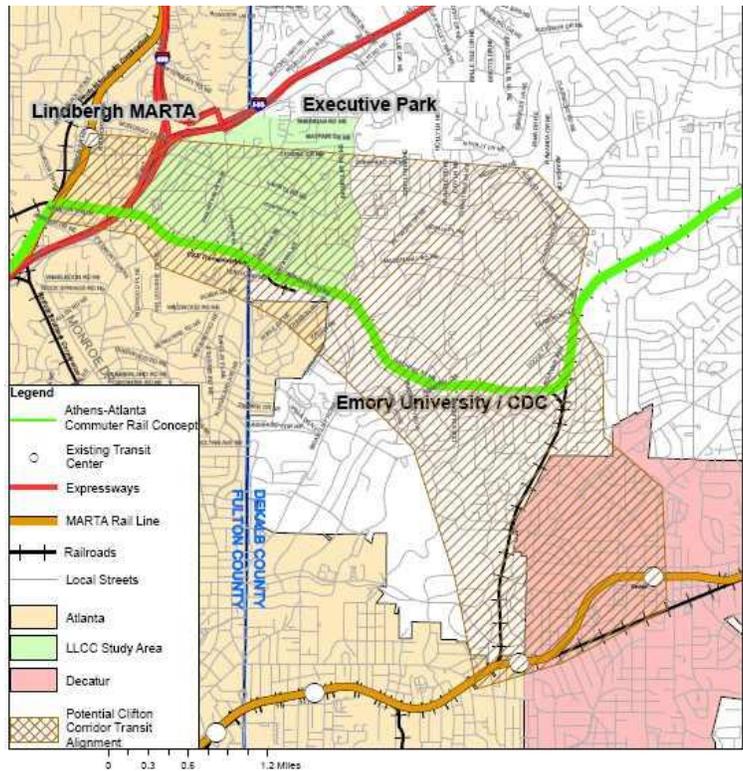


Figure 2.2g: Future transit options within the LLCC study area.

Lindbergh-Decatur and 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.

TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

Data for the technical analysis component of the report were gathered from previous studies performed in the area. The reports that were used to generate the data for the study are: 1) Briarcliff Road Traffic Study by Kimley-Horn and Associates, 2) The Park Druid Hills Development

of Regional Impact (DRI) by Marc R. Acampora, PE, LLC, and 3) Briarcliff/North Druid Hills Roads DRI by Kimley-Horn and Associates.

Information for a basic traffic analysis was obtained from these reports. This included turning movement counts for both the AM and PM peak hours and signal timings for the study intersections. All data were carefully evaluated to ensure accuracy and consistency. Data could not be collected for all intersections. In these cases best 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. Refer to the appendix for traffic analysis information.

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 whether appropriate intersection improvements are needed. For the study area, eight key intersections were identified. At each key intersection, the number of crashes, the number of fatalities, the number of injuries and the Average Annual Daily Traffic (AADT) from 2002 to 2006 were recorded. Refer to the appendix for more detailed information on accident inventory.

The intersection of Lindbergh Drive at Cheshire Bridge Road had the highest AADT as well as the most crashes. Sheridan Road at Cheshire Bridge Road had the second highest AADT, but a significantly lower number of crashes than Lindbergh Drive at Cheshire Bridge Road. LaVista Road at Briarcliff Road 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.

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

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

2.3 GREEN INFRASTRUCTURE

Within the LLCC study area there is a set of environmental problems which could easily become opportunities. Currently there is a lack of both formal and informal natural and park space within the neighborhoods of the LLCC study area. 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 community decide to take action.

2.3.1 NATURAL ENVIRONMENT

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 is not publicly accessible. However some of the best examples of mature floodplain forest stretch along the floodplain of the South Fork of Peachtree Creek. Each neighborhood has greenspace assets including a new City of Atlanta Park and DeKalb County Park, although there are opportunities for each neighborhood to gain in greenspace. Figure 2.3a locates existing and proposed parks throughout the study area.

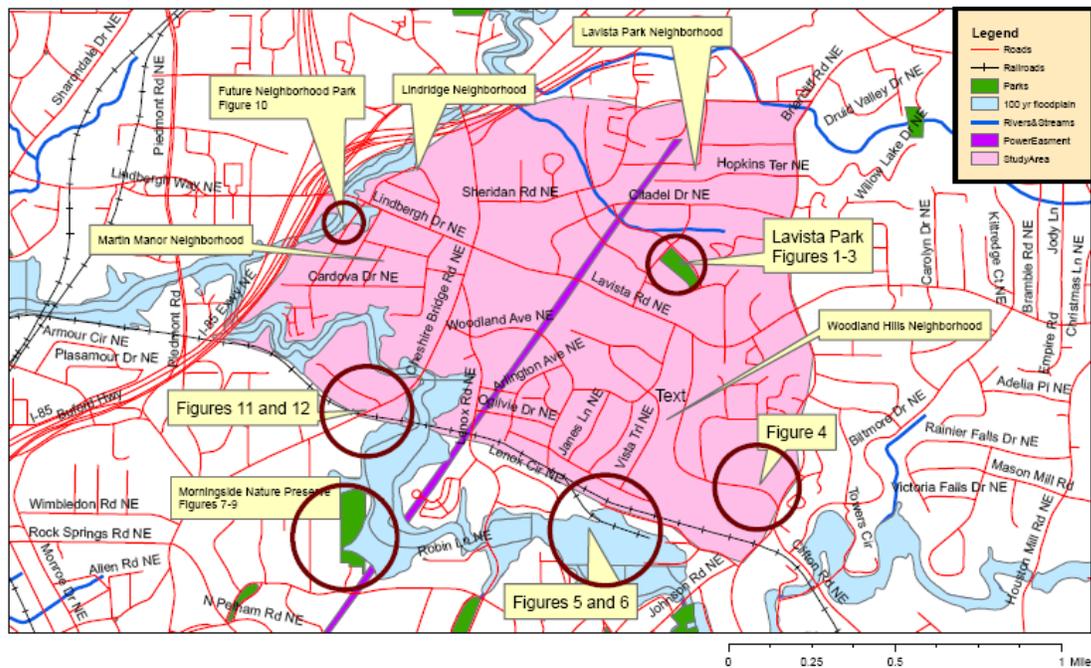


Figure 2.3a: Map depicts existing and proposed park locations

LaVista Park The LaVista Park Neighborhood contains LaVista Park which functions as a neighborhood park bordered by Beech Haven Road NE, Brook Forest Drive NE, and Wild Creek Trail NE. The streets bordering LaVista Park are all residential 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 Park and Recreation Department 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 (refer to Figure 2.3b). A parallel higher elevation level consists of thicker oak forest with a single path connecting Brook Forest Drive to Beech Haven Road (refer to Figure 2.3c). Extensive invasive English ivy groundcover is dominant in the higher elevation section.



Figure 2.3b: Lower elevation of LaVista Park



Figure 2.3c: Higher elevation of LaVista Park

Woodland Hills The Woodland Hills neighborhood is southeast of the intersection of Cheshire Bridge Road and LaVista Road. 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 (Figure 2.3d). The transmission line easement and CSX track contain unimproved service roads that run the length of each land area.



Figure 2.3d: Looking south from Shepherds Lane toward the CSX track in Woodland Hills neighborhood.

Zonolite The Zonolite Road area is primarily a collection of businesses and mixed use development at the corner of Briarcliff and Clifton Roads and along Zonolite Road. The Zonolite Road 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 (refer to Figure 2.3e). The road is isolated from the rest of the neighborhood since Zonolite Road dead ends after a mile and the only access is off Briarcliff Road south of the Clifton Road intersection. This area is important to nearby neighborhoods as it borders the South Fork of Peachtree Creek (refer to Figure 2.3f). Floodplain forest and unimproved trails wind through a thick stand of woods south of the warehouses off Zonolite



Figure 2.3e: Abandoned tracks behind converted warehouses off Zonolite Rd

Road. DeKalb County purchased a 13 acre parcel of greenspace with greenway acquisition funds. No public access is available for this parcel at present.

Cheshire Bridge Road The Cheshire Bridge Road area is predominantly the strip of businesses along Cheshire Bridge Road between Sheridan and Piedmont Roads. A few apartment complexes exist along this section of Cheshire Bridge Road but most of the residential areas are accessed from Piedmont, Lenox, and Johnson Roads to the south. Southeast of Cheshire Bridge Road and accessed from Welbourne Road and Lenox Road is the Morningside Nature Preserve. The City of Atlanta owns this 34 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 (refer to Figures 2.3g and 2.3h). 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. A Morningside Nature Preserve Master Plan was completed and approved by the City of Atlanta in 2006.

Martin Manor The Martin Manor neighborhood is southwest of the intersection of Cheshire Bridge Road and LaVista Road. 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 Road (refer to Figure 2.3j). This park parcel was purchased by the City of Atlanta with greenspace acquisition funds when FEMA declared the parcel undevelopable due to flood risk. The North Fork of Peachtree Creek flows under I-85 from the north near the Cheshire Bridge Road and I-85 crossover. The North Fork continues southwest under Lindbergh Drive/LaVista Road and runs parallel to Armand Road before crossing under I-85 again. On the southern side of Martin Manor,



Figure 2.3f: South Fork of Peachtree Creek on DeKalb County Property south of Zonolite Road.



Figure 2.3g: Forested view of multiuse trail with boardwalk



Figure 2.3h: View looking south from new mountain bike trail in Morningside Nature Preserve

floodplain meadows from the South Fork of Peachtree Creek can be seen from Cheshire Bridge Road at the bridge over the CSX tracks (refer to Figure 2.3k). 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. An access point for the nature preserve is currently being built off Lenox Road at the CSX track crossing, which is in direct line of sight down the CSX track from Cheshire Bridge Road. Downstream on the west side of Cheshire Bridge Road, the South Fork of Peachtree Creek can be accessed from the end of Faulkner Road.

Lindridge The Lindridge Neighborhood is north of Lindbergh Drive/LaVista Road, west of Cheshire Bridge Road, 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 Drive. No parkland or public access to the North Fork of Peachtree Creek exists in the Lindridge Neighborhood.

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 ravine 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. Areas within the 100 year floodplain



Figure 2.3j: Future home of neighborhood park off Armand Rd.



Figure 2.3k: South Fork of Peachtree Creek floodplain seen from the east side of Cheshire Bridge Rd.

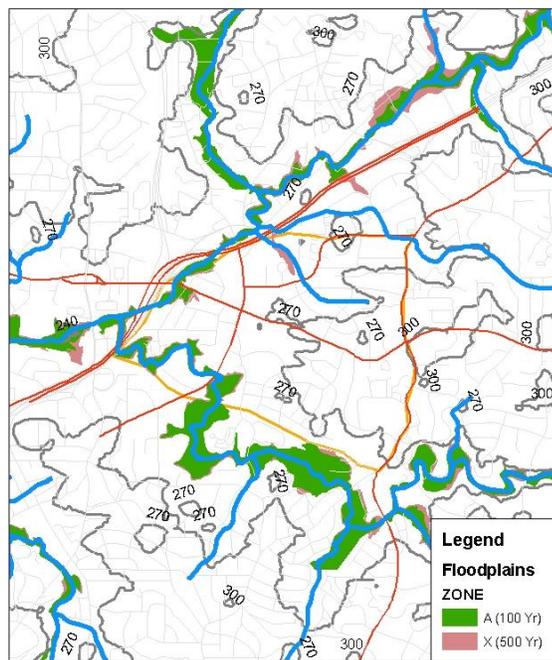


Figure 2.3m: Map of Peachtree Creeks, Hydrology, and Floodplains in LLCC area.

are 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 River, 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 source 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. The amount of material carried by runoff is significant enough that this buffer alone is insufficient to mitigate pollutants. A 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. Figure 2.3m shows stream topology as well as 100 and 500 year floodplains – defined as an area subject to a 1% and 0.2% probability, respectively, of a certain size flood occurring in any given year.

IMPERVIOUS SURFACE

Atlanta’s population growth of recent years also means more roads, roofs, parking lots, and other impervious surfaces 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, erode banks, heat runoff, and carry larger amounts of sediment into the North and South Forks of Peachtree Creek. Figure 2.3n shows the percent impervious cover for the area surrounding the LLCC study area neighborhoods. The data shown was collected for 2001 and was assessed using a grid of 30 meters. Many of the areas with the highest concentrations of impervious surfaces lie along major roadways and industrial/warehouse areas.

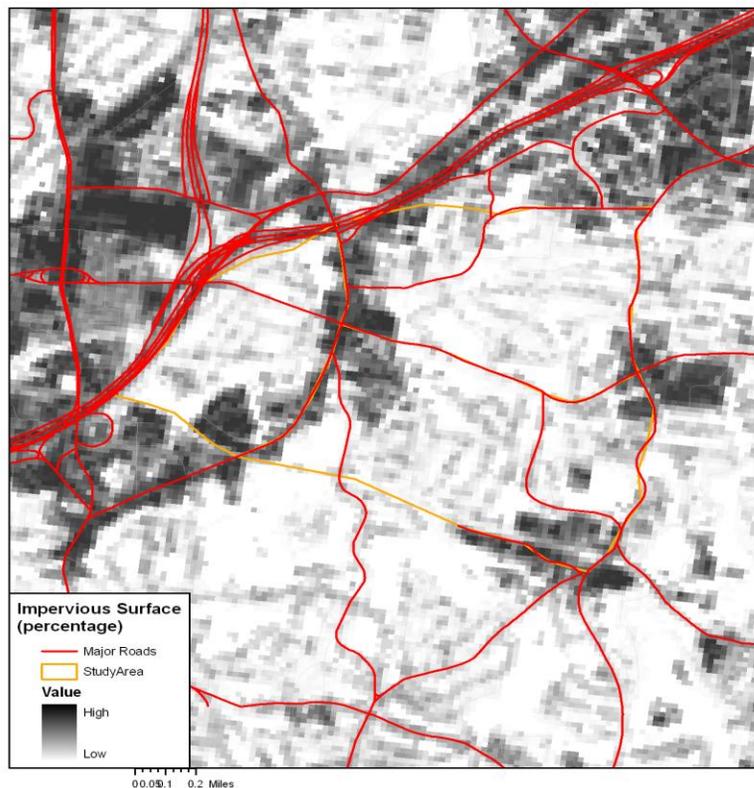


Figure 2.3n: Aerial Assessment of impervious surface density, 30m resolution.

TREE CANOPY

Trees provide shade, reduce soil erosion and flooding, absorb pollution and increase property values. New development in and around the LLCC study area neighborhoods has 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 within 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. Figure 2.3p shows an aerial assessment of the study area's tree canopy.

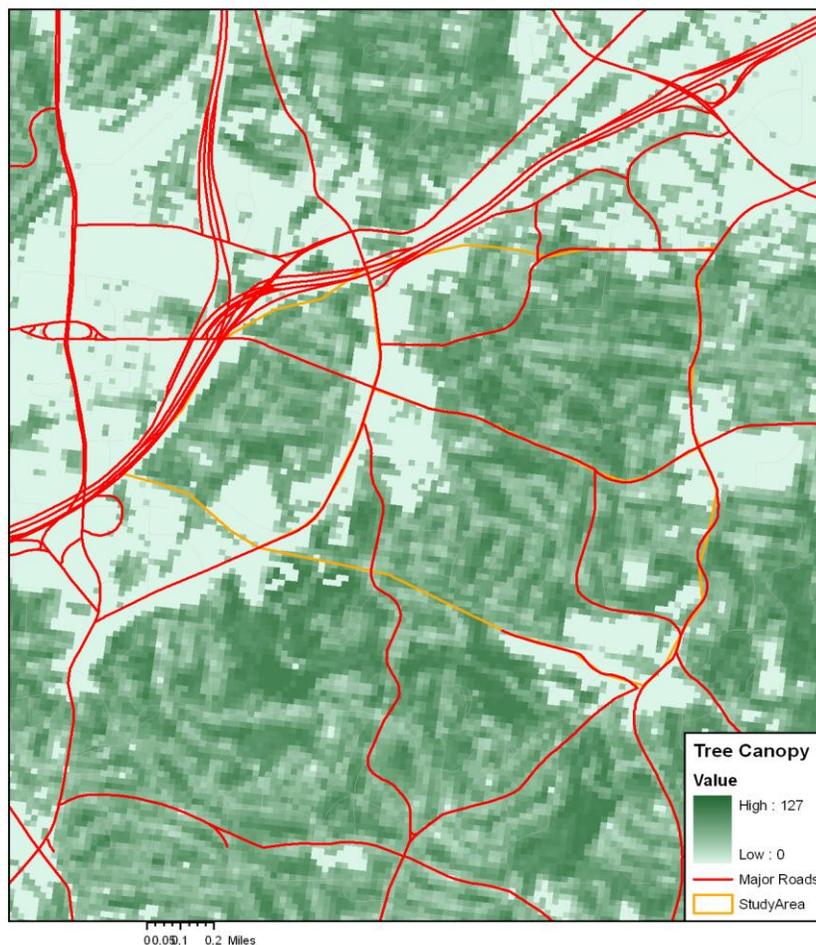


Figure 2.3p: Aerial Assessment of tree canopy, 30m Resolution.

AIR QUALITY

The LLCC study area neighborhoods lie within the portion of the Metro Atlanta area which fails to meet Federal air quality standards for ozone and fine particulate matter.

For a more site-specific analysis, proximity to significant mobile sources was considered. Proximity of 300 ft leads to an elevated risk of exposure to particulate matter and 1,000 ft leads to an elevated exposure 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). (Refer to Figure 2.3q)

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.

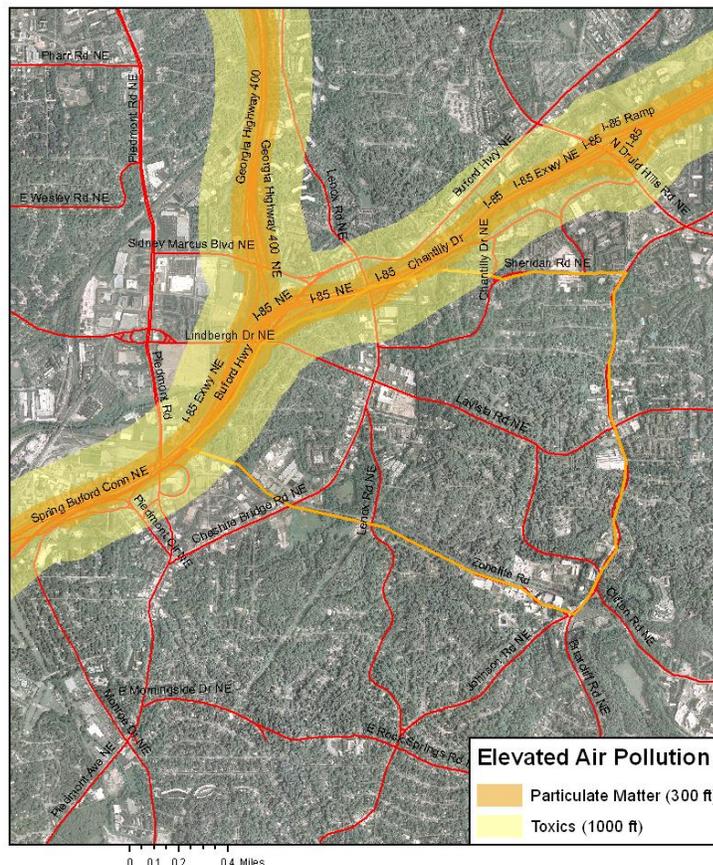


Figure 2.3q: Map of areas with elevated exposure to specific airborne pollutants

RECOMMENDATIONS AND STRATEGIES

3.0 RECOMMENDATIONS AND STRATEGIES

The following section contains recommended strategies to mitigate or take advantage of challenges and opportunities identified during the existing conditions analysis. Certainly the recommendations provided in this report do not represent all possible solutions but are intended to provide at the very least a starting point for continued discussion amongst stakeholders and between decision-makers and stakeholders.

3.1 NODES

The LLCC study area is mainly characterized by established, single family residential neighborhoods. As development has come to the area over time it has not necessarily been sensitive to this character. As a result, many stakeholders fear that the character of their neighborhoods will be negatively affected by development that lacks planning, is disjointed from the existing built environment, and creeps into established neighborhoods. Stakeholders 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.

Thus the protection of existing neighborhoods is a primary concern and it is recommended that development be concentrated at existing nodes. Figure 3.1a illustrates the geographical framework used to approach the area. On the northeast section of the map is the Executive Park node. Within this report, Executive Park is not specifically addressed because plans for its redevelopment already exist; however, the impact this future redevelopment might have on the LLCC study area and how this could relate to other issues has been considered. On the east of the study area is the node located at the intersection of Briarcliff and LaVista Roads. 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 Drive/LaVista Road, dominates the western portion of the study area.

The main purpose of nodes analysis, within this report, is to consider options for the future at the major nodes in the LLCC study area and to consider how these options for the future could affect the larger community.

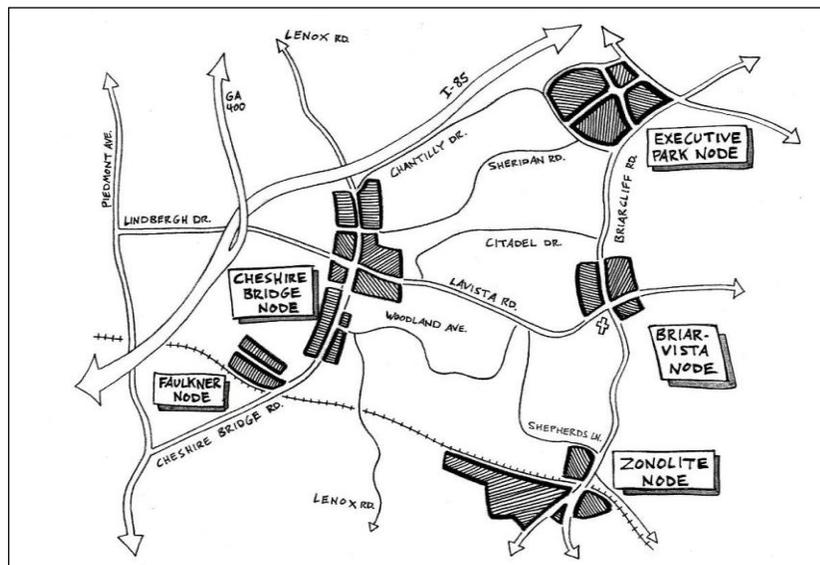


Figure 3.1a: Nodes in the LLCC study area.

Community 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. 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. 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 to protect existing neighborhoods. Figures 3.1b and 3.1c illustrate components and benefits of a successful node.

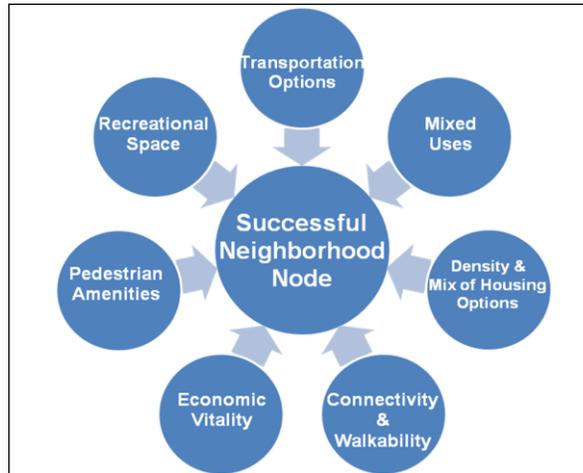


Figure 3.1b

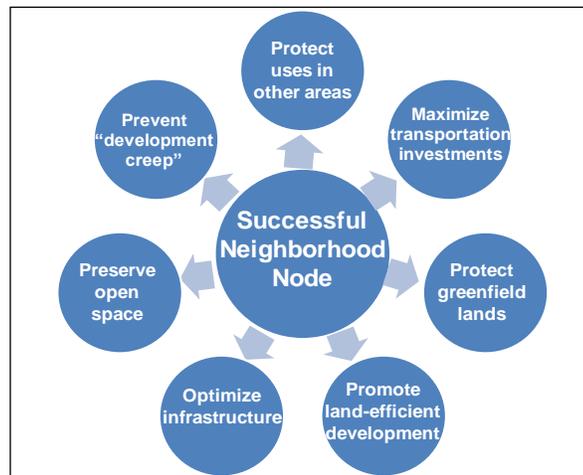


Figure 3.1c: Components and benefits of a successful neighborhood node.

3.1.1 FULL RECOMMENDATIONS AND RESOURCES

The table below fully summarizes the recommendations for the LLCC study area nodes, as well as provides direction to resources and additional information pertaining to each recommendation. The table is categorized into the following sections: Comprehensive Community Vision, Housing and Services, Local Business Improvements and Urban Design Standards. Following the recommendation table, is a detailed discussion of each recommendation.

Recommendations: ST=short-term, MT=medium-term, LT=long-term.

NODES: RECOMMENDATIONS		
Recommendation	Description	Contacts, Resources & Funding
COMPREHENSIVE COMMUNITY VISION		
ST 1. Resubmit an edited Livable Centers Initiative (LCI) application with the Cheshire Bridge Road Corridor	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.	<p><u>Atlanta Regional Commission</u> -- http://www.atlantaregional.com/arc/html/</p> <p><u>City of Atlanta, Bureau of Planning</u> -- http://www.atlantaga.gov/government/planning/burofplanning.aspx</p> <p><u>DeKalb County Planning and Development Department</u> -- http://www.co.dekalb.ga.us/planning/mainPage.html</p> <p><u>City of Atlanta Council Member, District 6 (Anne Fauver)</u> -- http://www.annefauver.com/</p> <p><u>DeKalb County Commissioner, 2nd District (Jeff Rader)</u> -- http://www.commissionerrader.com/</p> <p><u>DeKalb County Commissioner, Super District 6 (Kathie Gannon)</u> -- http://www.kathiegannon.com/neighborhoods.html</p>
ST 2. Create Development Scorecards	Further develop community vision through development scorecards.	<u>Livable Communities Coalition: Smart Growth Scorecard</u> -- http://www.livablecommunitiescoalition.org/services/smartGrowthScorecard.cfm
ST 3. Maintain "Quality of Life" Zoning at Nodes	Maintain or advocate for MRC and NC zoning at all nodes within the 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.	<u>City of Atlanta NPU - F</u> http://www.npufatlanta.org/DeKalbCounty - http://www.co.dekalb.ga.us/planning/pdf/longRange/implementation.pdf

ST 4. Community Benefit Agreement	Utilize community benefit agreements, as outlined by Georgia Stand-Up, to ensure that infrastructure, design, and additional planning qualifications meet neighborhood specifications. The LLCC study area should be involved through public participation with any redevelopment proposal from the beginning of such a proposal.	<u>Georgia Stand-Up</u> -- http://georgiastandup.org/community_benefits.html
ST 5. Non-profit Redevelopment Organization or Redevelopment Investment Fund	Create non-profit entity to serve as agent for catalytic development projects to encourage responsible, infill development.	Local Example: <u>South Decatur Community Development Corporation</u> http://www.oakhurstga.org/organizations/
MT 6. Create Detailed Master Plan of Nodes	<p>Achieve a unified community vision by incrementally building well-planned nodes with a distinct character and high quality developments</p> <p>Consider hiring a consultant to conduct a detailed master plan for the commercial, mixed-use node areas. This plan should build on the efforts of the Blueprints report and should reflect the priority of the community to preserve single family neighborhoods.</p> <p>Additional planning studies will require collaborative support and fundraising efforts from neighborhood associations in the LLCC study area, likely under the leadership of the LLCC.</p>	Various consultants Local Example: <u>Neighborhood fundraising for revitalization plan of Emory Village</u> (404) 373-7579 Funded by Druid Hills Civic Association, Emory University, DeKalb County and individual contributors. http://www.emoryvillage.org/pdfs/RevitalizationPlan.pdf
MT 7. Create an 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

HOUSING AND SERVICES		
<p>MT 1. Preserve existing single family housing and existing affordable housing. Encourage future affordable housing development</p>	<p>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 Drive/LaVista Road/Cheshire Bridge Road, provides significant moderately priced housing options which support neighborhood vitality and housing opportunity for workforce households.</p> <p>Utilize inclusionary zoning and incentive zoning throughout the node areas.</p> <p>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.</p> <p>Encourage development of senior housing within the study area which is vital to accommodate the increased local and regional need for adequate and desirable senior housing options.</p>	<p><u>Resources for Atlanta Development Authority (ADA):</u></p> <p>Affordable Workforce Housing Builders/Developers -- http://www.atlantada.com/buildDev/HousingOppBonds.jsp</p> <p>For Homeowners/Renters -- http://www.atlantada.com/buildDev/HomebuyersRenters.jsp</p> <p>Urban Residential Financial Authority http://www.atlantada.com/buildDev/residentialPrograms.jsp</p> <p>Atlanta Neighborhood Development Partnership (ANDP) http://andpi.org/</p> <p>City of Atlanta Urban Enterprise Zone Program http://www.atlantaga.gov/government/planning/uez.aspx</p> <p><u>Resources from the Georgia Quality Growth Toolkit:</u></p> <p>Accessory Housing Units -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=60</p> <p>Incentive Zoning -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=55</p> <p>Inclusionary Zoning - http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=62</p> <p>Workforce Housing -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=176</p> <p>Mixed-Income Housing -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=171</p> <p><u>Institute for Community Economics</u> http://iceclt.org/clt/index.html</p>

		<p>Georgia Example -- http://www.athenslandtrust.org/ct.htm</p> <p>Housing for the Elderly -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=54</p>
MT	2. Increase availability of senior and disabled support services	<p>Coordinate with Atlanta Regional Commission's Aging Services Department to ensure adequate supply and access to senior support services in neighborhood.</p> <p>AgeWise Connection (ARC) -- http://www.agingatlanta.com/</p> <p>ARC Aging Services -- Carolyn Rader (Blueprints Partner)</p>
LOCAL BUSINESS IMPROVEMENTS		
ST	1. Form Community Improvement District (CID)	<p>Consider forming a Community Improvement District (CID), a private business organization which creates a self-taxing district to fund community improvement projects, such as accelerating transportation or infrastructure improvement projects.</p> <p>Community Improvement District http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=42</p>
ST	2. Enhance local business communication through the formation of a Business/Village Merchants Association	<p>Encourage more structured local business communication through the formation of a Business/Village Merchants Association.</p> <p>Comprehensive Listing of Local Business Districts http://atlanta-midtown.com/business/</p> <p>Local Examples: Perimeter CID http://www.perimetercid.org/index.html;</p> <p>Midtown Alliance -- http://www.midtownalliance.org/</p> <p>Evaluating Business Formation in Your Community -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=71</p> <p>Local Examples: Grant Park Neighborhood Association, Economic Development Committee http://gpna.org/net/content/forum.aspx?s=857.0.35.20</p>

URBAN DESIGN STANDARDS		
MT 1. Incorporate Urban Design Standards	<p>Plan and implement streetscape improvements throughout the LLCC study area nodes to make streets more pedestrian-friendly and neighborhood in feel. As outlined in the report, features appropriate with community vision include:</p> <ul style="list-style-type: none"> • Minimal set-backs of buildings to street • Bury utility lines • 10' sidewalks • Include street and pedestrian lighting • Include landscape buffers between the street and the sidewalk • Comply with all ADA guidelines • Incorporate neighborhood signage and gateway features <p>Refer to Corridors section for more information</p>	<p>Design Guidelines http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=117</p> <p>Minimum Building Frontage http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=175</p>
MT 2. Parking Improvements	<p>As new development occurs, allow developers to pay fees into a municipal parking or traffic mitigation fund for shared parking decks, in lieu of providing the required parking on site.</p> <p>Support boulevard redesign of key corridors to provide additional on-street parking at nodes</p> <p>Consider improving parking circulation/interparcel connectivity, 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.</p>	<p><u>Local Example:</u> http://www.lindberghplaza.com/</p> <p>Create more on-street parking -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=18</p> <p>Flexible Parking Standards -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=17</p> <p>Local Parking Study -- http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=16</p>

3.1.2 COMPREHENSIVE COMMUNITY VISION

Community Vision

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 be redeveloped, and older industrial land will probably transition to higher uses. It is difficult to forecast what exact changes the LLCC study area will face, but studies suggest some broad

changes that 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.

The LLCC community should begin formulating a long term development plan based on a community vision and an ongoing collaboration among 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 change.

It is important for the LLCC community 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 study area will again experience development pressure. This development pressure could easily start altering the landscape of the LLCC study area and eliminate valuable opportunities that could be used to achieve the community's 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 redevelopment 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. This section of the LLCC community 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. Refer to the appendix for particular solutions to the Cheshire Bridge node.

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 community can play an instrumental role in engaging these property owners and potential developers to share the community vision with them and attempt to have 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 community to think about how the area will change in the near future and begin planning now how to positively harness those changes.

SHORT TERM

Livable Centers Initiative (LCI) Application

The Atlanta Regional Commission's LCI program is currently being re-evaluated. Should the ARC continue with the program and assuming criteria remain the same, the LLCC community should

consider re-applying for an LCI grant with the Cheshire Bridge Road corridor. The Cheshire Bridge Road corridor is a stronger candidate for an LCI grant for the following reasons:

- It incorporates transit nodes as proposed by Transit Planning Board Concept 3.
- It incorporates brownfield and greyfield redevelopment sites.
- It connects to existing LCI areas, transit station areas, and other major centers.
- It has relatively underutilized infrastructure.
- It could have the density to support alternative transportation modes and mixed land uses.

An LCI application centered on Cheshire Bridge Road would need to be developed and pursued in combination with the City of Atlanta.

Development Scorecard

The Livable Communities Coalition (LCC) has developed a Smart Growth Scorecard to encourage an increase in the number of smart growth projects that are permitted and built in the metro Atlanta area. Developers apply to have their projects reviewed by the Coalition which evaluates all types of projects 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.

The LLCC community could encourage developers to have their projects reviewed thru the LCC and/or they could adopt their own scorecard as a device to evaluate projects presented by developers. The scorecard would provide the standards against which projects could systematically be evaluated. The scorecard would allow the LLCC community to indicate the development criteria that meet their vision. Offering this system of consistent evaluations could promote better development in the LLCC study area. The criteria of the scorecard should be used as a guide for development within the area rather than as a dictator of which types of projects should be pursued.

Zoning

The Cheshire Bridge Road and LaVista Road node in the City of Atlanta currently possesses two zoning classifications that are amenable to creating a pedestrian-friendly quality of life -- Neighborhood Commercial (NC) and Mixed Residential Commercial (MRC). The Faulkner node is also 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 sidewalks 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.

Community Benefits Agreements (CBAs)

In addition to a development scorecard, the LLCC neighborhoods could utilize community benefits agreements, as outlined by Georgia Stand-Up, to ensure that infrastructure, design, and additional planning qualifications meet neighborhood specifications. CBA's get the community at the table with developers early on in the development process and ensure that developers build developments that are beneficial to both existing and future residents.

Redevelopment Investment Fund

The LLCC community should consider establishing a fund to invest in the study area. The investment fund could be used to target parcels or buildings that are either holding back redevelopment or that have the potential to spark investment in an underutilized area. 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 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.

MEDIUM TERM

Master Plan of Nodes and Infill Development Program

Over the course of the next 20-30 years, Atlanta will see its population increase. Even today, there are mounting pressures for the current population to relocate in-town 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. Single family residential zoning in neighborhoods should be maintained, and MCR 1, 2, or 3 zoning should be used in the City of Atlanta and the Town Center character area in DeKalb to allow desired densities at the nodes.

3.1.3 HOUSING AND SERVICES

MEDIUM TERM

Housing

Neighborhoods that possess a diversity of housing types are 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 such as retailers as well as educators, firefighters, and police

officers among others. Rental housing also attracts a variety of age groups, including young professionals and seniors, adding to the diversity of the area.

Several methods exist to maintain affordable rental housing such as inclusionary zoning ordinances which either mandates that developers include some share of affordable units within their developments or that incentivizes the inclusion of affordable units, e.g. density bonuses. Another option is to create a non-profit community land trust to own and maintain property for the sole purpose of offering affordable units in the community.

Senior and Disabled Support Services

As a significant portion of the LLCC study area population is between the ages of 45-64, it is important to begin preparing for that aging population's changing needs.

3.1.4 LOCAL BUSINESS IMPROVEMENTS

SHORT TERM

Community Improvement District

Community Improvement Districts (CIDs) are a powerful way for communities to improve cooperation among businesses, government representatives, and community leaders. 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.

Forming a CID takes time and the continued commitment of business leaders and political leaders. Local business leaders should be invited to organize to discuss common goals. They should also discuss boundaries for a merchant association. Next, the business or merchants association should be formalized. Finally, 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.

- **Establishment:** 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 requirement of contiguity is met. 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 Department of Transportations (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.

3.1.5 URBAN DESIGN STANDARDS

MEDIUM TERM

Incorporate Urban Design Standards

In order for commercial nodes to be successful, pedestrians need to feel comfortable enough to spend time in the location. Streetscape improvements can help to provide this pedestrian-friendly feel. A minimum building set-back provides the pedestrian easy access from the sidewalk to their destination. By bringing buildings to the street with a sidewalk and landscaped buffer, pedestrians do not have to cross unfriendly and unsafe surface parking lots. The sidewalk environment should also be improved for usability and safety. These improvements include burying the utility lines, widening sidewalks to 10 feet, providing street and pedestrian lighting, providing landscape buffers between the street and the sidewalk, complying with ADA guidelines, and incorporating neighborhood signage.

Parking Improvements

An irony 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 pedestrians. As currently exists on Cheshire Bridge Road, just south of LaVista Road/Lindbergh Drive, shared parking lots blend into the sidewalk between store fronts and the street, creating an unpleasant and often dangerous situation for pedestrians. 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, shared 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 principles should be implemented:

- Parking decks should be located behind shops in order to hide or camouflage the structures and allow the shops to take precedence within the built environment.
- For the safety of pedestrians there should be a network of paths connecting the parking decks to the shops and sidewalks.
- Short-term, on-street parallel parking should be used to serve the retail establishments while simultaneously creating a safer pedestrian environment.

Fortunately, the MRC zoning located at the Cheshire Bridge Road and LaVista Road node possesses a provision that encourages shared parking. 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.

One of the limiting issues of the study area is the excessive number of “curb cuts” in commercial areas. Curb cuts allow for a high level of access for vehicles, however, they also present a dangerous and 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. (Refer to Figure 3.1d)

The general development pattern at the three intersections of Lindbergh Drive/LaVista Road at Cheshire Bridge Road, Briarcliff Road at LaVista Road, North Druid Hills Road and Johnson Road consists of a single use building surrounded by 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. 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.

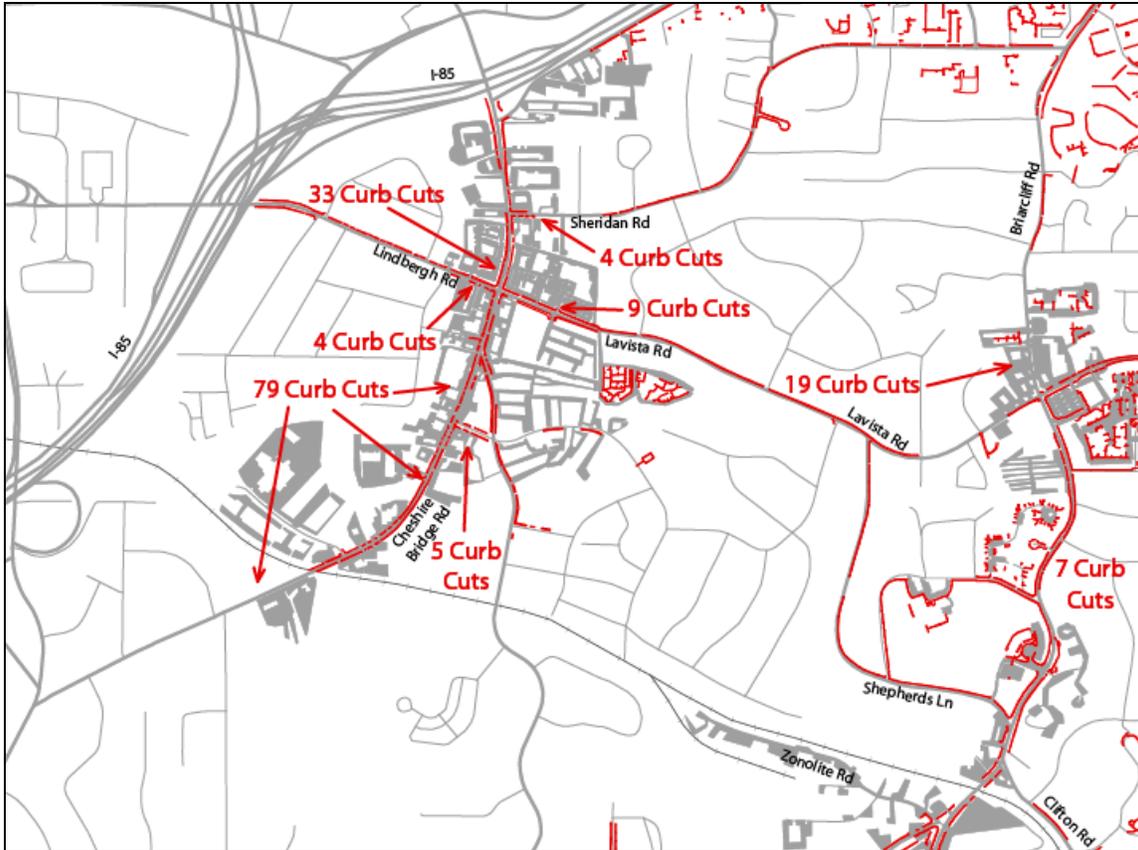


Figure 3.1d: Total sidewalk curb cuts in LLCC study area.

Good examples of this type of connectivity can be seen along the west side of Cheshire Bridge Road between Lindbergh Drive/LaVista Road and Sheridan Road. It is possible to access all the businesses in this section without having to access Cheshire Bridge Road between trips. Ideally, one should be able to walk 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. The recommendation is to encourage and formalize this interparcel connectivity, improve pedestrian signage and amenities in these areas, and work with business owners to allow parking and walking between stores.

3.2 CORRIDORS

Corridors are designed to move vehicles and people from one location to another. Corridors consist of amenities to facilitate movement for automobiles, transit, pedestrians, and bicyclists. These include: streets, sidewalks, bike lanes, or any other formal or informal feature that meets these needs. The corridor 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 following section consists of information, analysis and recommendations for roadway and intersection improvements, sidewalks and bike lanes, 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 falls under two different jurisdictions which could make it more difficult to find consensus in implementation of solutions that cross the jurisdictional divide. However, if a recommended solution has consensus from both the neighborhood and the jurisdictions, it can also mean that the recommendations could be easier to implement. The report recommends that stakeholders meet with representatives from the City of Atlanta and DeKalb County on an on-going basis to ensure that consensus is reached and that a dialogue is established across jurisdictional lines such that any improvements made are continuous throughout the study area and do not stop at the city/county divide.

One of the most impactful transportation challenges facing the LLCC study area is the impending study and possible completion of the GA 400/I-85 interchange. This report outlines two possible solutions that are more neighborhood-friendly than those currently proposed by GDOT. The report also proposes re-alignment scenarios for five major intersections within the study area which would make them safer and ease traffic congestion.

Community meetings revealed sidewalk improvement as a high priority for stakeholders. Currently, sidewalks in the LLCC study area 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 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.

LLCC study area stakeholders expressed a desire for an improved neighborhood identity for the area. Gateways are one potential opportunity to create an identity. This section examines the function of a gateway and the potential benefits a gateway could have for the study area.

Residents in the LLCC study area also raised the issue of wanting improved transit. The last issue addressed in this section 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.

It should be noted that there are assisted living facilities located within and near the study area, and existing neighborhood amenities do not currently adequately meet the needs 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.

3.2.1 FULL RECOMMENDATIONS AND RESOURCES

The table below fully summarizes the recommendations for the LLCC study area corridors, as well as provides direction to resources and additional information pertaining to each recommendation. The table is categorized into the following sections: Street Improvements, Transit Improvements and Urban Design Standards. Following the recommendation table, is a detailed discussion of each recommendation.

Recommendations: ST=short-term, MT=medium-term, LT=long-term.

CORRIDORS: RECOMMENDATIONS		
Recommendation	Description	Contacts, Resources & Funding
ROADWAY IMPROVEMENTS		
ST 1. GA400/I-85 Interchange	Work with GDOT to find an alignment that has the minimal negative effect on the LLCC community.	<u>GDOT – Georgia Department of Transportation: (404) 631-1990</u> http://dot.ga.gov
MT 2. Connection Improvements	Increase connectivity throughout study area, particularly to connect major nodes, in order to create a healthy, walkable and compact community.	<u>GDOT – Georgia Department of Transportation: (404) 631-1990</u> http://dot.ga.gov
MT 3. Intersection Realignments	Work with City of Atlanta and DeKalb County officials to realign the following intersections for increased safety and efficiency: Clifton Rd. at Briarcliff Rd. Johnson Rd. at Briarcliff Rd. Lenox Rd. at Cheshire Bridge Rd. Executive Park Dr. at Sheridan Rd.	<u>City of Atlanta Planning Department: (404) 330-6070</u> <u>DeKalb County Planning Department: (404) 371-2155</u>
MT 4. Street Design Improvements	Work with City of Atlanta and DeKalb County officials to redesign the following streets for improved traffic flow, a more pedestrian and bicycle friendly environment and an improved identity for the study area: Cheshire Bridge Rd. Lindbergh Drive/LaVista Rd. Neighborhood collector streets	<u>City of Atlanta Planning Department: (404) 330-6070</u> <u>DeKalb County Planning Department: (404) 371-2155</u>

TRANSIT IMPROVEMENTS

<p>ST- 2. Bus Service MT Improvements</p>	<p>ST Engage MARTA and urge a ‘complete’ bus stop sign design that incorporates route numbers, descriptions, route maps and schedules. Potential coalition building opportunity with the transit advocacy group Citizens for Progressive Transit (CfPT).</p> <p>ST Contact MARTA and encourage the incorporation of GPS bus locator data. Collaborate with CfPT to explore possibility of combining the MARTA GPS data with CfPT’s interface data to save time and money.</p> <p>MT Engage MARTA to improve existing bus shelters through better placement, design and amenity.</p> <p>MT Work with MARTA to improve bus transit service in the LLCC study area, through modification of existing routes.</p> <p>MT Work with MARTA to remove excessive bus stops (especially along LaVista Rd.) to improve traffic throughout and increase bus on-time performance.</p>	<p><u>Contact:</u> Ryan VanSykle (Planner II) MARTA: (404) 848-5000 CfPT: (404) 758-5300</p> <p><u>Funding:</u> FTA Grant Program 5309 and 5318; MARTA Capital</p> <p><u>Funding:</u> Advertising revenue contract with CBS Outdoor; FTA Grant Program 5309 and 5318; MARTA Capital</p> <p><u>Funding:</u> Advertising revenue contract with CBS Outdoor; FTA Grant Program 5309 and 5318; MARTA Capital</p>
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<p>LT 1. Fixed guideway transit improvements</p>	<p>Clifton Road Corridor Transit Improvements: Get involved with MARTA’s upcoming Clifton Road Corridor Study. Beforehand, decide as a neighborhood coalition whether or not fixed guideway service is appropriate on surface streets in addition to the neighborhood support option of utilizing CSX ROW.</p> <p>Athens-Atlanta Commuter Rail: The current plan calls for an Emory station at the CSX ROW and Clifton Rd., under the bridge. Contact GDOT and request a meeting with a representation from the Intermodal Division, which is responsible for all rail planning in the state of Georgia.</p>	<p><u>MARTA – Jason Morgan (Regional Planner):</u> (404) 848-5000</p> <p><u>Funding:</u> FTA New Starts/CMAQ/ MARTA (operational and Capital)</p> <p><u>GDOT:</u> (404) 631-1990 http://www.dot.state.ga.us/misc/Pages/ContactUs.aspx</p> <p><u>Funding:</u> FTA New Starts/CMAQ/ GDOT general funds/State general funds</p>
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URBAN DESIGN STANDARDS		
ST 1. Pedestrian Improvements	Create attractive and safe pedestrian oriented streetscapes in which multiple forms of transit exist, reduce building setbacks, widen sidewalks with vegetated buffers, encourage signage uniformity and impose lighting standards for pedestrians and vehicles.	<u>City of Atlanta Planning Department:</u> (404) 330-6070 <u>DeKalb County Planning Department:</u> (404) 371-2155 <u>GDOT:</u> (404) 631-1990 <u>Georgia Power:</u> (404) 506-6526
MT 2. Corridor Identity Improvements	Visually enhance entrances into individual neighborhoods and key corridors, such as, Cheshire Bridge, LaVista Road/Lindbergh Drive, through gateway treatments. Also use landscaping, lighting, monuments, signs and pedestrian amenities to accentuate key corridors and entrances into individual neighborhoods.	<u>City of Atlanta Planning Department:</u> (404) 330-6070 <u>DeKalb County Planning Department:</u> (404) 371-2155

3.2.2 ROADWAY IMPROVEMENTS

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 the *Blueprints* team, several of these challenges have been identified and recommendations have been developed for mitigation or elimination of these issues.

SHORT TERM

GA 400/I-85 INTERCHANGE

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 from environmental concerns to impacts on local traffic patterns. Presently the proposed solutions generated by GDOT are unacceptable to the neighborhoods. All three of the GDOT proposed alignments would require ROW 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 affect traffic patterns in the neighborhoods. Where drivers seeking to travel from southbound GA 400 to northbound I-85 previously made use of surface streets, they will now no longer be on the local roadway network. While this will likely ease congestion, the loss

of traffic may have a negative effect on businesses in the area. A more rigorous study should be done to evaluate the extent to which this will affect businesses in 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, this study proposes several alternatives that provide for the desired functional characteristics of the interchange while also protecting the neighborhood. Figure 3.2a shows the alignments proposed for this interchange by the *Blueprints* team.

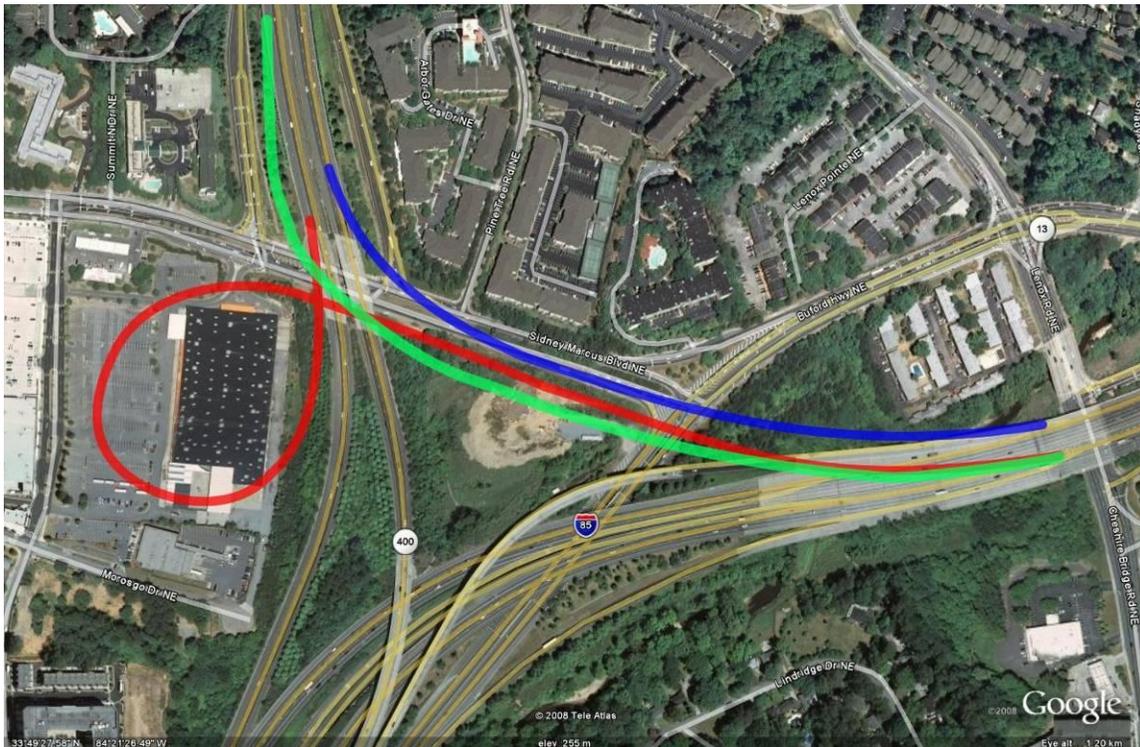


Figure 3.2a

LEGEND:

Southbound I-85 to Northbound GA 400 Option:

Blue line: Parallel alignment of southbound I-85 to northbound GA 400 ramp.

Southbound GA 400 to Northbound I-85 Option 1:

Green line: Parallel alignment of southbound GA 400 to northbound I-85.

Southbound GA 400 to Northbound I-85 Option 2:

Red line: Loop alignment of southbound GA 400 to northbound I-85.

Parallel Alignment All of the GDOT 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 3.2a. 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 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 old 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 regard to the left versus 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. ROW will have to be acquired to make the solution work; however, the alternatives that will minimize or eliminate the impact on the existing neighborhood should be given priority. The use of the former Home Depot site is preferred because, at this time, the site is vacant so its use would not impact existing tenants or residents. Also, the area surrounding that property is commercial in nature so pollution and noise would be less impactful on surrounding neighborhoods than the GDOT proposed alignments. The technical issues should not be understated. This is a high-level study and the proposed alignments have not been subjected to the rigorous engineering analysis required to ensure they are technically feasible. The neighborhoods should push for a thorough engineering study to be completed to create new alignments using these proposals as a guide.

MEDIUM TERM

CONNECTION IMPROVEMENTS

New connections located in and leading into major nodes is vital to creating healthy, walkable and compact environments (Refer to Figure 3.2b). There is a correlation between increased or additional connections and decreases in congestion. 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 Road where residents share congested road space with regional pass-through traffic.

Neo-traditional and traditional trip assignments have more connections between uses and a mix of uses within neighborhoods. 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 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.

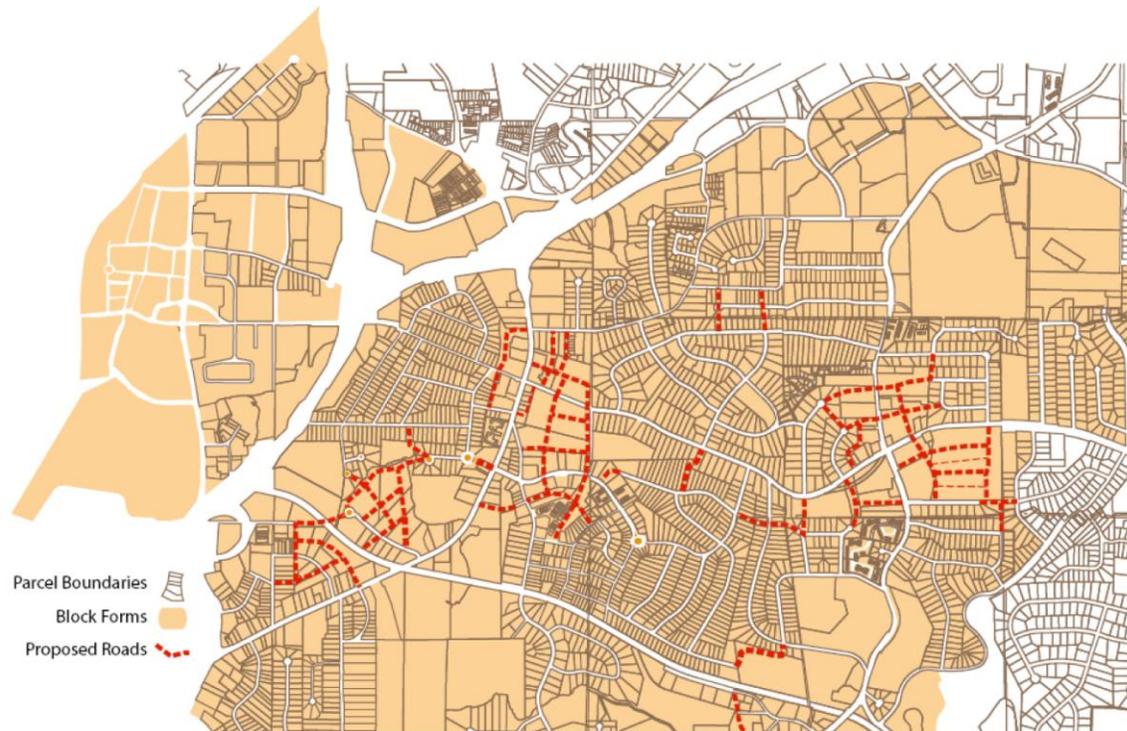


Figure 3.2b: Suggested connections for LLCC study area nodes.

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 is a benefit-limiting exercise. When existing roadways become easier to traverse, speeds first increase and then additional drivers begin to use the improved corridor through a concept known 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. Figure 3.2c represents two forms of building connectivity.

The diagram on the left, in Figure 3.2c, 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 because of 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 Road and Lindbergh Drive) 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.

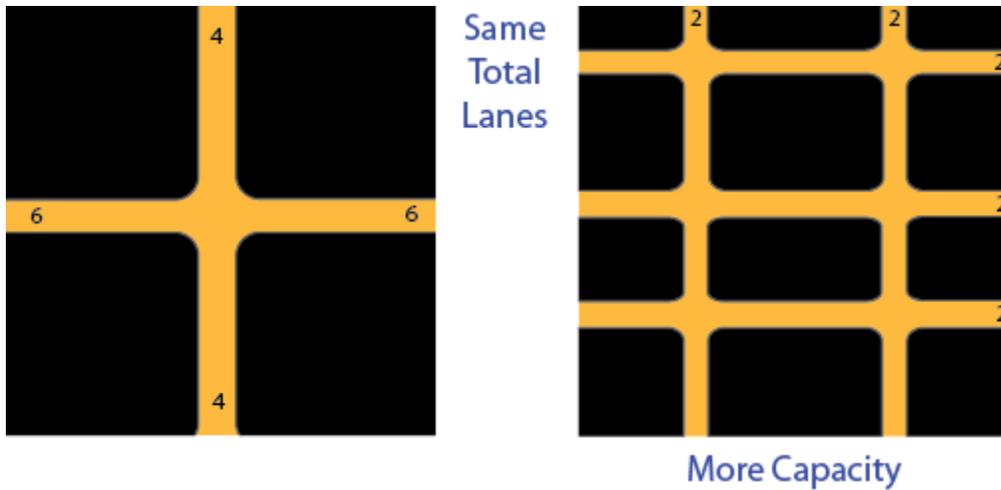


Figure 3.2c: Capacity comparison diagram.

MAJOR INTERSECTION REALIGNMENTS

Within the study area there are four major intersection realignments that are proposed. A major realignment 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 ROW acquisition. Often times these improvements will help the intersection's performance in two ways. First, the improvements make the intersection(s) less confusing to motorists and pedestrians and therefore safer. Second, the realignments often allow for signal cycle time to be allocated more efficiently, easing congestion and allowing for better coordination among the various signals on the corridor.

Clifton Road at Briarcliff Road This alignment shown in Figure 3.2d was part of a Kimley-Horn study completed for DeKalb County and establishes southbound Briarcliff Road to southbound Clifton Road as the major through movement with continued travel along Briarcliff Road requiring a turning movement (i.e. T intersection at Briarcliff Road). Presently the left-turning movement from southbound Briarcliff Road onto southbound Clifton Road is big and so the realignment makes sense.



Figure 3.2d



Figure 3.2e

This would allow for better signal coordination and would make more sense to drivers. The proposal also adjusts the intersection of Shepherds Lane and Briarcliff Road making it a T-intersection as shown in Figure 3.2e which increases the safety of that intersection by improving the sight lines and clarifying the turning movements.

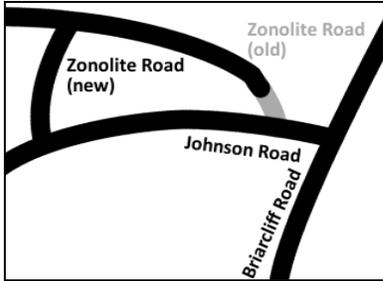


Figure 3.2f

including: 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 changing the right turn from southbound Briarcliff Road onto Johnson Road from a stop control to a yield control.

Johnson Road at Briarcliff Road/Zonolite Road The Johnson Road at Briarcliff Road/ Zonolite Road proposed realignment, Figure 3.2f, comes from another Kimley-Horn study conducted for DeKalb County. The study recommended that the existing connection between Johnson Road and Zonolite Road be severed with a new connection established closer to Johnson Road’s existing connection with Helen Drive. This would reduce confusion at the intersection of Johnson and Briarcliff Roads and allow for several efficiency improvements

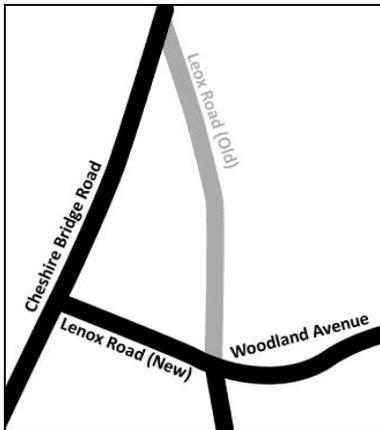


Figure 3.2g

intersection of Lenox Road with Cheshire Bridge Road could be utilized as a bus pull-out lane or a small plaza/park (Refer to appendix for more information).

Lenox Road at Cheshire Bridge Road/Woodland Avenue

The Lenox Road at Cheshire Bridge Road/ Woodland Avenue proposal, Figure 3.2g, 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 Road to Cheshire Bridge Road would be diverted to the signal at Woodland Avenue and Cheshire Bridge Road which would allow for left turns (something presently forbidden at the existing Lenox Road/Cheshire Bridge Road intersection) and would increase safety and efficiency. The severance of Lenox Road and Cheshire Bridge Road should be done in a way that improves the surrounding community in some way. Instead of simply providing for jersey barriers, the proposed closing of the

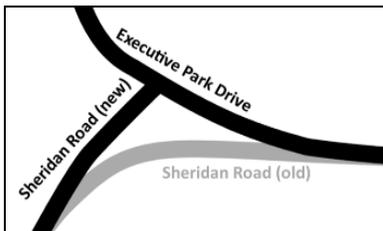


Figure 3.2h

Executive Park Drive at Sheridan Road

The Executive Park Drive at Sheridan Road realignment, Figure 3.2h, is proposed in a study for the Park at Druid Hills Development of Regional Impact (DRI) #1583 by Marc R. Acampora, PE. In this proposal 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 realignment along Executive Park/Chantilly Drive.

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 realignment of the intersection of Executive Park and Sheridan Road 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 less of an impact on stakeholders.

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 Road 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 associated with buses on neighborhood residents.

Minor Improvements There are a number of minor improvements to the intersections in the study area that should be considered as the community seeks ways to improve their transit system. These improvements are based on the Park at Druid Hills DRI mentioned previously and are only focused on mitigating the effects of growth. The improvements include:

- Adding an exclusive southbound left turn lane to the intersection of Sheridan Road at Cheshire Bridge Road;
- Adding additional northbound/southbound through lanes at LaVista Road and Briarcliff Road; and
- Adding northbound/southbound exclusive right turn lanes and converting the southbound through lane to an additional left turn lane at Lindbergh Drive/LaVista Road and Cheshire Bridge Road.

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

STREET DESIGN IMPROVEMENTS

This section proposes street design improvements that, over time and with redevelopment, would improve the flow of traffic, create a pedestrian and bicycle friendly environment and create an improved identity for the study area. The streetscape is perhaps the most vital component to creating the destination community desired by stakeholders. Good design plays 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. Good streetscapes incorporate a variety of amenities aimed at the comfort of the pedestrian such as calm streets, wide sidewalks, uniform lighting, on-street parking and civic areas.

Cheshire Bridge Road Stakeholders support improving Cheshire Bridge Road using principles of smart growth and good urban design such as requiring new buildings to be built closer to the street, hiding parking behind buildings, adding on-street parking, improving the pedestrian environment via plantings and street furniture and limiting the impact of vehicles on the area. It is recommended that Cheshire Bridge Road undergo redesign as a traditional boulevard with 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 (Refer to Figures 3.2j and 3.2k).



Figure 3.2j

The recommended widths given are based on the agreed upon desires of stakeholders, but in some cases the widths needed for the improvements exceed the ROW currently owned by the City of Atlanta. Thus these recommendations require the purchase of additional ROW. The Connect Atlanta Plan 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 could result in implementation of some of the desired amenities. 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 four foot safety buffer to separate 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 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.



Figure 3.2k

Lindbergh Drive / LaVista Road Stakeholders expressed a desire to increase transportation access along the Lindbergh Drive/LaVista Road corridor, without increasing vehicular traffic. This goal fits with the sustainability of transit options in the future and represents a desire for integrated transportation options in the neighborhood. Therefore, it is recommended to maintain one lane of vehicular travel in each direction (11 feet each), add one bike lane in each direction (5 feet each), and improve 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, widening the roadway at the intersections is recommended



Figure 3.2m



Figure 3.2n

to allow for a turning lane. The suggested roadway and the intersection widening can be seen in Figure 3.2m and Figure 3.2n. Most stakeholders expressed a willingness to add ROW along Lindbergh Drive/LaVista Road, specifically if pedestrian and bicyclist needs were being addressed.

In the recommended roadway reconstruction, which gives Lindbergh Drive/LaVista Road an avenue-like appearance, all modes of transportation are available for neighborhood residents and visitors alike. The turn lanes at key intersections would improve safety for vehicles, bicyclists and pedestrians, while reducing congestion and perceived delay. Roadway reconstruction would also allow for better engineering of water management to mitigate stormwater runoff issues identified by stakeholders.

Lindbergh Drive/LaVista Road would also benefit from streetscape improvements. Stakeholders have expressed an interest in having the State Route designation removed from the neighborhood’s portion of these roads. The recommended improvements for Lindbergh Drive/LaVista Road fit within the ROW for the roads. 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 Collector Streets

Example: Sheridan Road Stakeholders expressed a desire to keep local streets as neighborhood collectors, serving the same purposes 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



Figure 3.2p

Road to continue being a neighborhood street by redirecting traffic onto Executive Park Drive. It is recommended that sidewalks be added to neighborhood collector streets to support the pedestrian network. 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), as seen in Figure 3.2p. 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 Drive/LaVista Road. With respect to these recommendations, the community needs to capitalize on future redevelopments such as Executive Park and should 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.

3.2.3 TRANSIT IMPROVEMENTS

SHORT TERM

BUS SERVICE IMPROVEMENTS

Bus Stop Sign Research and stakeholder feedback suggested that study area bus ridership might be increased if service characteristics were more convenient, such as in the design of the standard MARTA bus stop sign. While all signs denote the bus stop's location and provide an information phone number at the minimum, few include schedule of service or a route map. Better examples of bus stop design exist elsewhere in the MARTA service area, the best of which is the "I-Stop" 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 power lighting for security, a flashing beacon to alert approaching bus operators, and a backlight to help read schedules and maps (refer to Figure 3.2q). While replacing existing bus stops with I-stops would be an improvement, it could be cost prohibitive. A less expensive improvement would be to add 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.



Figure 3.2q: Example I-stop sign

GPS Bus Locator Another inconvenience in existing area transit service is the uncertainty of bus schedules due in large part to traffic delays. While delays are inevitable, the inconvenience could be minimized if a 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 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. 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.

MEDIUM TERM

BUS SERVICE IMPROVEMENTS

Bus Service Routing Modifications Seven MARTA bus routes service the LLCC study area. 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 was over-served with five bus routes as of late 2008. With these goals in mind a map was produced and presented at the October charrette (Refer to appendix for map) proposing modifications to Bus Routes 6 (Emory, shown in dark blue) and 33 (Briarcliff Road, 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 Drive/LaVista Road where service does 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 was a strong preference to keep Route 6 operating along Lindbergh Drive/LaVista Road. Several participants desired extra service for existing multifamily and senior housing, south of the intersection of Cheshire Bridge Road 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.

With this feedback in mind, final recommendations for bus routing through the LLCC study area kept Route 6 on its current alignment (refer to the appendix for the bus route final recommendations map). 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 Road and terminates at Lindbergh Center by way of Piedmont Avenue, which is developing rapidly and currently lacks service. Route 27 continues north past Lindbergh Drive/LaVista Road to provide service along the entirety of Cheshire Bridge Road and terminates at Lindbergh Center via Sidney Marcus Boulevard. This route continues to provide service to the large mixed use development at Lindbergh Plaza. 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.

Bus Service Stops Modifications The following recommendations are offered for bus stops and shelters. Bus stop consolidation would ideally coincide with a consolidation of excess bus stops, especially at low-ridership stops along the Lindbergh Drive/LaVista Road 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 recommendation. These include the cost, the temporary nature of bus routes, and the increased danger to motorists and pedestrians with buses merging back into traffic. To test the

feasibility and operational characteristics of a pull-off, a “pilot” is suggested on Cheshire Bridge Road at the recommended closure of Lenox Road. 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 Drive/LaVista Road.

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. This could be addressed should a community improvement district be formed in the study area. Expectations should be tempered by the fact that the LLCC study area currently lacks the density and concentration of destinations that are all crucial to the ongoing success of existing Atlanta-area circulators.

LONG TERM

FIXED GUIDEWAY TRANSIT IMPROVEMENTS

Fixed guideway transit can be defined as any form of transit that utilizes an exclusive or time-separated ROW for transit operations. It represents a significant, long-term investment in a specific corridor and has 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.

Clifton Road Corridor Transit Improvements The LLCC study area 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 Road Corridor Transportation Study, and the 2007 Clifton Road Corridor Transportation Management Association transit feasibility study. In August of 2008, the Transit Planning Board (TPB) 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 Road Corridor planning study will focus on connecting these same three areas.

Acknowledging recent planning efforts, this report’s 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 charrette participants to visualize two routing scenerios (with one option utilizing only existing CSX and MARTA ROW 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 ROW for the remainder of the trip).

As a result of feedback received from the charrette, it is recommended that the proposed alignment utilizing MARTA and CSX ROW should be the focus of any fixed guideway investment seeking to connect the aforementioned activity centers (refer to the appendix for maps). Charrette participants liked the idea of leveraging existing infrastructure (MARTA stations, tracks and CSX ROW) to serve regional transit needs. Participants also believed that this alignment would provide a needed 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 Road. This represents a break from the findings of previous studies (especially the 2000 MARTA DeKalb MIS) so it is also recommended that the LLCC community 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. It is highly recommended that the LLCC community participate in the upcoming MARTA Clifton Road Corridor Study.

Athens-Atlanta Commuter Rail The CSX rail corridor has also been the subject of commuter rail studies by the GDOT 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 study area should planning for this project be revisited.

3.2.4 URBAN DESIGN STANDARDS

SHORT TERM

PEDESTRIAN IMPROVEMENTS

Improving and adding sidewalks will facilitate more pedestrian traffic within the neighborhood, supporting the need for more multi-modal transportation options. Figure 3.2r shows specific locations for sidewalk upgrades and additions, based on feedback received at stakeholder meetings. The red links show where sidewalk enhancements are urgently needed to facilitate and improve the safety of existing informal routes. The yellow signifies links that should eventually become equipped with sidewalks because

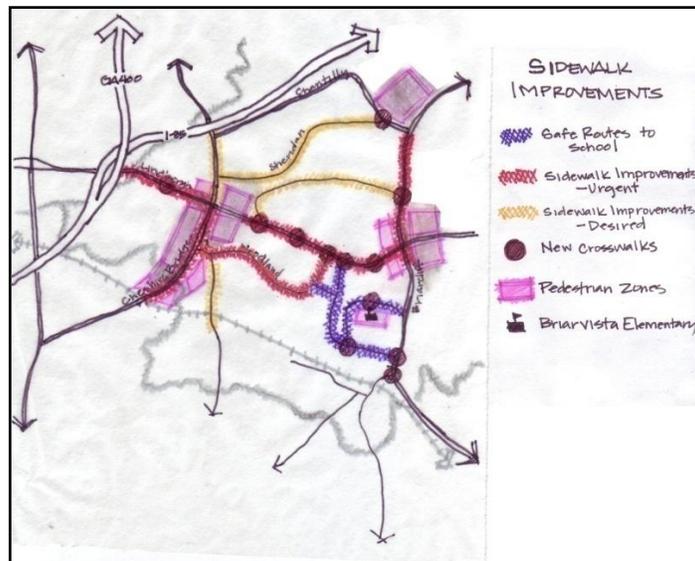


Figure 3.2r

they are significant connecting routes. The purple links connect roadways to the neighborhood school and represent areas that could be improved under the Federal Safe Routes to School program. Locations for needed and improved crosswalks 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. Figure 3.2s provides a list of the complete system by street or area.

While sidewalk improvements of any kind are helpful, it is the complete and consistent system that will facilitate the most pedestrian activity. With this goal in mind, there are several design considerations that should be adopted in constructing sidewalks:

- Sidewalks should be separated from the street by a 3- to 5-foot vegetated buffer to increase pedestrian safety and comfort.
- All sidewalks must 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.
- Pedestrians should be favored over all other mode options when within a pedestrian zone of activity, usually at nodes.

<p>DESIRED</p> <ul style="list-style-type: none"> • 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 	<p>PEDESTRIAN ZONES</p> <ul style="list-style-type: none"> • Cheshire Bridge Road Corridor • Blocks surrounding the intersection of LaVista Road and Briarcliff Road • Future Executive Park Development • Briar Vista Elementary School 	<p>CROSSWALKS</p> <ul style="list-style-type: none"> • LaVista/Lindbergh at: Citadel Drive, Brook Forest Drive, Woodland Hills Drive, Shepherds Lane, Sloan Square, and Strathmore Drive • 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
<p>URGENT</p> <ul style="list-style-type: none"> • 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 Road (proposed Chantilly Drive) • Woodland Avenue/Woodland Hills Drive from Cheshire Bridge Road to LaVista Road 	<p>SAFE ROUTES TO SCHOOL</p> <ul style="list-style-type: none"> • 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 	

Figure 3.2s

CORRIDOR IDENTITY

During the stakeholder meetings, concerns were raised about the poor quality of the civic environment, unattractive streetscape, cluttered array of 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 during rush hour, an unfriendly pedestrian environment, and the perception of the neighborhood as a “cut through” rather than a destination. Stakeholders envision a Lindbergh Drive/LaVista Road corridor with safe, vibrant, attractive streetscapes, high quality civic environment, signage standards, greenspaces and the integration of multiple forms of transit with the pedestrian taking priority over all other modes of travel.

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 toward the ambiguous character of the corridor that negate its positive features.” The same could be said of Lindbergh Drive/LaVista Road. Stakeholders support introducing gateway treatments along the Cheshire Bridge Road, LaVista Road, and Lindbergh Drive corridors, as well as at key entrances into individual neighborhoods (refer to Figure 3.2t). Therefore, two forms of gateway treatments are recommended: corridor gateways (Figure 3.2u) and neighborhood gateways (Figure 3.2v).

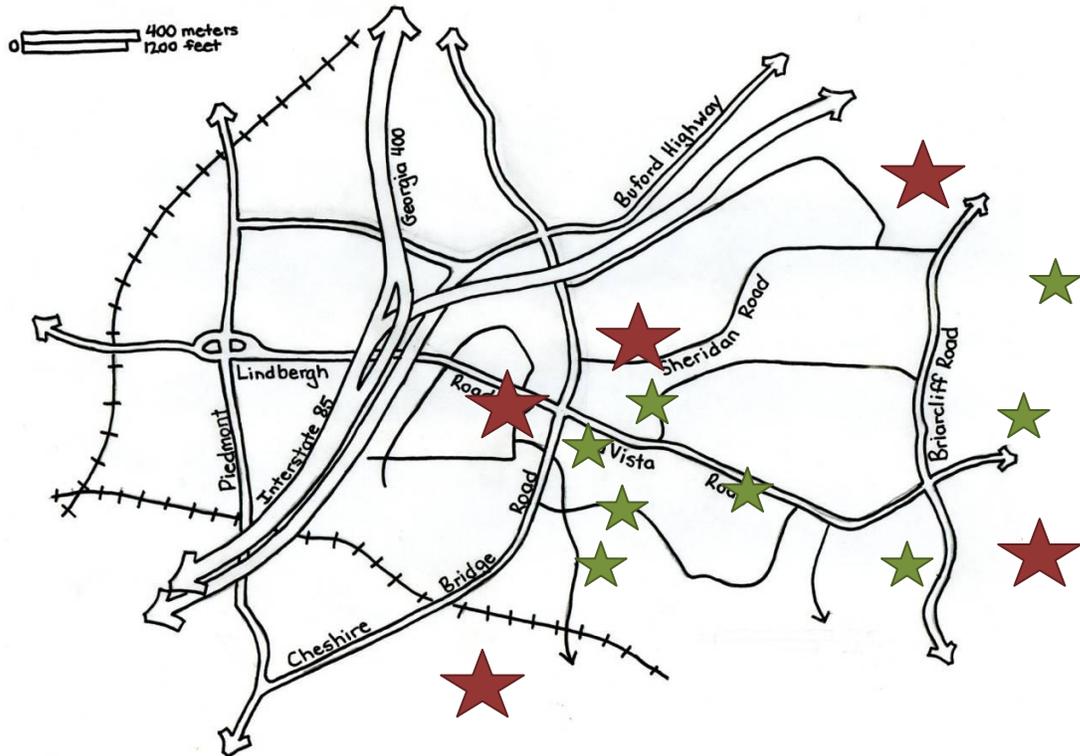


Figure 3.2t: Gateways Map, in which red stars indicate the location of corridor gateways and green stars neighborhood gateways.

Corridor Gateways Corridor gateway treatments apply specifically to the corridors of Cheshire Bridge Road, LaVista Road/Lindbergh Drive. These gateway treatments would establish a uniform identity for the entire corridor and identify definitive entry points. Street furniture and other pedestrian amenities, monuments, landscaping,

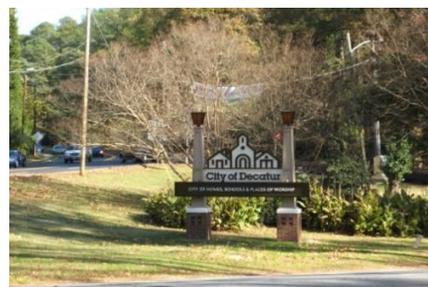


Figure 3.2u: Corridor Gateway

attractive signs and highlighted cultural and natural resources could also be incorporated.

Neighborhood Gateways Neighborhood gateway treatments are envisioned as being smaller than corridor gateway treatments and could be signs instead of more significant monumental structures. The purpose of neighborhood gateway treatments is to identify the individual neighborhoods comprising the Lindbergh Drive/ LaVista Road 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 incorporate smaller monuments, landscaping, and signage.



Figure 3.2v: Neighborhood Gateway

3.3 GREEN INFRASTRUCTURE

In the following section various methods are proposed for engaging with the issues raised in the existing conditions analysis section and for bringing about positive action to the area’s green infrastructure. Coordinated action on the part of LLCC study area stakeholders will be critical to enact the types of policy changes necessary to achieve the environmental vision set forth during this process. These recommendations aim to create more environmentally sustainable urban forms, transportation networks, recreational spaces, and water infrastructure.

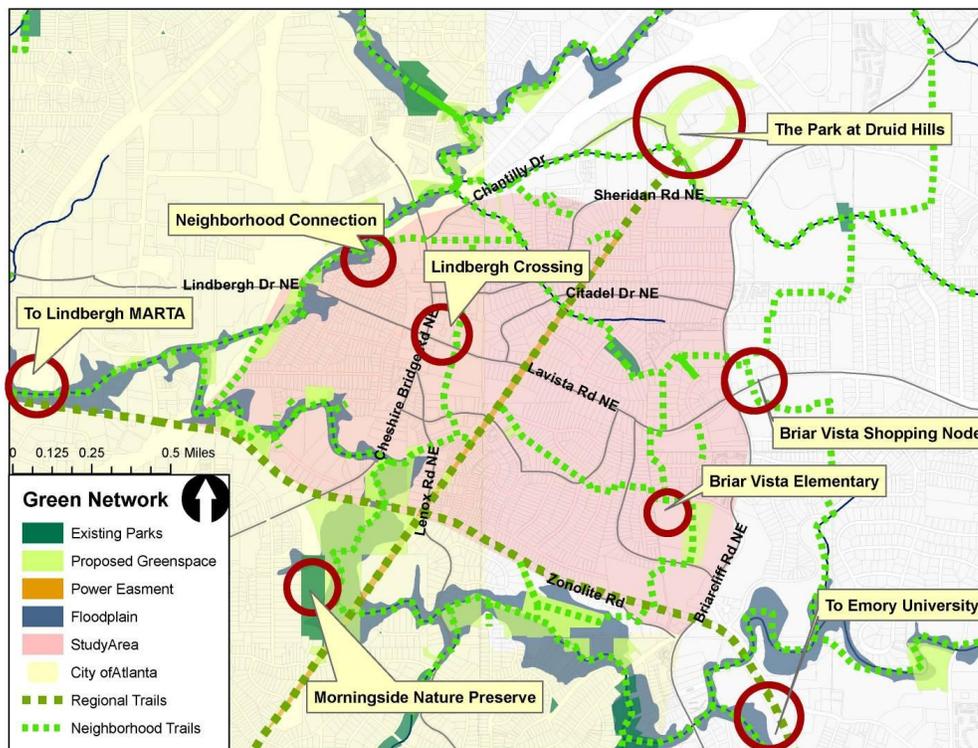


Figure 3.3a: Proposed trail and park network

3.3.1 FULL RECOMMENDATIONS AND RESOURCES

The table below fully summarizes the recommendations for the LLCC study area green infrastructure, as well as provides direction to resources and additional information pertaining to each recommendation. The table is categorized into the following sections: Parks and Trails, Impervious Surfaces and Tree Standards. Following the recommendation table, is a detailed discussion of each recommendation.

Recommendations: ST=short-term, MT=medium-term, LT=long-term

GREEN INFRASTRUCTURE: RECOMMENDATIONS		
Recommendation	Description	Contacts, Resources & Funding
PARKS AND TRAILS		
ST 3. Neighborhood Conservancy	Utilize an LLCC subcommittee to oversee park and trail development.	<p>Morningside Lenox Park Association: http://www.mlpa.org/</p> <p>Chastain Park Conservancy: http://www.chastainparkconservancy.org/</p> <p>Piedmont Park Conservancy: http://www.piedmontpark.org/</p> <p>Grant Park Conservancy: http://www.gpconservancy.org/</p> <p>The Olmsted Linear Park Alliance: http://www.atlantaolmstedpark.org/</p> <p>The South Fork Conservancy</p>
MT 1. Park and Greenspace Acquisition	Expand and improve the LLCC study area park and greenspace system through a variety of public and private resources.	<p>NRPA Advocacy Toolkit: http://www.nrpa.org/content/default.aspx?documentId=7591</p> <p>Atlanta's Project Greenspace: http://www.atlantagreenspace.com/</p> <p>The Arthur Blank Family Foundation Grant Initiatives: http://www.blankfoundation.org/initiatives/index.html</p> <p>Dekalb Greenspace: https://dklbweb.dekalbga.org/Greenspace/default.asp</p>

		<p>Park Pride: http://www.parkpride.org/</p> <p>Dekalb Parks and Recreation: http://www.co.dekalb.ga.us/parks/</p> <p>Atlanta Parks, Recreation and Cultural Affairs: http://www.atlantaga.gov/Government/Parks.aspx</p>
MT 2. Trail Network	Implement pedestrian and bicycle networks for neighborhood and regional transportation.	<p>Rails-to-Trails Conservancy</p> <p>PATH Foundation</p> <p>Rivers and Trails Conservation Assistance program (National Park Service)</p> <p>See trail network funding and information table above for links to more resources</p>
IMPERVIOUS SURFACES		
MT 3. Impervious Surface Regulation	Push for maximum lot coverage on non-residential parcels and for maximum parking limits through zoning overlay districts. Within these, aim for consistent limits across jurisdictions.	<p>Councilperson (Atlanta) – Anne Fauver – afauver@atlantaga.gov</p> <p>For examples of overlay districts see http://www.dca.state.ga.us/intra_nonpub/Toolkit/OtherResources/ExOverDist.pdf</p> <p>City of Atlanta Department of Watershed Management regulations</p> <p>Southface: http://www.southface.org</p>
TREE STANDARDS		
ST 4. Tree Ordinance	Work with DeKalb County and the City of Atlanta to unify or make their tree ordinances consistent with each other.	<p>Councilperson (ATL) – Anne Fauver – afauver@atlantaga.gov</p> <p>Arborist Division (ATL) - Ainsley Caldwell – (404) 330-6836</p> <p>Arborist (DKLB) – Tom Claiborne – (404) 371-4913</p> <p>Atlanta’s Tree Ordinance: http://www.atlantaga.gov/client_resources/government/planning/arborist/tree_ord_2007.pdf</p>

MT 5. 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/
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3.3.2 PARKS AND TRAILS

SHORT TERM

NEIGHBORHOOD CONSERVANCY

Addressing the challenge of expanding environmental and recreational resources will 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 group is handling the process. The umbrella organization already exists in the form of 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.

MEDIUM TERM

PARK AND GREENSPACE ACQUISITION

Parks and greenspace provide a multitude of benefits and opportunities for 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 various 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 park development. DeKalb County currently owns a 13-acre parcel of land along Zonolite Road that does not currently have public access but which could come on line in conjunction with trail initiatives. Another potential opportunity is 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 recognition of the creek as a resource. In addition to these parcels, there are several other sites that could potentially serve multiple purposes. Briar Vista Elementary School could be approached with the idea of forming a co-op whereby the community uses the school's buildings for activities, like meetings or youth/senior programs, when the facilities are not in use for school purposes. Also, the greenspace on the property could be reconfigured 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 Roads, in the floodplain adjacent to the South Fork of Peachtree Creek. This land could be connected to the Morningside Nature Preserve through bike and pedestrian paths.

Acquisition will require significant monetary resources, and will likely require creative solutions. One potential example of this would be bargaining with GDOT to establish parks and trails along the north fork of Peachtree Creek as a condition of their GA 400/I-85 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 maximize project impacts.

TRAIL NETWORK

The LLCC study 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 both internally and externally. Few park spaces exist within this study area, but ample undeveloped land presents many public greenspace opportunities. Many of these undeveloped tracts 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 study area 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 ROW running east-west creating a connection from the Lindbergh MARTA station, through the neighborhood, to Emory/CDC. Additional trail space is also possible, long-term, 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, ROWs, 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 study area 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 study area 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 study area would provide better accessibility to services and parkland as well as improving the integrity of environmental assets through recognition. The LLCC study area 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 community. Dendritic patterns within the area 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 create shorter distances among neighborhoods and are safer for children, seniors, and disabled residents. Trails also unite residents with nature. Bicycle/pedestrian connectivity within the study area is integral to creating a strong, united, healthy community anticipating growth.



Figure 3.3b: Proposed Green Space Plan for North Fork of Peachtree Creek (Courtesy of Robert Thorn)

The proposed LLCC study area trail network is envisioned to provide safe, convenient, pedestrian and bicycle transportation opportunities in, around and through the LLCC study area. The trail network will ideally connect residents to schools, recreation opportunities, services and employment centers within the LLCC study area and the larger Atlanta region all via alternative modes of transportation. Trails would be divided into two types to fit the needs of the user: neighborhood trails and regional trails.

Neighborhood trails are envisioned as being narrower and designed for slower speeds, such as walking, for local connections. These trails would utilize floodplains and other trail corridors including areas of undeveloped land. Trail junctions would connect with shopping nodes and street crossings. The various trail connections could come on line as land becomes available. Ideally trails would be maintained for the safety of the user and would incorporate native species whenever possible while simultaneously reducing invasive species.

Regional trails are envisioned as being wider and faster for bicycle usage to connect to surrounding neighborhood trails and ultimately regional destinations. These trails would be best suited along the CSX track and the Georgia Power transmission easement, although liability is an issue to overcome in both instances. Such trails could be coordinated with PATH or other trail sponsors. A potential funding source is Rails to Trails.



Figure 3.3c

3.3.3 IMPERVIOUS SURFACE

MEDIUM TERM

IMPERVIOUS SURFACES

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.

Residential and non-residential land uses 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 jurisdictions 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.

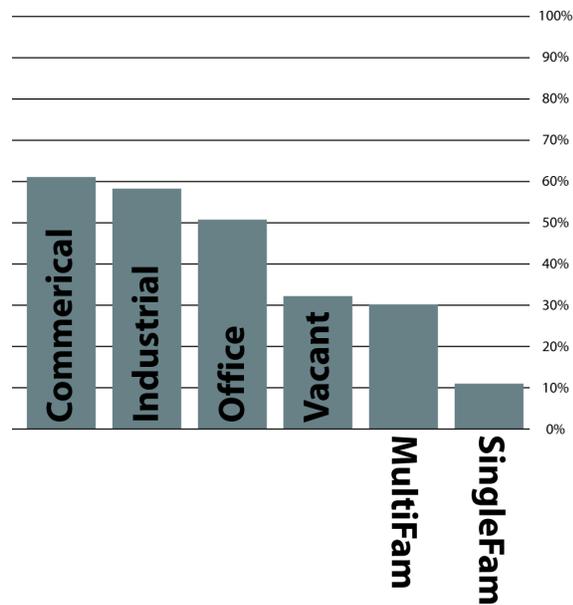


Figure 3.3d: Percentage of average impervious surface cover, per parcel, by zoning category

The majority of new development is more likely to be mixed use in order 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 include urging policy makers to create maximum lot coverage for non-residential uses. 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 study area, the LLCC environmental sub-committee should contact the Departments of Planning in the City of Atlanta and DeKalb County. The LLCC should also make this community interest known to the representatives in each jurisdiction. Any policy recommendations should aim for more uniformity across the multiple jurisdictions of the LLCC study area.

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. The 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.

3.3.4 TREE STANDARDS

SHORT TERM

TREE ORDINANCE

The single family character of the neighborhood provides valuable tree cover for the majority of the LLCC study 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 regulations. The City's ordinance is considered a good example of a strong tree ordinance.

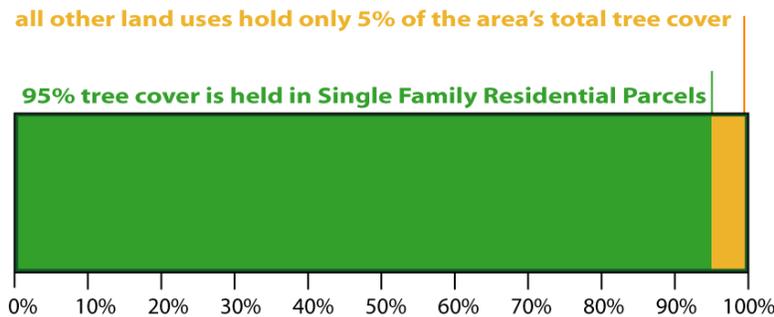


Figure 3.3e:- Tree cover by land use within the LLCC study area

The City of Atlanta's tree ordinance is particularly stringent about tree removal. In the short term, the LLCC community 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 community 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 the LLCC community and recommendations can be made regarding the presence of street trees. The community 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 the 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 likelihood of completion.

MEDIUM TERM

NATIVE SPECIES

Native plant species should be incorporated into new trail and park space whenever possible. 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."

APPENDIX

4.0 APPENDIX

The following section contains supplementary information and graphics to the text provided in the body of this report.

4.1 EXISTING CONDITIONS - NODES

4.1.1 ZONING & LAND USE

Below are the Zoning and Land Use maps for the City of Atlanta and DeKalb County, as referenced in **2.1.1 Zoning and Land Use**.

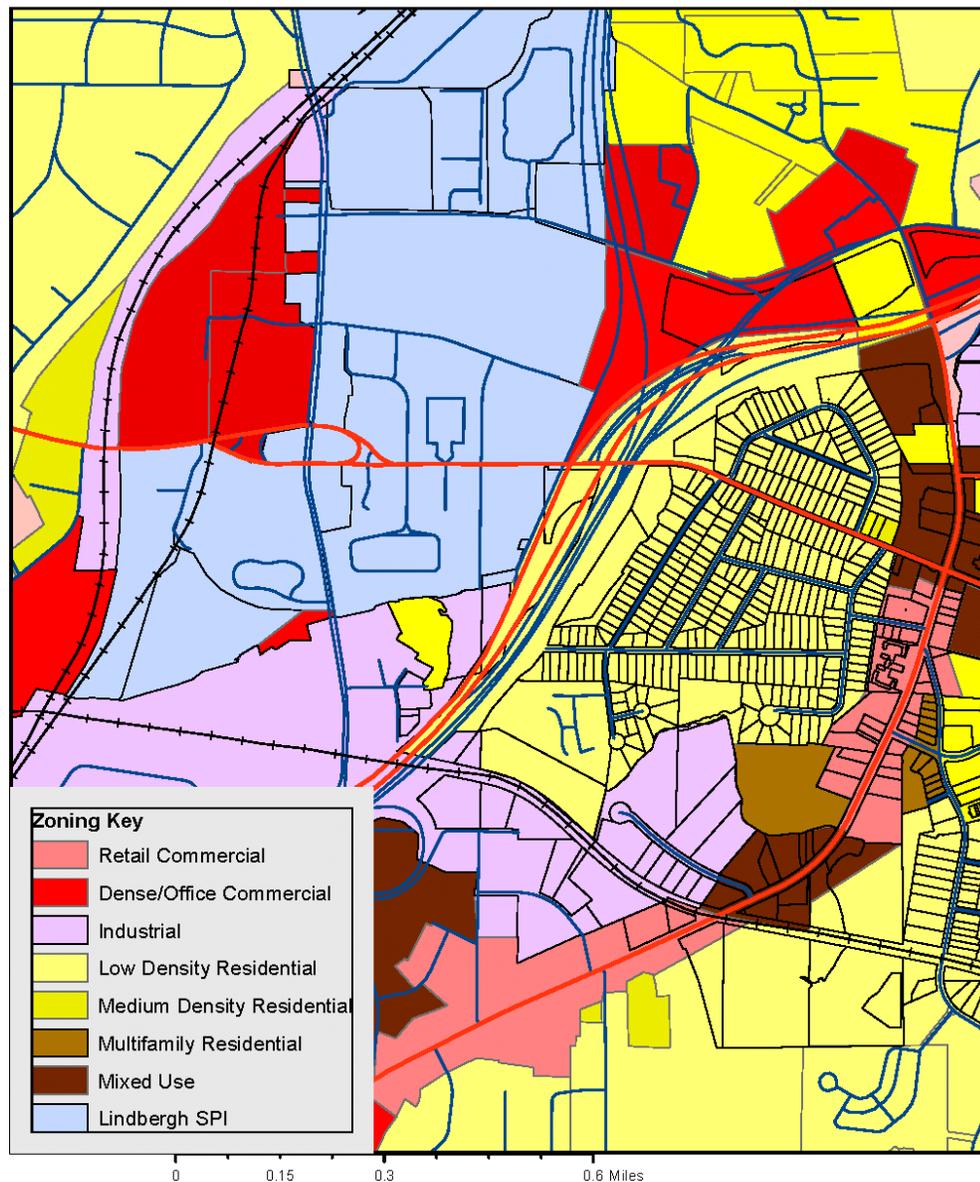


Figure 4.1a: City of Atlanta Zoning Map

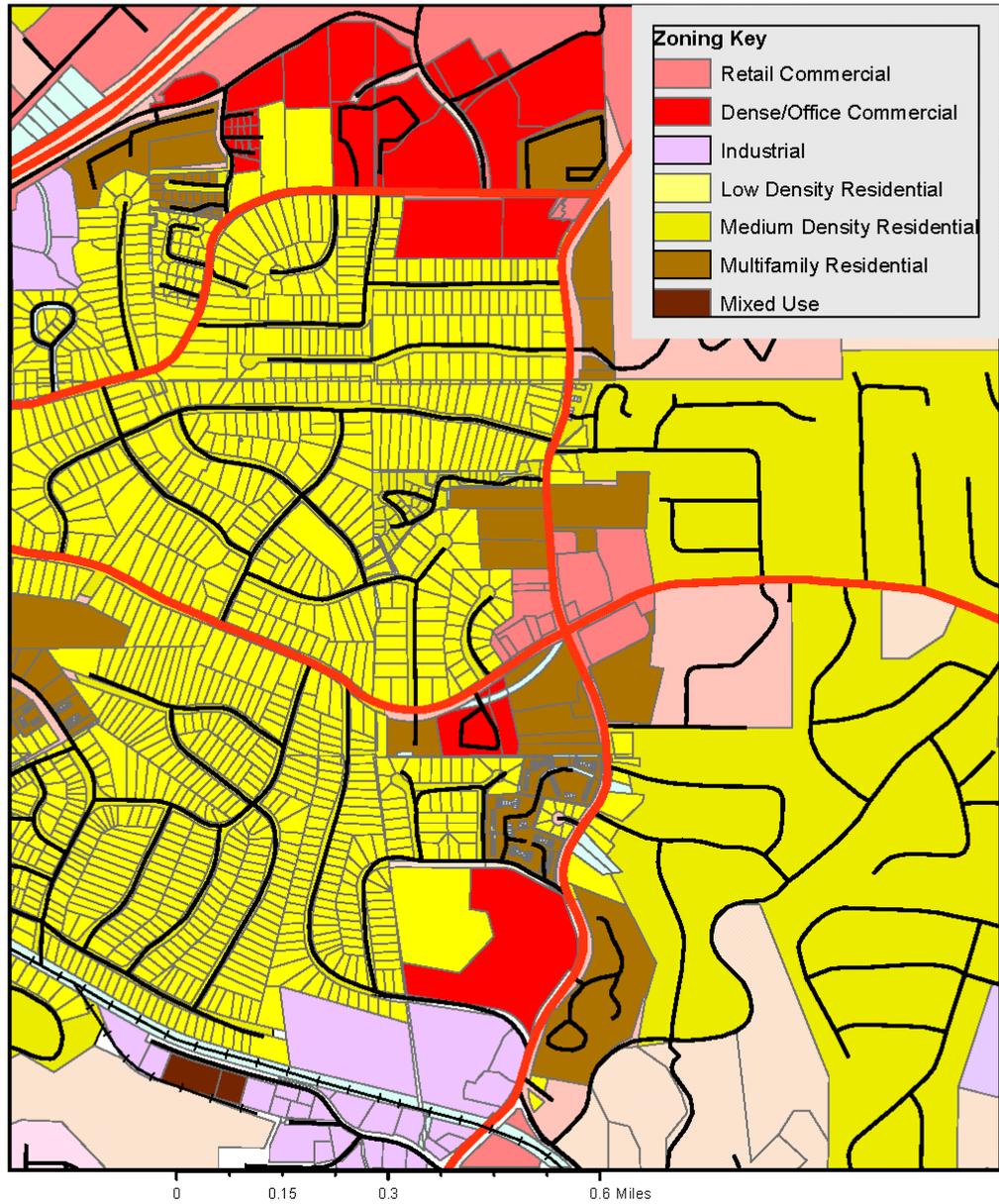


Figure 4.1b: DeKalb County Zoning Map

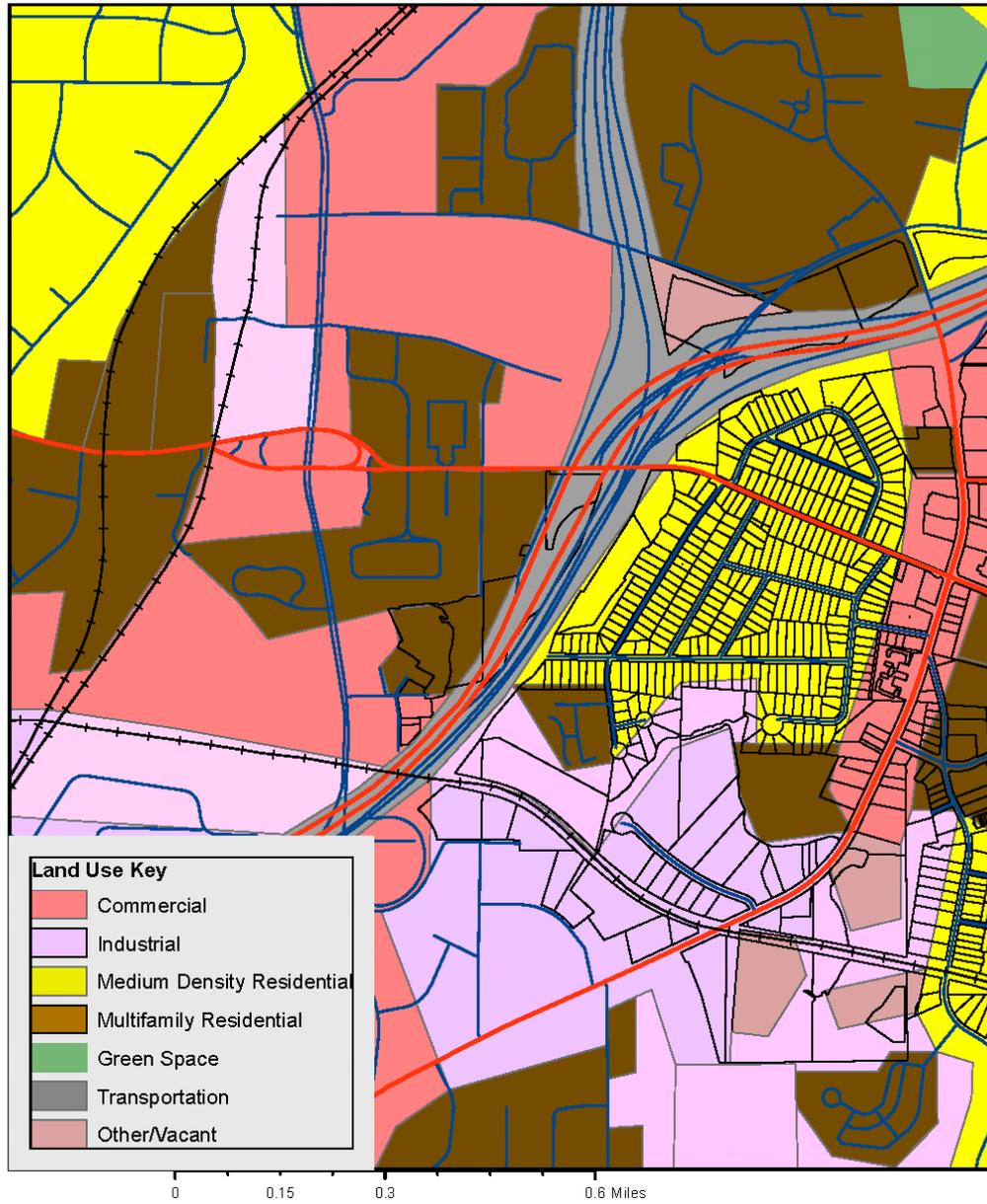


Figure 4.1c: City of Atlanta Land Use Map

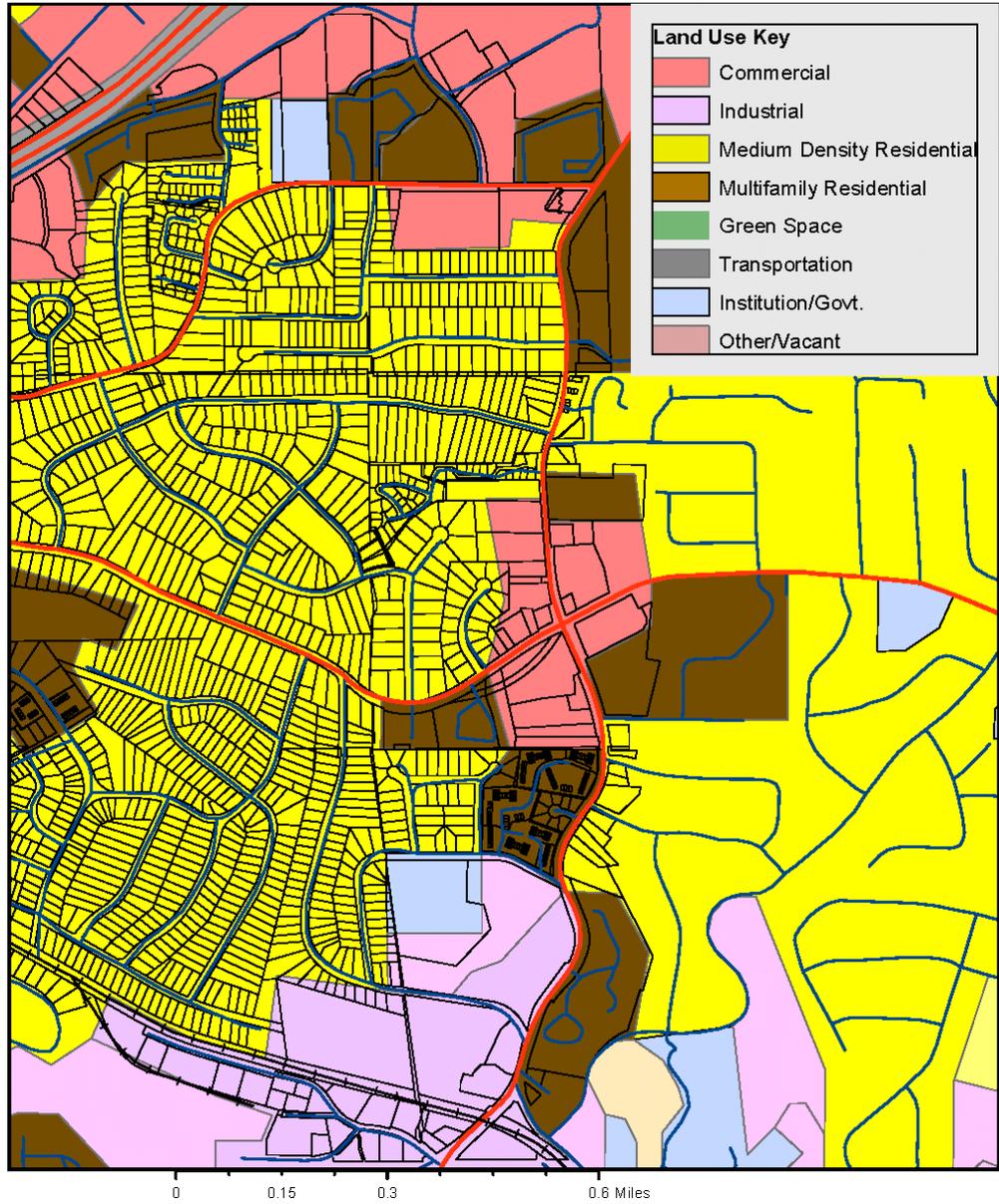


Figure 4.1d: DeKalb County Land Use Map

4.1.2 DEMOGRAPHICS AND HOUSING

Below are the demographic and housing data charts, as referenced in **2.1.2 Demographics and Housing**. Using 2000 Census data and estimated 2007 Claritas projection sources, key findings from the demographic comparisons of each neighborhood node are:

The Lindbergh Drive/LaVista Road/Cheshire Bridge Road node has the highest population concentration of the three nodes. North Druid Hills/Briarcliff Roads has the second highest concentration, followed by the area surrounding the intersection of LaVista and Briarcliff Roads.

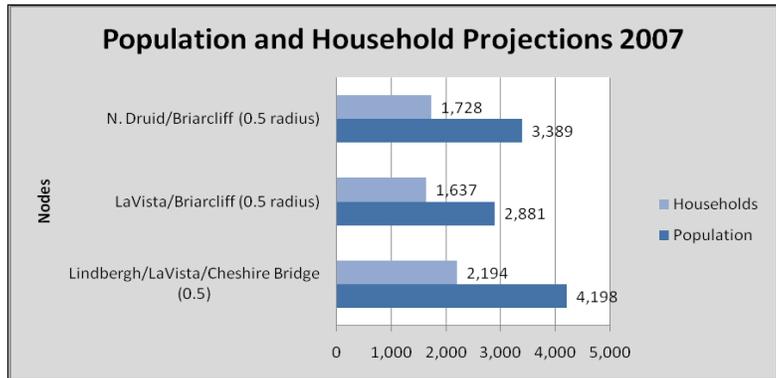


Figure 4.1e

All three areas are similar in their mix of family and non-family households. However, Lindbergh Drive/LaVista Road/Cheshire Bridge Road node has the highest proportion of nonfamily households in the area, suggesting more single residents in that area.

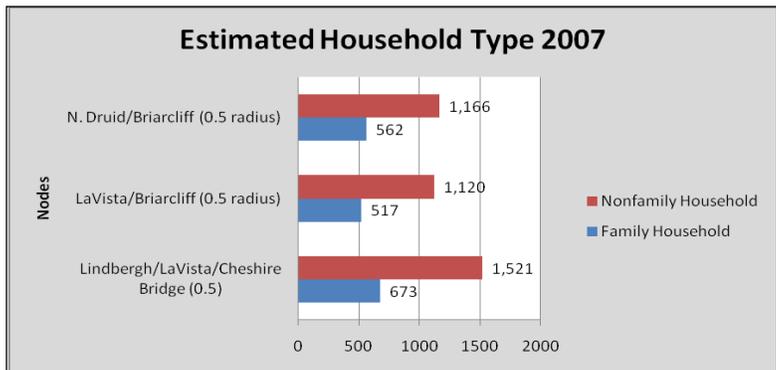


Figure 4.1f

The data suggests that the Lindbergh Drive/LaVista Road/Cheshire Bridge Road node has the largest household size on average, followed by North Druid and Briarcliff Roads and then LaVista and Briarcliff Roads.

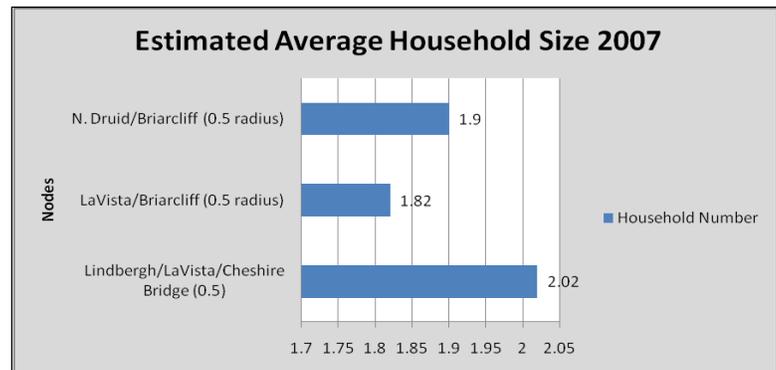


Figure 4.1g

Renter and owner occupied housing data shows the renting population within the half-mile radius of the commercial areas actually outnumbers the population who own homes. This differs from the study area as a whole.

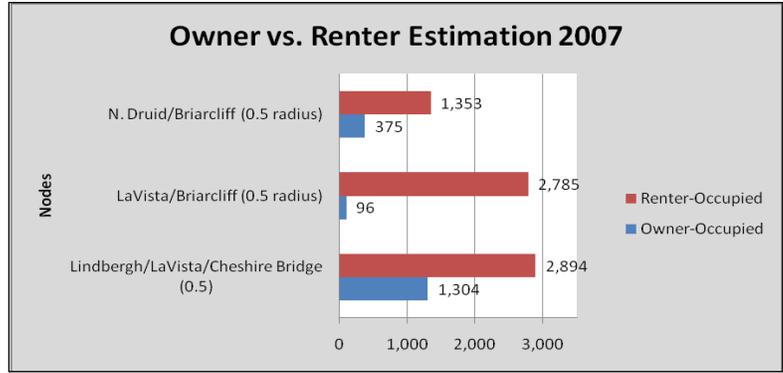


Figure 4.1h

Figure 4.1j shows the estimated 2007 per capita income, median income, and average income level for the three nodes. The area surrounding Lindbergh Drive/LaVista Road/Cheshire Bridge Road node has the lowest median income of the three areas while the area surrounding LaVista Road/Briarcliff Road node has the highest.

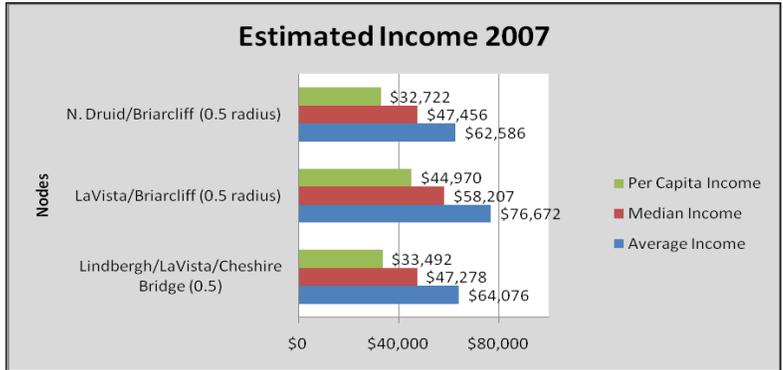


Figure 4.1j

The majority of residents in the area work in white collar professions. However, the Lindbergh Drive/LaVista Road/Cheshire Bridge Road node has the highest proportion of blue collar and service jobs, followed by North Druid/Briarcliff Roads node. This corresponds to the income levels in the Figure 4.1k.

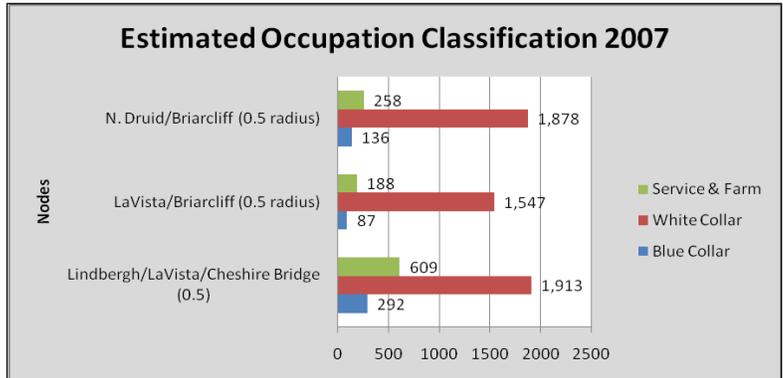


Figure 4.1k

As seen in Figure 4.1m, the age of the study area residents falls predominately between 25 and 54, with the 25-34 age cohort yielding the largest percentage.

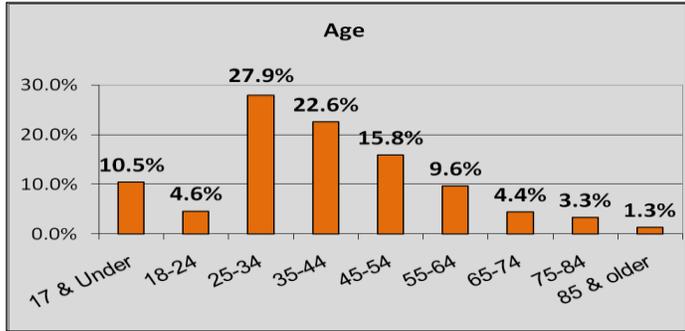


Figure 4.1m: Age of Study Area Residents

Figure 4.1n reveals that the study area as a whole is well educated with over 50% of the population, over the age of 25, having a bachelor's degree or higher. Only 10% of the population does not have a high school diploma.

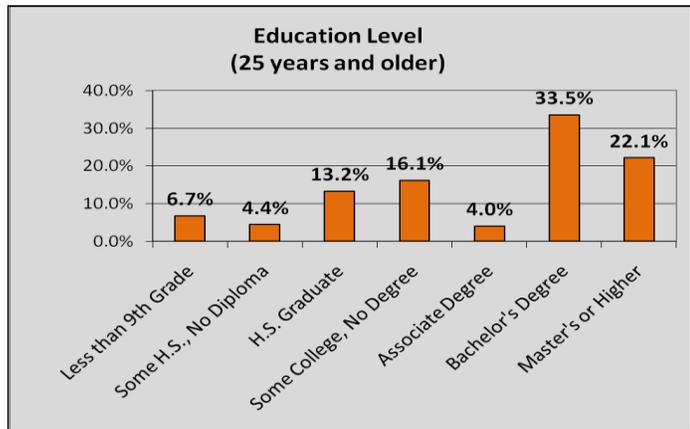


Figure 4.1n: Education Level of Study Area Residents

Three zip codes technically make up the study area: 30324, 30329 and 30306. However, the majority of the study area is comprised of zip code 30324 and is therefore the focus of the employment analysis (refer to Figure 4.1p).

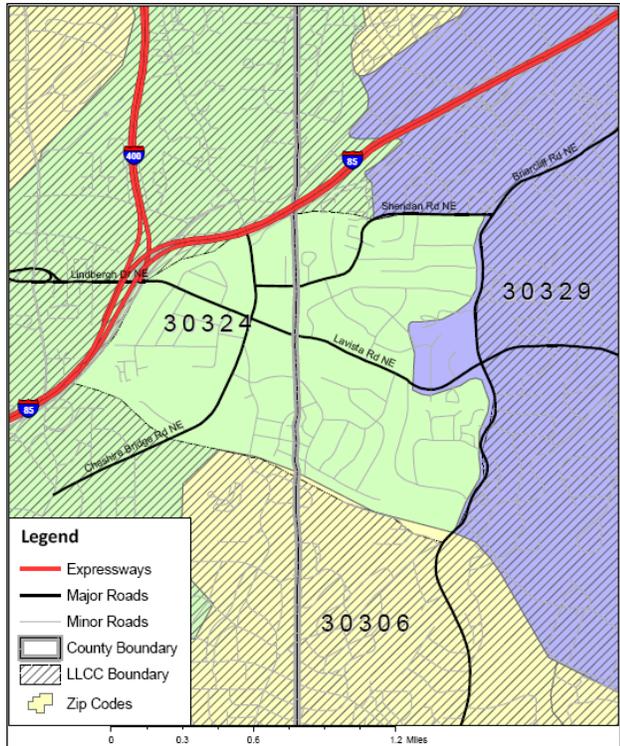


Figure 4.1p: Study Area Zip Code

Figure 4.1q shows the majority of jobs in the study area are professional, science and technology industry (19%), followed by retail (14%), and accommodation and food services (11%).

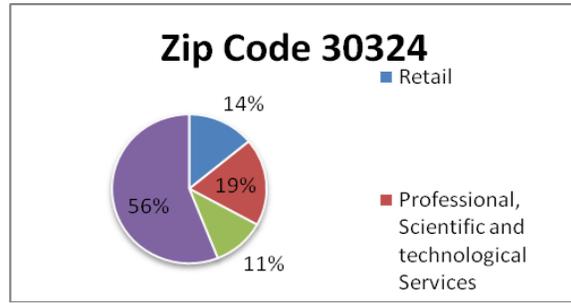


Figure 4.1q: Study Area Jobs

4.2 EXISTING CONDITIONS - CORRIDORS

4.2.1 TRANSPORTATION

The chart and maps below provide additional information on the study area bus routes, level of service at major intersections, and accident inventory, as referenced in **2.2.2 Transportation**. This information can be used for basic analysis and system evaluation; however, it is not suitable for design or technical planning. The information is provided here as a general guide for further investigation.

BUS ROUTE INFORMATION

Route	Name	Services	Headways (min)	LLCC area Ridership	Total Ridership	LLCC area 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 4 th 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

Figure 4.2a: Study Area Bus Routes Information

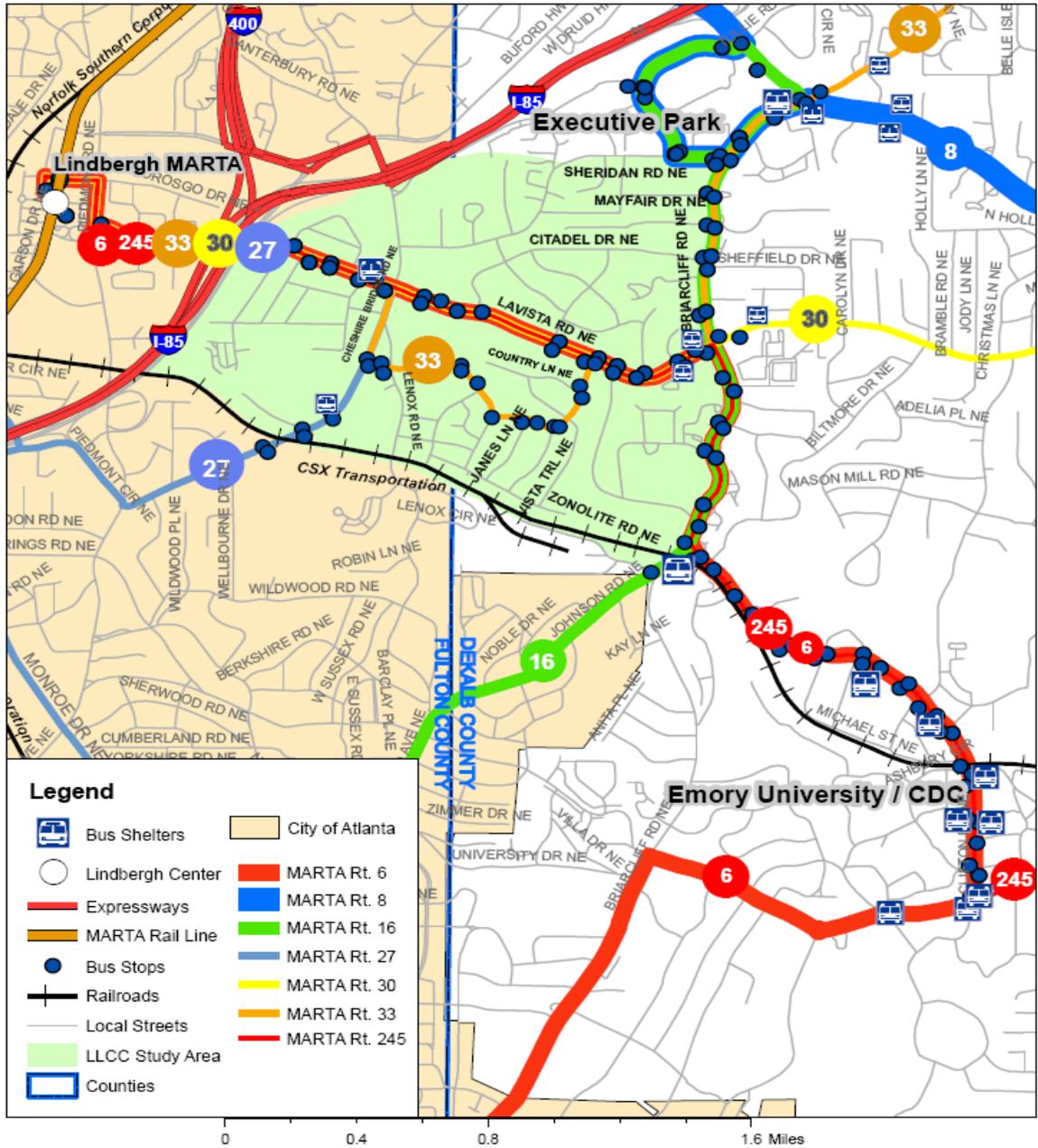


Figure 4.2b: LLCC study area Bus Service & Bus Stop Map

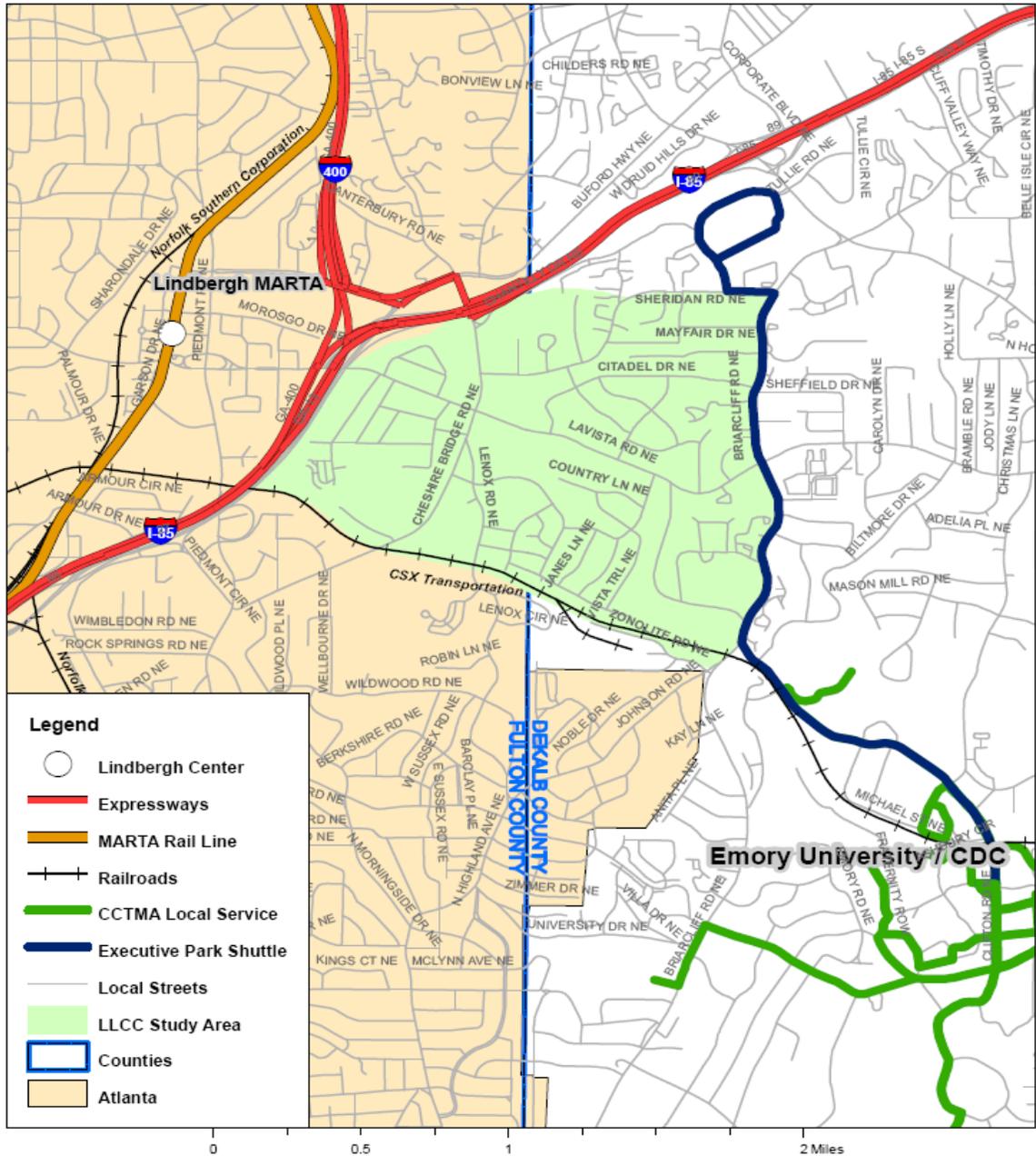


Figure 4.2c: Executive Park and Cliff Shuttle Routes

LEVEL OF SERVICE AT MAJOR INTERSECTIONS ANALYSES

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 one 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 through 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.

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.

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

Figure 4.2d: Level of Service Detail

Source: 2000 Highway Capacity Manual

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 an evaluation of the nodes listed below, in Figure 4.2e, will provide the most complete picture of conditions within the study area.

#	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

Figure 4.2e: Study Network Intersections

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.

Traffic Analysis The following information was generated by Synchro. It is important to note that while these data are helpful for basic analysis and system evaluation, they are not suitable for design or technical planning. They are provided here as a general guide for further investigation.

#	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)	--

Figure 4.2f: Network Evaluation Results for Existing Conditions

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 the Figure 4.2g.

#	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

NBT=Northbound Through lane; NBL=Northbound Left lane; EBT=Eastbound Through lane; EBL=Eastbound Left lane; SBT=Southbound Through lane; SBL=Southbound Left lane; WBT=Westbound Through lane; WBL = Westbound Left lane; WBR=Westbound Right lane

Figure 4.2g: Critical Lane Groups for Existing Conditions

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.

ACCIDENT INVENTORY

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

Figure 4.2h: Intersection Accident Data

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

Figure 4.2j: Intersection Accident Data Percentages

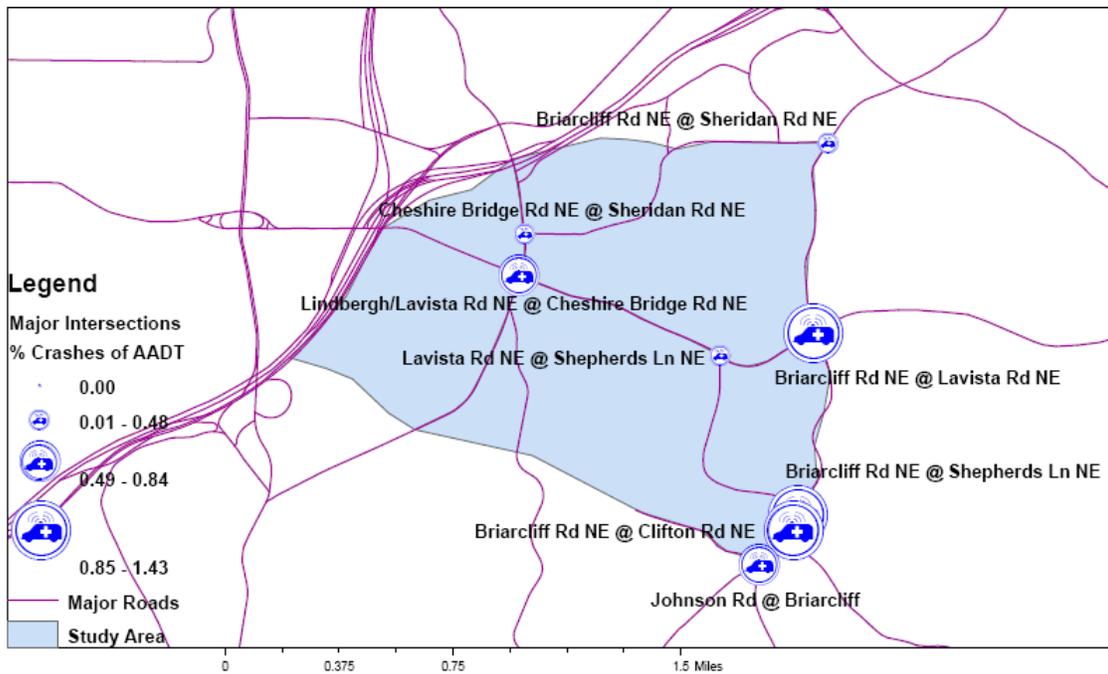


Figure 4.2k: Crash data at major intersections

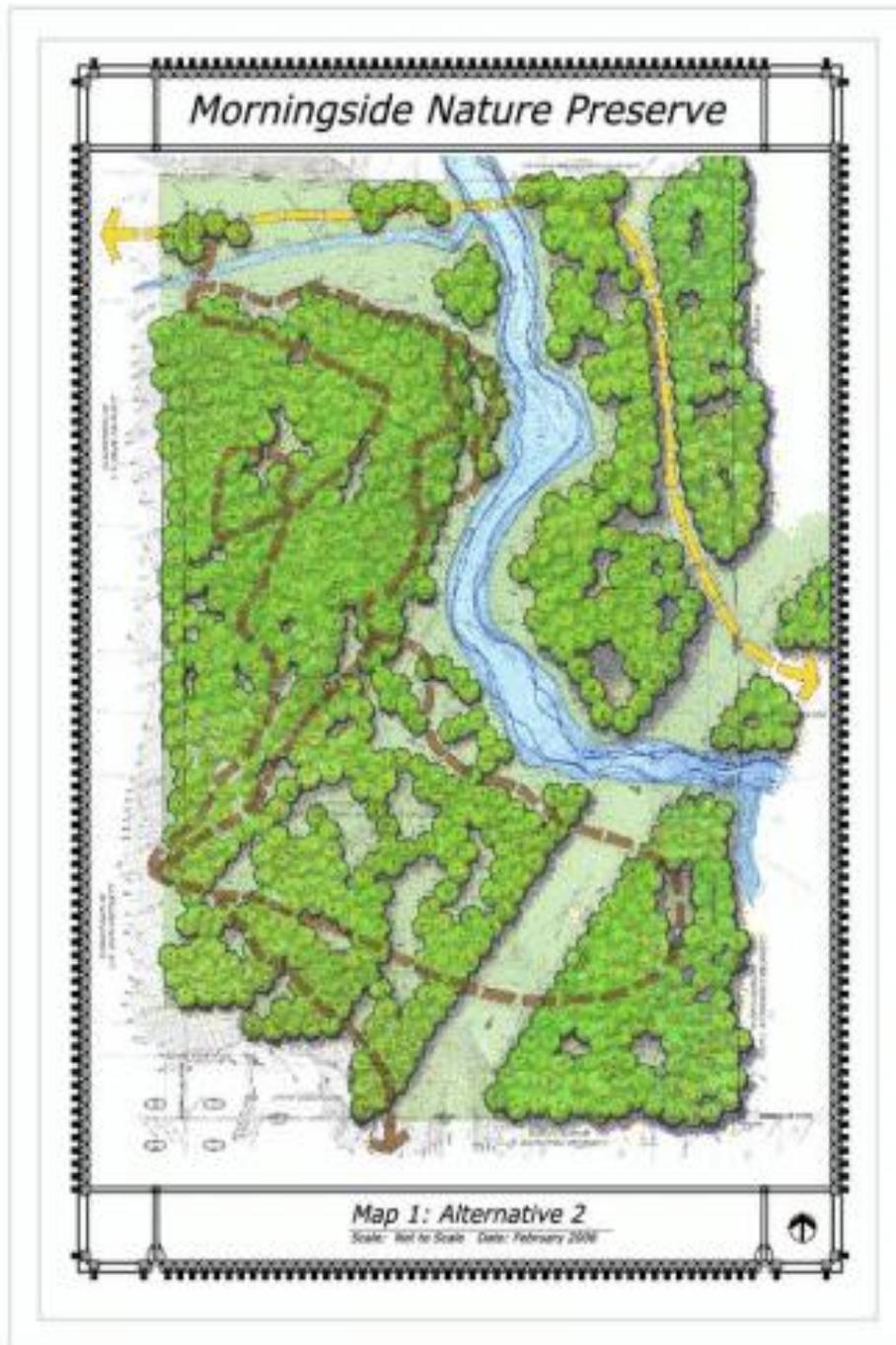


Figure 4.3b: Courtesy City of Atlanta, 2006, Morningside Nature Preserve trail alternative 2; the transmission line easement and the South Fork of Peachtree Creek is depicted on the map with trails crossing the preserve.

4.4 RECOMMENDATIONS - NODES

4.4.1 COMPREHENSIVE COMMUNITY VISION

The text, map and images below provide additional information for the Cheshire Bridge Road urban design improvements, as referenced in **3.1.2 Comprehensive Community Vision**.

Cheshire Bridge Road Urban Design Improvements

The Cheshire Bridge Road corridor, anchored by the node at the LaVista Road/Lindbergh Drive intersection, is where much of the commercial development is concentrated within the study area. We therefore focused on this area to illustrate where recommendations can be implemented. Figure 4.4a illustrates how some recommendations could look at this intersection.

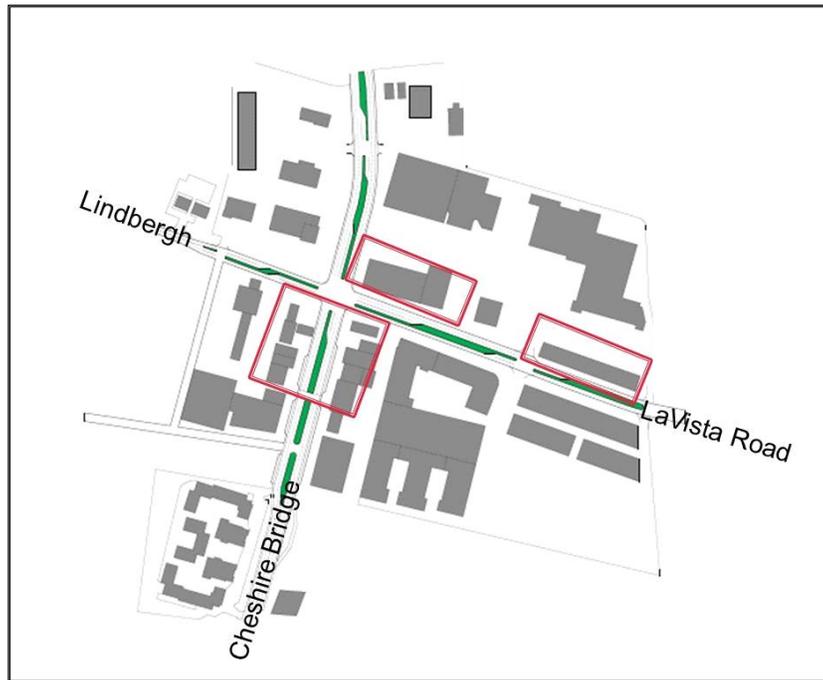


Figure 4.4a

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.

The following “before and after” images (figures 4.4b and 4.4c) illustrate what infill development could look like at the LaVista Road/Cheshire Bridge Road node. Note the infill structure takes the place of surface parking that was in front of the retail store and places it behind the new building. The street is now activated by a pedestrian-friendly retail front. Parking would be shared by the two buildings. Ideally a vegetated buffer would separate pedestrians from street traffic and power lines would be buried.



Figure 4.4b: Current surface parking.



Figure 4.4c: Infill development replacing current surface parking.

4.4.2 URBAN DESIGN STANDARDS

The following maps provide additional information on interparcel connectivity, as referenced in 3.1.5 Urban Design Standards.

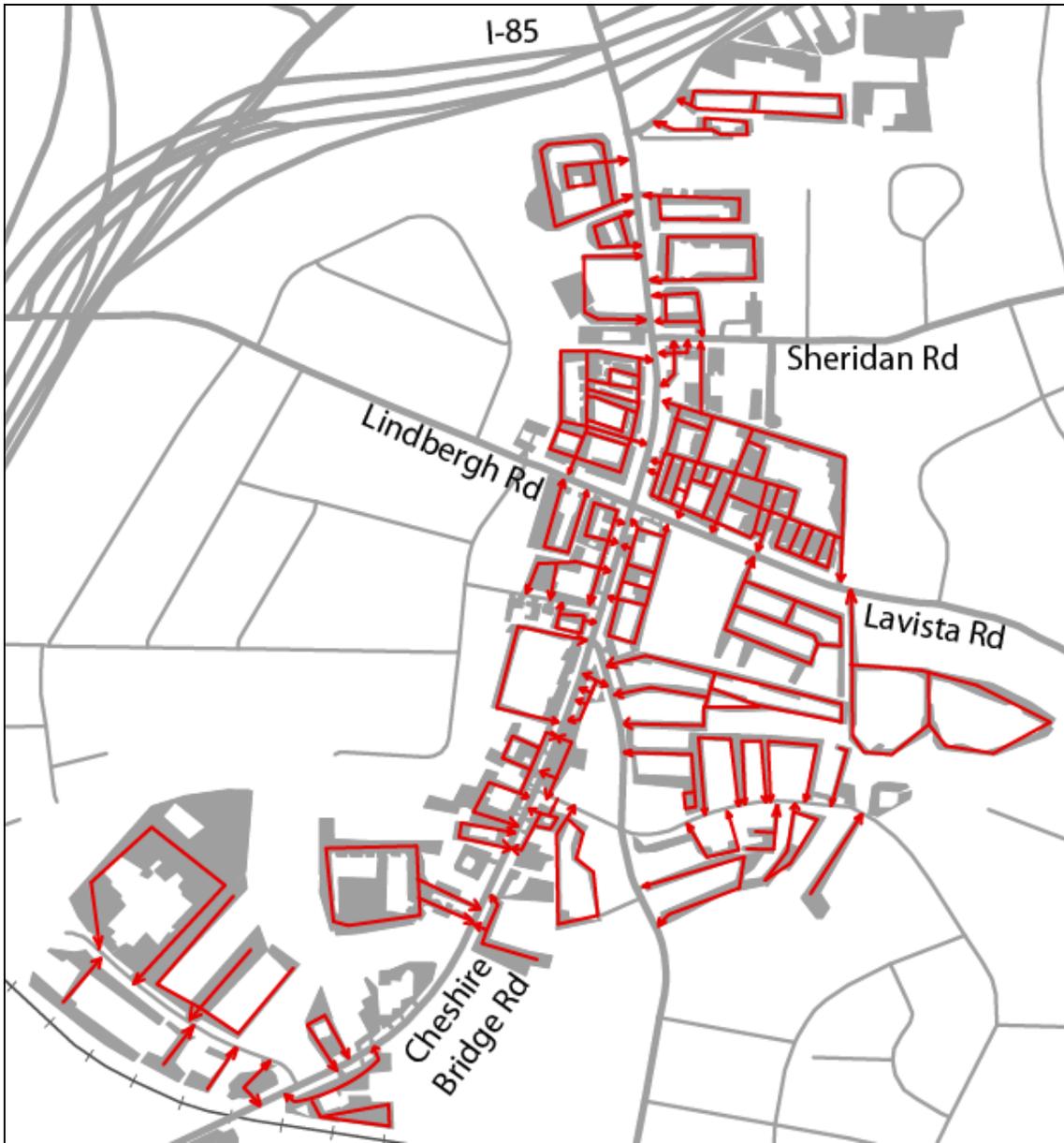


Figure 4.4d: Interparcel connectivity along Cheshire Bridge Road.



Figure 4.4e: Interparcel connectivity at the Briarcliff Road and LaVista Road

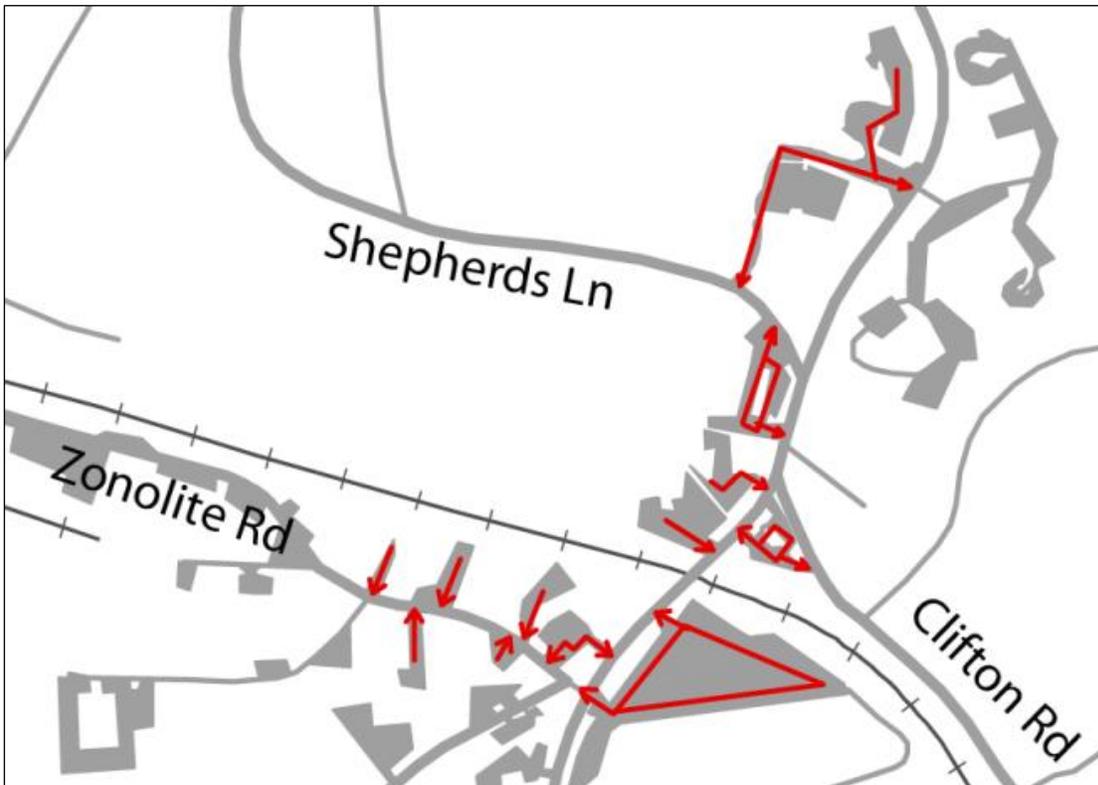


Figure 4.4f: Interparcel connectivity around the Zonolite Road node.

4.5 RECOMMENDATIONS – CORRIDORS

4.5.1 ROADWAY IMPROVEMENTS

The text and images below provide additional information for the Cheshire Bridge Road urban design improvements, as referenced in **3.2.2 Roadway Improvements**.

Lenox Road and Cheshire Bridge Road Intersection Improvements Figures 4.5b and 4.5c illustrate the proposed closing of the intersection of Lenox Road with Cheshire Bridge Road. The newly freed roadway is shown here as a bus pull-out lane. We heard several complaints from community members about traffic being delayed 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 making a permanent change.

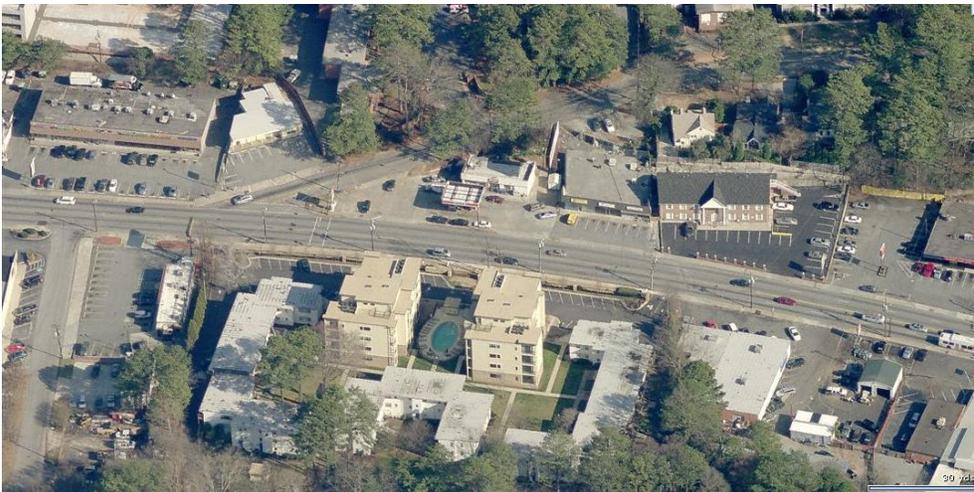


Figure 4.5a: Existing conditions aerial photograph of proposed plaza/bus pull-out area.

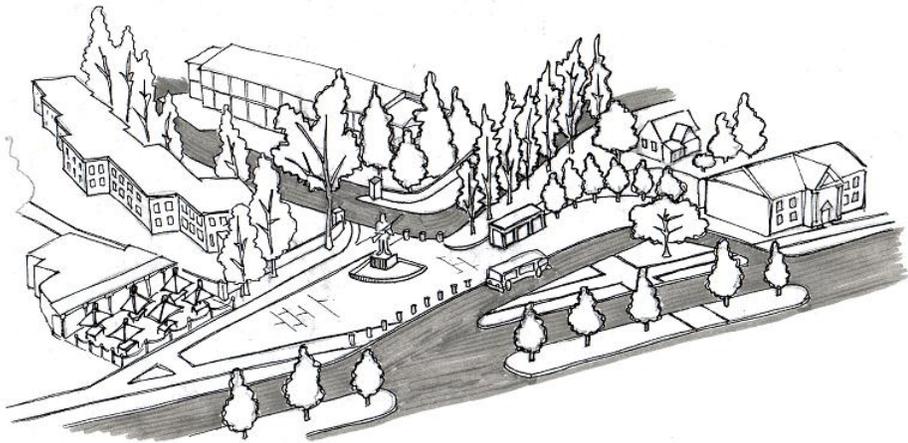


Figure 4.5b: Perspective rendering of bus pull-out, with plaza and median divider.

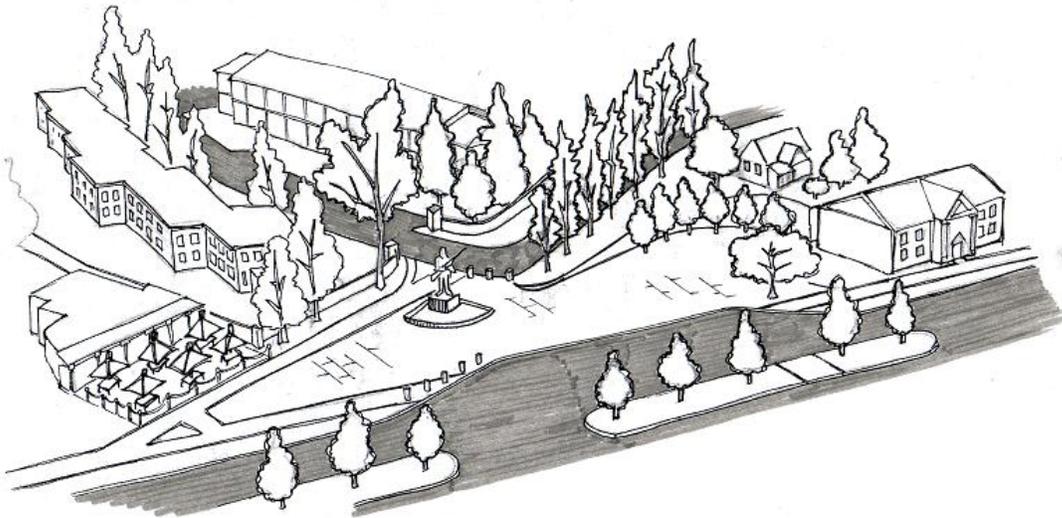


Figure 4.5c: Perspective rendering of bus pull-out, with plaza only and no median divider.

4.5.2 TRANSIT IMPROVEMENTS

The maps below provide additional information for the bus service improvements, as referenced in 3.2.3 Transit Improvements.

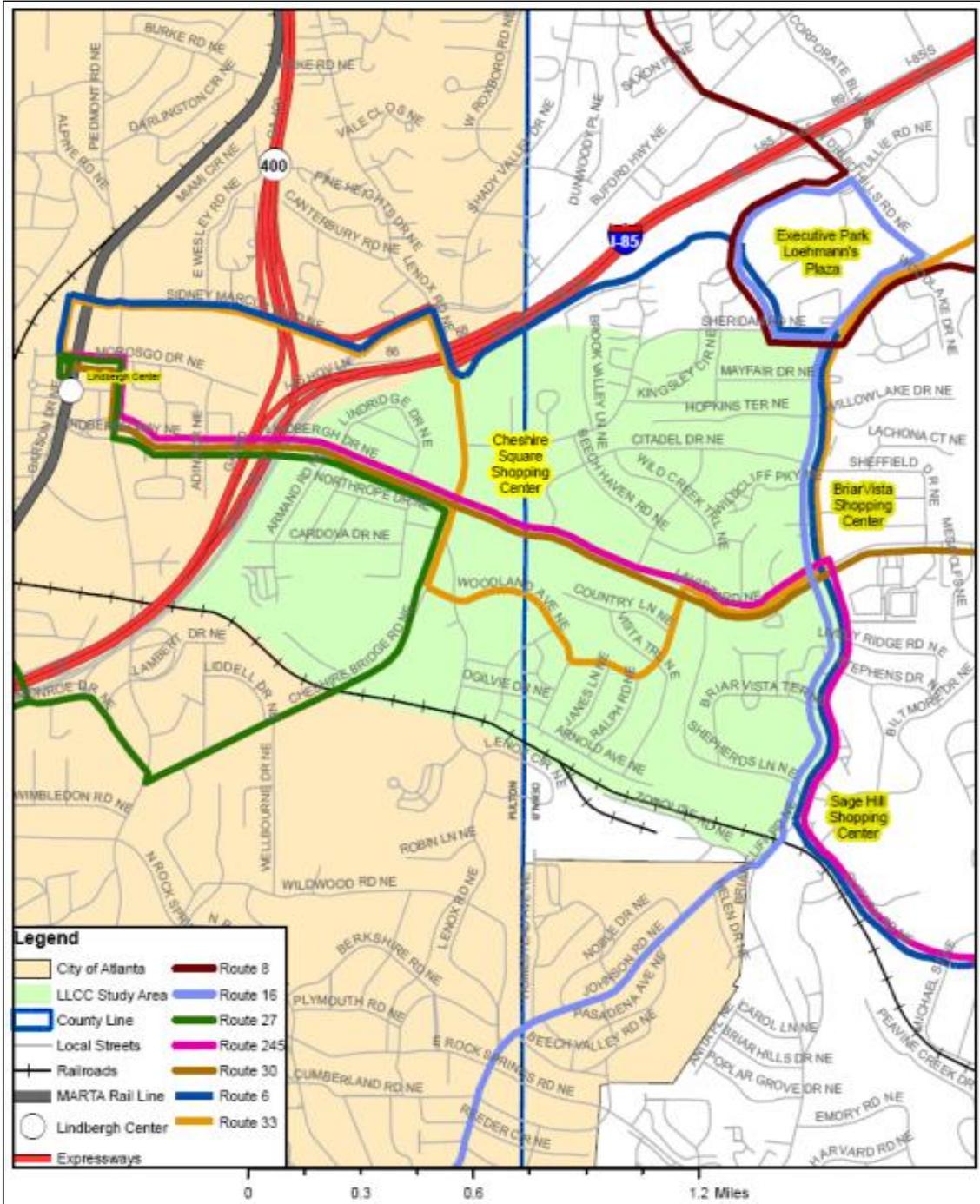


Figure 4.5d: October Charrette Map

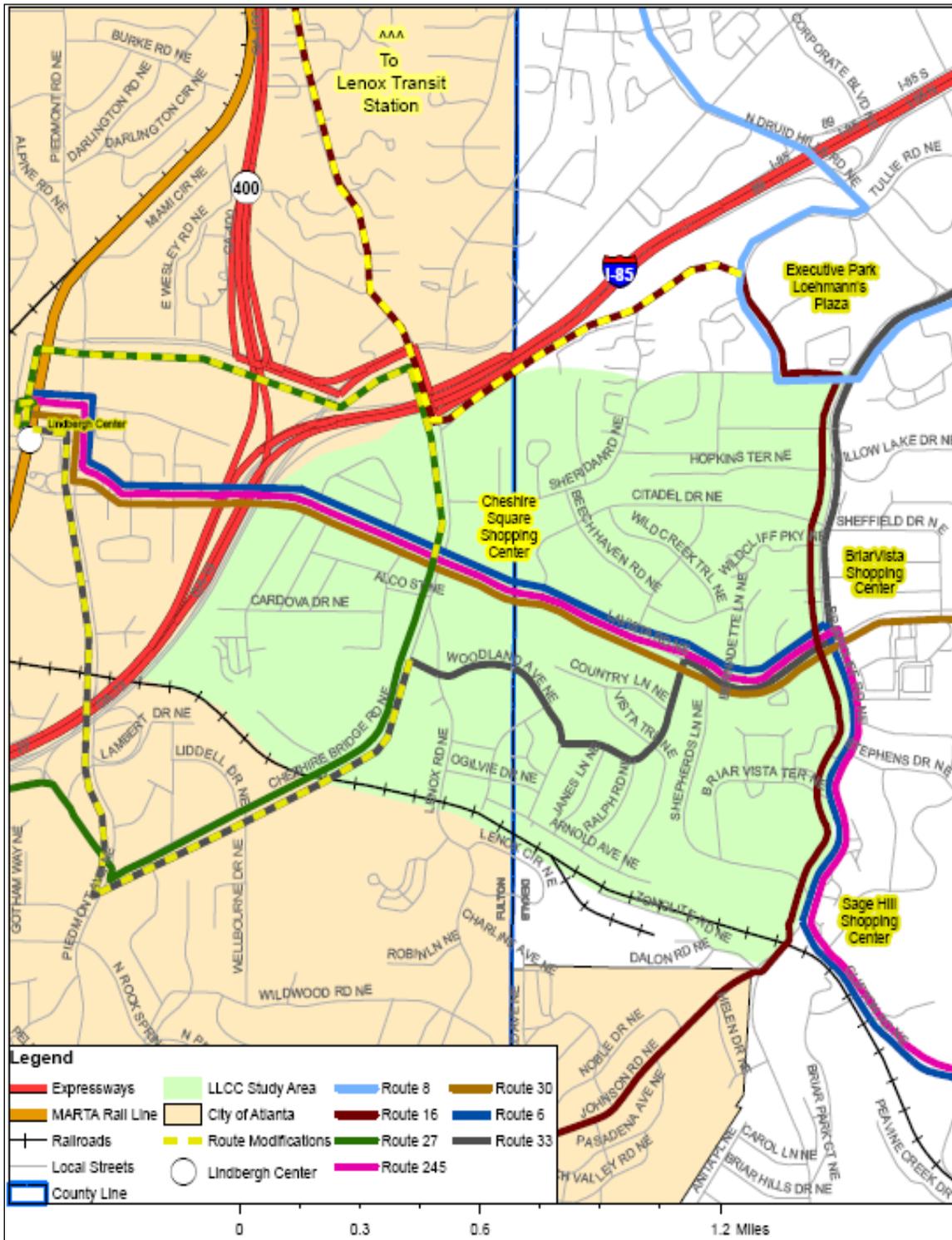


Figure 4.5e: Final Bus Route Recommendations Map

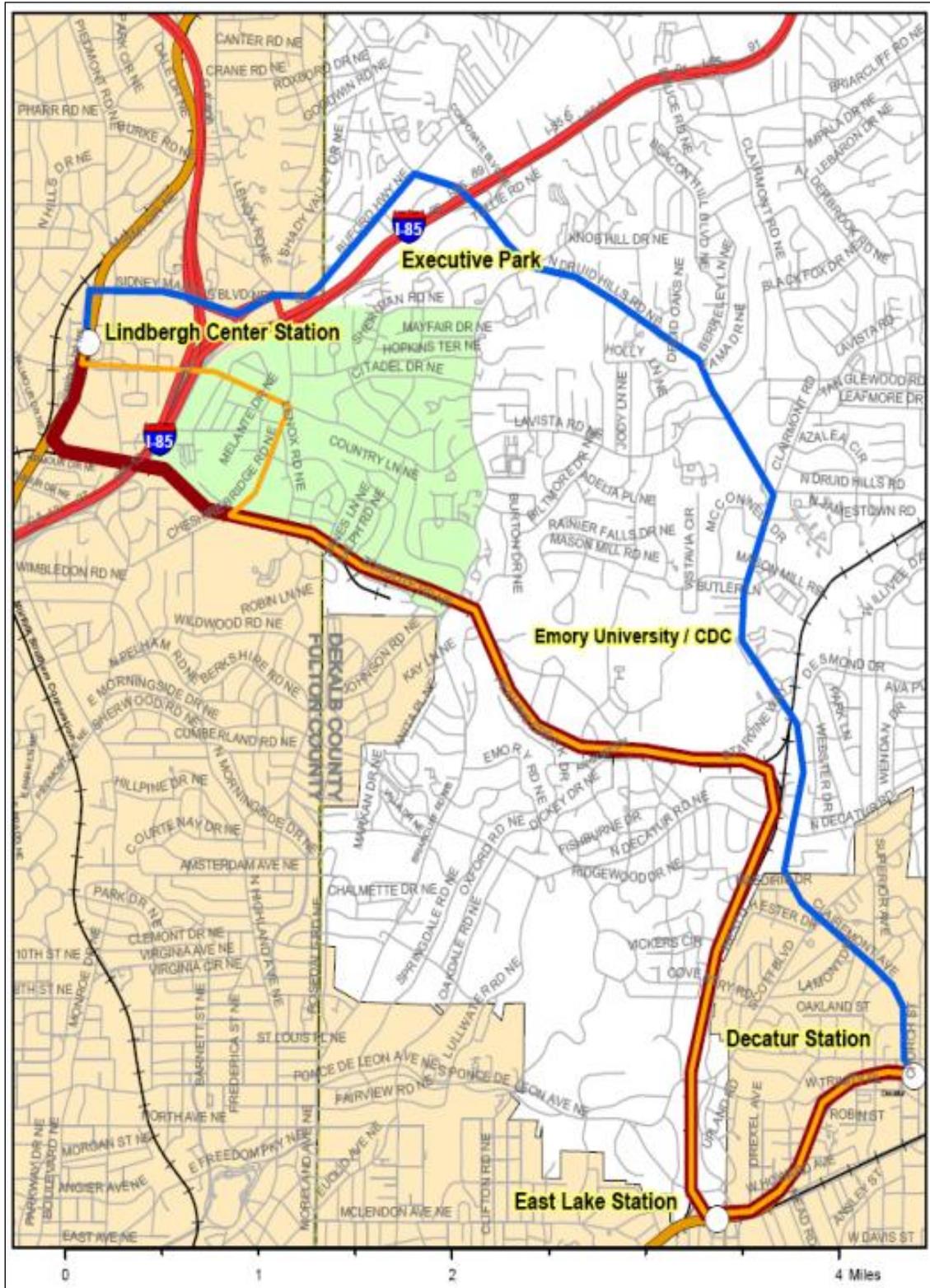


Figure 4.5f: Clifton Road Corridor Transit utilizing MARTA ROW (in blue) and CSX ROW (in orange).

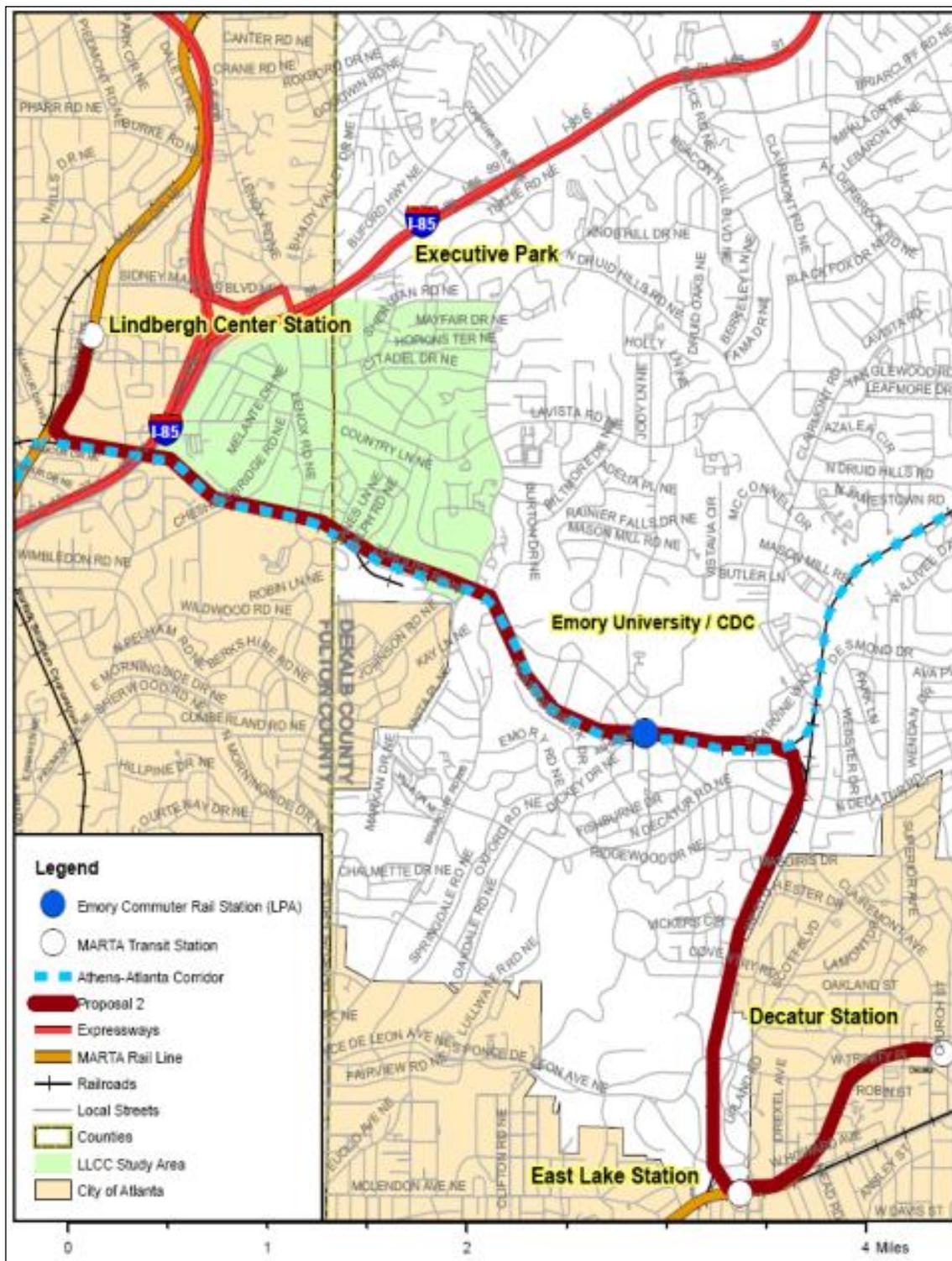


Figure 4.5g: Athens-Atlanta Commuter Rail utilizing CSX ROW.

4.6 RECOMMENDATIONS – GREEN INFRASTRUCTURE

4.6.1 FULL RECOMMENDATIONS AND RESOURCES

The chart below provides additional funding sources, as referenced in **3.3.1 Full Recommendations and Resources**.

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)

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Blueprints for Successful Communities 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 thirteen 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 Lindbergh-LaVista Corridor Coalition 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*

