Lindbergh LaVista Corridor Study – Final Report

Overview/Synthesis
Community Stakeholders

- La Vista Park Civic Association
- Lindridge/Martin Manor
- Lindbergh-La Vista Corridor Coalition
- Woodland Hills Neighborhood Association
“... potential overdevelopment is, I think, a challenge for this neighborhood. You have an area where everyone wants to come and build something and you just might get too much of it.”
“Six years from now it shouldn’t be embarrassing to say I live over by Cheshire Bridge.”

“I don’t really know how to describe where I live.”
NODES
“Speeding on the entire corridor is a big problem.”

“We only have two cross-walks on the entire stretch of La Vista between the county line and Woodland Hills Dr.”
CORRIDORS
“We need more parks and greenspace.”

“[the power easement] is a potential space for greenspace and for connectivity to get our neighborhoods going together.”
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Centers and Nodes
The first priority in our final recommendation process is to preserve the quality of the single-family neighborhoods.

Secondly, to enhance the existing appearance, accessibility, and use of the neighborhood shopping and commercial centers.
Centers & Nodes
Mixed-Use Approach
Connectivity

Nodes and Neighborhoods Comparison

Smaller nodes along a single pedestrian-friendly corridor

Major centers separated by large distances.
Downtown Decatur very pedestrian-friendly.
Connectivity

Fewer medium-sized nodes.

Most are congregated within short distances of each other, located along two corridors.

- activity areas
- nodes
- major roads
- major highways
Organizational Structure
Charette Feedback: Cheshire & Lindbergh/La Vista Node

Proposed greenspace

Places for gateways defining the node

Collective vs. segmented greenspace
Walkability > cars' convenience

Majestic Apt's owner

Red boxes = park (Tyron)
Charette Feedback: Briarcliff & LaVista Node

- Buffer to protect residential from commercial
- Alley for hidden parking and building access
- LaVista Road
- Consolidated curb cuts
- Dividing existing commercial strips & surface parking into smaller blocks
- New route from residential to commercial with improved connectivity
- Existing route from residential to commercial

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Node Proposals
Node Proposals
### Achieve Community Vision: Short Term

<table>
<thead>
<tr>
<th>Proposals</th>
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<tbody>
<tr>
<td>1) &quot;Quality of Life&quot; Zoning</td>
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<tr>
<td>2) Building Height Limitations</td>
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<tr>
<td>3) Inclusionary Ordinance</td>
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<td>4) Shared Parking Program</td>
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<td>5) Improved Circulation Signage</td>
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<td>6) Senior &amp; Disabled Support Services</td>
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<td>7) LCI application Status</td>
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<tr>
<td>8) Transit Consolidation</td>
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<tr>
<td>9) Non-profit Land Trust</td>
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<tr>
<td>10) Non-profit Redevelopment Group</td>
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<td>11) Increase Local Business communication</td>
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Zoning Recommendations: Ensure “Quality of life” zoning at Nodes

- MRC and NC zoning
  - Promote pedestrian-friendly environments
    - Eliminates parking between sidewalk and building
    - Smaller blocks
    - Wider sidewalks
    - Allows shared parking

- Create building height limitations that correspond to street width and neighborhood
  - 2-3 floors on edges of nodes
  - 5-6 floors in heart of nodes
Rental Housing & Affordability Strategy

- Why is this vital?
  - Supports housing for neighborhood service sector, educator workforce
  - Attracts younger population to support wider variety of retail

- How to support availability
  - Support inclusionary zoning: MCR zoning has affordable housing bonus for developers
  - Create non-profit to invest in land trust
**Recommendation:** Allow developers to pay fees into a municipal parking or traffic mitigation fund in lieu of providing the required parking on site.
LCI Application: Monitor Grant Status
Better utilize and enhance senior & disabled services
Detailing the process: Community Improvement District

**Short**
- Bring Local Businesses together
- Discuss Common Goals
- Discuss Boundaries

**Mid**
- Create Business/Merchants Association

**Long**
- Begin Steps to formalize into CID
- Formalize CID Vision
- Leverage assessments to achieve community vision
Community Improvement District

- CIDS provide a strong platform for public and private sector collaboration.

- Raise funds through self-assessment, by adding up to 5 mills on top of existing property taxes.

- Uses of funds:
  - Develop strategic plans (land use planning)
  - Street/road construction & maintenance
    - Including curbs, sidewalks, and traffic control devices
  - Create park areas and recreational facilities
  - Storm water/sewage collection & disposal
  - Public transportation
  - Terminal/parking facilities
Community Improvement District (cont.)

Table 1. Metro Atlanta’s CID’s

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<tr>
<td>Cumberland CID</td>
<td>1988</td>
<td>$5.6 million</td>
<td>5</td>
<td>Cobb County</td>
<td>Suburban</td>
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<tr>
<td>Atlanta Downtown CID</td>
<td>1995</td>
<td>$3.0 million</td>
<td>2.5</td>
<td>City of Atlanta</td>
<td>Downtown</td>
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<tr>
<td>Town Center Area CID</td>
<td>1997</td>
<td>$1.9 million</td>
<td>5</td>
<td>Cobb County</td>
<td>Suburban</td>
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<td>DeKalb Perimeter CID¹</td>
<td>1998</td>
<td>$1.2 million</td>
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<td>Suburban</td>
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<td>Fulton Perimeter CID¹</td>
<td>2002</td>
<td>$1.4 million</td>
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<td>Buckhead CID</td>
<td>1999</td>
<td>$2.5 million</td>
<td>4</td>
<td>City of Atlanta</td>
<td>In-town</td>
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<td>South Fulton CID</td>
<td>1999</td>
<td>$172,000</td>
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<td>Midtown CID</td>
<td>2000</td>
<td>$3.5 million</td>
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<td>City of Atlanta</td>
<td>In-town</td>
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</table>
Achieve Community Vision: Mid Term

Proposals

1) In-Fill Development Strategy
2) Increase Green space
3) On-street Parking
4) Branding & Signage
5) Form Business Association
Non-Profit Investment Fund

- Goals
  - Speeding up the redevelopment process.
  - Sets an example for developers to follow.

- Uses of funds:
  - Prepare for new construction
  - Gap financing
  - Complete structure development
  - Acquire/resell

- Target properties
  - Blight
  - Potential
The Livable Communities Coalition has a scorecard that rates developments using several criteria that fit with the LLCC’s community vision.

- 8 Main categories
  - Location and Service Provision
  - Density and Compactness
  - Diversity of Use
  - Diversity of Housing
  - Accessibility, Mobility and Connectivity
  - Pedestrian Safety, Streetscapes and Parking
  - Environmental Protection
  - Community Needs and Local Development
Development Scorecard: How it works
Development Scorecard Example

Is the project located at a site that the community or the local comprehensive plan identifies as a priority area for development?

<table>
<thead>
<tr>
<th>2</th>
<th>Check appropriate box</th>
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</thead>
<tbody>
<tr>
<td>Poor</td>
<td>Project site is outside and not contiguous to and is more than a ¼ mile away from any area that the community (through the local comprehensive plan) has identified as a priority area for development.</td>
</tr>
<tr>
<td>Good</td>
<td>Project is contiguous to an area that the community (through the local comprehensive plan) has identified as a priority area for development and is within ¼ of a mile from existing developed areas.</td>
</tr>
<tr>
<td>Very Good</td>
<td>Project is within an area that the community (through the local comprehensive plan) has identified as a priority area for development and or inside an Atlanta Regional Commission Livable Centers Initiative (LCI) planning area.</td>
</tr>
<tr>
<td>Excellent</td>
<td>Project is within an area that the community (through the local comprehensive plan) has identified as a priority area for development and is within ¼ of a mile from existing developed areas.</td>
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</table>
Achieve Community Vision: Long Term

Proposals

1) Roadway Redesign & Widening
   • Reduce Curb Cuts
   • Create Medians
   • Widen & Improve Sidewalks
   • Streetscape & pedestrian amenities

2) Street Network
   • Increase connectivity & access
   • Trails & informal paths

3) Community Improvement District

4) Transit (CSX Rail) Access
Roadway Redesign

- Center median added to intersection
Roadway Redesign

- Center Median added to intersection.
- Increased density and street wall along LaVista & Cheshire Bridge.
View of Cheshire Bridge and Lindbergh
Plaza

Lindbergh

LaVista

Cheshire Bridge

Euclid Ave

Moreland Ave
Improve Block Structure

LLCC Suggested New Road Improvements

Parcel Boundaries
Block Forms
Proposed Roads
Improve Block Structure
Improve Block Structure
Corridors
Corridors

ISSUES

- Traffic congestion
- Lack of street connectivity
- Lack of crosswalks and other pedestrian amenities e.g. sidewalks
- Pedestrian safety
- Transit that does not fully accommodate needs of the area
- GA400 / I85 Interchange completion

VISION

- Multi-modal transportation options
- Improved streetscapes for better walkability, improved pedestrian safety, and better traffic flow
- Improved transit options and performance
- Recognizable neighborhood identity
Proposed Major Improvements

- Intersection Alignments
  - Clifton @ Briarcliff
  - Johnson @ Briarcliff
  - Lenox @ Cheshire Bridge
  - Sheridan @ Executive Park
- Corridor Alignments
  - Executive Park/Chantilly
Proposed Minor Improvements

- Sheridan @ Cheshire Bridge
  - Add Exclusive SB Left
- LaVista @ Briarcliff
  - Add Additional NB/SB Thru Lanes
- Lindbergh/LaVista @ Cheshire Bridge
  - NB/SB Exclusive Right Turn Lanes
  - Convert SB Thru to Additional Left
- Re-time and Coordinate Signals Throughout
Recommendations

- Lobby for design changes that mitigate or eliminate the effects of the GA 400/I-85 interchange project on the northwestern part of the study area.
- Use Briarcliff Road study and programmed intersection upgrades in conjunction with future development to get improvements implemented.
Proposed Sidewalk Improvements

- Develop plans for Safe Routes to School routes (purple) around Briar Vista Elementary
- Urgent improvements (red)
  - Sidewalks on both sides of the street
  - Connecting and continuing routes
- Desired Improvements (yellow) help to create a cohesive pedestrian network
- Added Crosswalks (burgundy) for safety and connectivity in the pedestrian system
- Establish pedestrian zones (pink) at major developments / nodes
  - Pedestrians are favored in such zones over vehicles
Proposed Street Improvements

Cheshire Bridge Road
- Recommend multi-modal improvements
- Develop buildings closer to the street
- Couple Improvements with Connect Atlanta Plan

Lindbergh Road / LaVista Road
- Improve pedestrian safety
- Encourage travel modes beyond driving
- Widen road at key intersections to allow for turn lanes

Neighborhood Streets
- Maintain one lane in each direction
- Keep low speeds to encourage biking
- Add/Improve sidewalks to fit with pedestrian network
Recommendation

- Develop and/or enhance safe, reliable, and connective networks of movement for all modes of transportation, particularly for pedestrians.
Proposed Gateway Concepts

Corridor Gateway
Neighborhood Gateway
Proposed Lighting Concepts
Proposed Signage Standards

- Limit and/or eliminate billboards
- Use signage to reinforce the character of the area
Attractive Streetscape Design
Establish a strong identity for the Lindbergh-LaVista Corridor in which gateway treatments are applied at appropriate entry-ways and intersections, lighting standards accentuate special street features, visually appealing signage entices both residents and visitors alike, and good streetscape design exist.
Transit Recommendations

- Work with MARTA to adopt signage that includes route numbers, names, schedules and maps
- MARTA “I-Stops” should be encouraged
- Work with MARTA to release real-time bus transit info to the public (already provided on-board in MARTA buses)
- Work with MARTA to provide enhanced bus shelters
- Collaborate with MARTA to consolidated bus stops (especially on Lindbergh/Lavista)
- Pilot “pulloff” concept at Lenox/Cheshire Bridge
Fixed Guideway Improvements: Charrette and Final Proposals

Charrette Proposals

Recommended Proposal

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Station location finalized in 2003 EA study; however might be revisited.

LLCC encouraged to coordinate with GDOT, Emory, CCTMA and MARTA to work on connecting service to eventual station location.
Recommendation

- Provide viable transportation alternatives by encouraging transit improvements that are convenient, equitable, neighborhood-appropriate
City of Atlanta and DeKalb County Comprehensive Transportation Plans

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Think comprehensively about the area when designing transportation initiatives.

Form a transportation subcommittee and get involved in public comment periods for all projects.
- Track projects online at GDOT website
- At public comment opportunities speak about vision for the area (sidewalks, crosswalks, ROW, streetscapes, etc.)

Work in conjunction with representatives from both jurisdictions to ensure projects cross the county line, fulfill community vision, meet all required standards, and are fully realized.

Serve on advisory committees for transportation projects when able.
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Environment
Environmental Vision

- It’s important to view the neighborhood environment holistically, and the interrelatedness between environmental projects.
- Expanding parks and creating a trail network can be seen not as individual actions, but as part of a green infrastructure plan which offers co-benefits across a number of spectrums.
- Organization is critical to developing this kind of unified vision and understanding.
- Developing a set of short, intermediate and long term goals, and prioritizing projects may be the best way to utilize varying resources and public sector support.
The formation of a neighborhood conservancy group will improve organization and better achieve neighborhood-level goals, instead of relying on DeKalb and Atlanta to serve them.

This type of organization is especially critical if the neighborhood wishes to advocate a substantial trail and park network.

Grants and government funding can be more easily obtained by this type of group.

The Morningside-Lenox Park Association and the Piedmont Park Conservancy are nearby groups that face similar challenges, and could be drawn upon for influence and advice.
Parks and Greenspace

- The community lacks space for community functions, physical activity and access to natural resources.
- There is an opportunity to develop space for each of these purposes by either adapting current resources or by acquiring new ones.
The only park space currently in use is LaVista Park, which due to its topography is perhaps better suited to be a natural park.

Dekalb County owns acreage surrounding Zonolite. A well defined plan for it could influence the county and provide an early boost to the South Peachtree Creek trail initiative.
Property adjacent to Briar Vista Elementary has been explored in the past by Dekalb County as a potential park.

Smaller parcels could be obtained in coordination with future trail or pocket park projects.
Highlights include:

- South Fork of Peachtree Creek Trail
- Morningside Nature Preserve
- Parks
- Off street routes to schools including Emory University
- Safe pedestrian access to shopping nodes
20 miles of multiuse, ped/bike trails would connect the LLCC to schools, parks, shopping, neighborhoods and to the Atlanta region

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

Neighborhood Trails
- Narrower and slower for local connections
- Utilize floodplains and other green corridors
- Trail junctions at shopping nodes and street crossings
- Trail connections would be implemented as easements become available
- Utilize volunteer labor
Design Features

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

Short Term

- Create and utilize a neighborhood park and trail conservancy
- Communicate with potential trail partners, Atlanta, DeKalb County, Southfork Conservancy, Morningside Nature Preserve, etc.
- Discuss route with landowner stakeholders in the LLCC
- Seek and secure funding
- Layout regional trails
- Utilize Georgia Power tower replacement along easement and Peachtree Creek trail segments that overlap with other plans

Long Term

- Build trail segments on available, accessible parcels
- Encourage other neighborhoods to build their own trail system for a greater network
- Link segments together
Why Stormwater Management?

- Improperly managed runoff pollutes rivers and streams
- Flooding, erosion, clog sewers, destroys habitats
- Stormwater and land development integration
Stormwater Management Typology: Prevention Strategies

Alternate Pavers

Green Parking
Infiltration Basins

Infiltration Trenches

Sand and Organic Filter

On-lot Treatment
Proposed Road Cross Section:
With Curb and Gutter on South Side of Lavista Rd
Stormwater Policy Implementation

- Metropolitan North Georgia Water Planning District
- MNGWPD was established in 2001 -16 county district (including Dekalb and Fulton)
- District-Wide Watershed Management Plan – provides guidance on funding stormwater efforts at the local level
Environmental Impacts
Impervious Surface & Tree Cover

• Impervious Surfaces
  • create and accelerate runoff
    • increase water pollution
    • increase flooding

• Tree cover
  • provides shade
  • reduces runoff
  • adds to the character of the area

• The intersection of ISA with lack of tree cover concentrates heat (urban heat island)
  • increases ozone formation
  • elevates risk of heat stress
  • increases runoff
  • decreases groundwater recharge
Environmental Impacts
Impervious Surfaces

Commercial parcels around the LLCC area are (on average) 60% impervious surfaces.

Single Family parcels are 11%.

Strategies should focus on new development.

**Short term:** Urge policy makers to adopt lot coverage limits for non-residential uses & to unify regulations for Atlanta and DeKalb. Encourage parking maximums.

**Long term:** Incorporate stormwater management into design of new infrastructure (streetscapes, etc.)
Environmental Impacts
Tree Cover

Atlanta’s Tree Ordinance is a good example of strong ordinance.

Currently Atlanta and DeKalb have separate ordinances.

Short term: Encourage preservation of residential trees.

Partner with local orgs like Trees Atlanta.

Urge elected officials to strengthen and unify existing tree ordinances.

Long term: Ensure trees are part of improvements in other areas (nodes, corridors).

95% tree cover is held in Single Family Residential Parcels

all other land uses hold only 5% of the area’s total tree cover
Health

Future development can be directed to consider and benefit the health of residents.

Many measures to improve area health offer co-benefits in line with the area’s vision.

Enhancing transportation/trails/parks infrastructure
- Meets the needs of the area’s children, disabled, and elderly
- Increases active transportation / decreases auto-dependency
  - reduces risk of chronic disease
  - reduces air pollution
  - reduces crashes

Mitigating environmental impacts
- Reducing heat island
  - decreases heat stress
  - decreases air pollution
- Controlling stormwater/reducing flooding
  - decreases vector habitat