

NORTH BUCKHEAD NEIGHBORHOOD MASTER PLAN



May 15, 2015 DRAFT

Sponsored by:

North Buckhead Civic Association
Council-member Howard Shook

Prepared by: TSW

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City of Atlanta

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Thank You

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Table of Contents

Part 1: Executive Summary	1
Part 2: Context and History	11
2.1 Introduction	12
2.2 History	12
2.3 Recent Studies	20
2.4 Existing Planned Projects	24
Part 3: Existing Conditions	27
3.1 Demographics + Socioeconomics	28
3.2 Land Use	30
3.3 Transportation	36
3.4 Parks + Open Space	42
3.5: Environment	43
3.6: Infrastructure + Facilities	44
3.7 Urban Design + Historic Preservation	47
Part 4: Public Involvement	51
Part 5: Recommendations	59
5.1 Future Vision	60
5.2 Priority Recommendations	61
5.3 Demographic + Socioeconomic Recommendations	62
5.4 Land Use Recommendations	63
5.5 Transportation Recommendations	68
5.6 Parks + Open Space Recommendations	82
5.7 Environmental Recommendations	88
5.8 Infrastructure + Facility Recommendations	89
5.9 Urban Design + Historic Preservation Recommendations	90
Part 6: Implementation	93
6.1 Action Program	94
6.2: Land Use & Zoning Changes	102





NORTH BUCKHEAD NEIGHBORHOOD MASTER PLAN

Part 1: Executive Summary

Priority Recommendation #1: Preserve and protect single-family areas.

Priority Recommendation #2: Maintain the North Buckhead-specific NPU B Policies identified in the 2011 Comprehensive Development Plan.

Introduction

North Buckhead is a diverse neighborhood featuring a mix of land uses and housing types. The neighborhood is home to over 9,000 residents living in 1,600 houses in the single-family core and 4,100 multifamily units at its edges.

With Georgia 400 traversing through the neighborhood, and Peachtree Road, Roswell Road, Piedmont Road, and Peachtree Dunwoody Road at its borders, redevelopment of the edges is likely to continue in the coming decades, particularly on the western and southern sides.

For development to occur in a way that does not jeopardize the quality of life for existing residents, this neighborhood-based plan was created to guide growth, rather than simply react to it. It calls for doing so in a way that preserves and builds on area strengths, responds to challenges and weaknesses, and fully addresses existing concerns about land use, transportation, parks and open spaces, the environment, infrastructure and facilities, and urban design and historic resources.

The following is a summary of recommendations to achieve this. Please refer to Part 5 for details on each.

Master Plan Vision and Goals

The vision for North Buckhead is of a connected, safe, green, vibrant, and sustainable neighborhood that includes a thoughtful mix of land uses, housing types, and a balanced transportation system. More details of this vision can be found in Part 5.

Specific goals supporting this vision are to:

- Protect existing single-family areas.
- Preserve the neighborhood's character and historic resources.
- Create a park-accessible neighborhood.
- Establish a blueprint for growth.



Map showing neighborhood boundaries.

- Address cut-through traffic and speeding.
- Promote walking, bicycling, and transit use.
- Target key intersections for transportation upgrades.
- Make efficient use of existing transportation infrastructure and management.
- Enhance neighborhood services and amenities.

Existing Conditions

The planning process included a review of existing conditions. The North Buckhead Civic Association (NBCA) Board and other North Buckhead stakeholders aided in the effort to document these conditions. Among the key findings are that:

- North Buckhead's size and diverse land uses make it unique among Atlanta neighborhoods.
- The forested single-family core of the neighborhood is a tremendous asset.

- The neighborhood has diverse development patterns, largely owing its development history.
- There is a backlog of needed transportation improvements.
- Pedestrian and bicycle facilities are generally neither adequate nor safe.
- Commuter and other pass-through traffic negatively impacts the neighborhood's quality of life by generating traffic congestion at peak hours and speeding at other times.
- There is insufficient park space; most homes are not within a 10 minute walk of a park.

Recommendations

Priority Policies

Of the recommendations that follow, not all are of equal importance. The following two policies are central to the realization of the plan's vision.

- **Priority Recommendation #1:** Preserve and protect single-family areas.
- **Priority Recommendation #2:** Maintain the North Buckhead-specific NPU B Policies found in the 2011 CDP and listed on page 22.

Demographic + Socioeconomic Recommendations

North Buckhead has diverse residents and businesses. This diversity should be preserved and expanded in the future.

- Foster a neighborhood that supports diversity.
- Establish a “lifelong neighborhood.”
- Seek to include the broader community in neighborhood affairs.

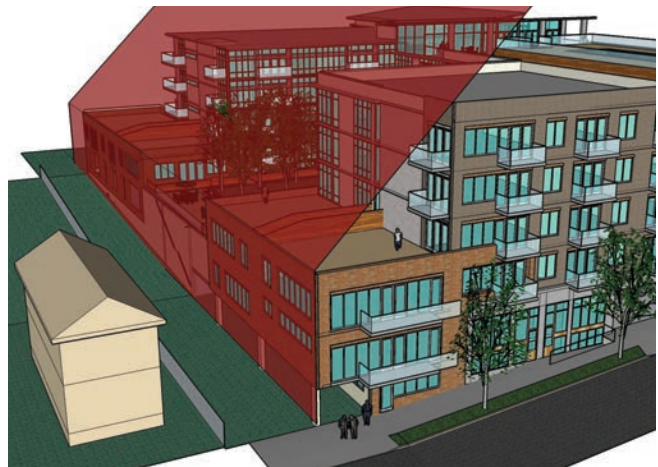
Land Use Recommendations

The recommended land use plan allows growth, but directs it into appropriate locations.

- Achieve the land use vision of the North Buckhead Framework Plan. See page 103 for specific changes to CDP's 15-Year Future Land Use Map that support this vision.



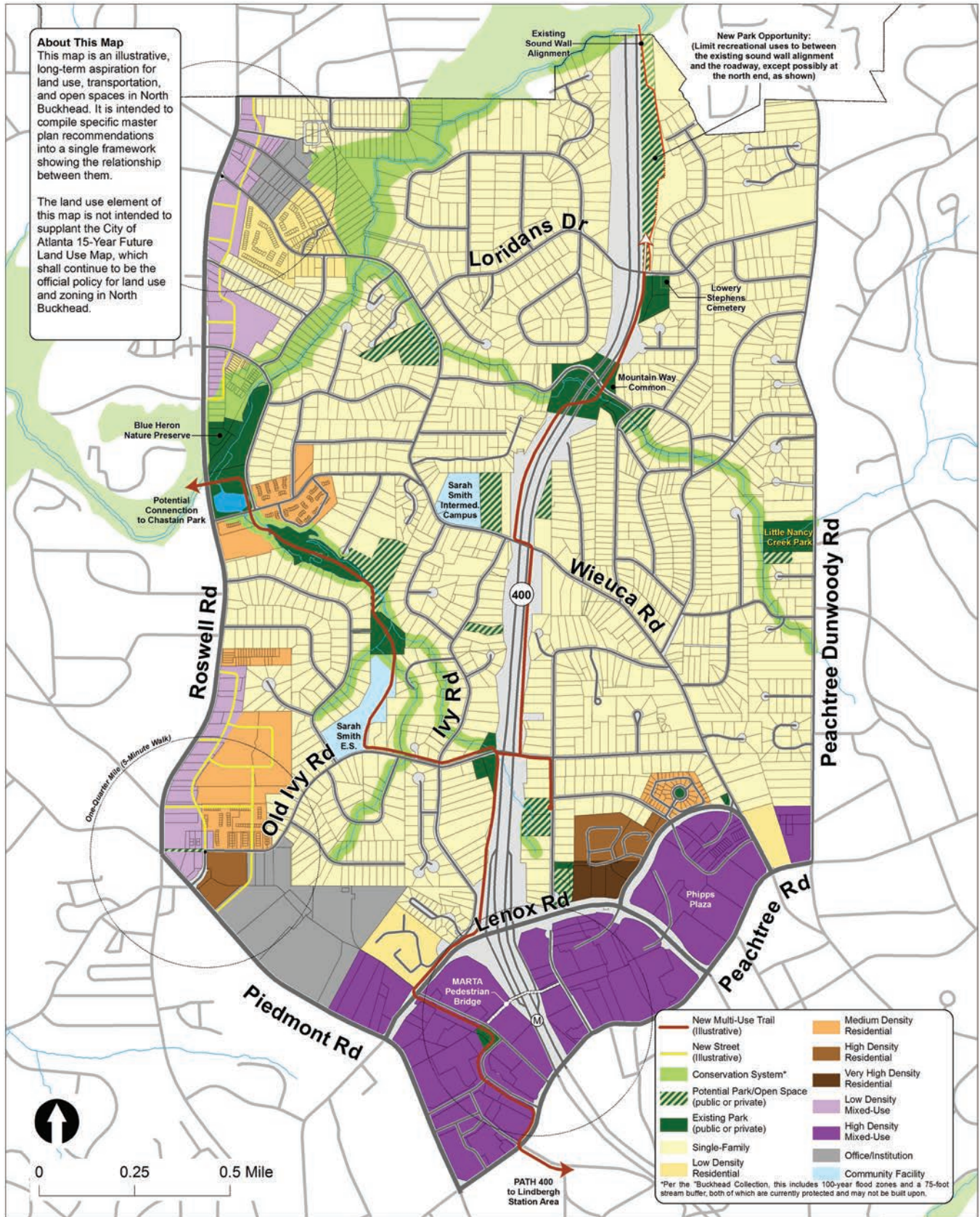
Children and the elderly should be considered when making planning decisions, as they are often most impacted by neighborhood design and transportation



The transitional height plane provides protection for single family houses and will be critical with future redevelopment along Roswell Road.

- Encourage the redevelopment of auto-oriented commercial uses along Roswell Road into walkable mixed-uses that benefit and serve residents.
- Support transit-oriented development (TOD) around the Buckhead MARTA Station that responds to the station's context and access, and respects the Framework Plan.
- Provide appropriate height transitions from new development to single-family areas.
- Provide buffers between new development and single-family residential areas.
- Amend the Future Land Use Plan.

Figure 3.1: Framework Plan (see important note about this map below)



Note: This is not an official future land use map. See page 103 for recommended changes to the CDP's 15 Year Future Land Use Plan Map.

- Update Zoning on Roswell Road.

Transportation Recommendations

Transportation means providing accessibility and mobility for people, not just cars. The neighborhood needs enhanced access to existing transit service, new pedestrian, and bicycle facilities, traffic calming, and strategic vehicular upgrades.

- Create a balanced transportation system that serves pedestrians, bicyclists, transit users, and drivers.
- Promote and enhance walking and bicycling throughout the neighborhood.
- Use a complete street approach for new or redesigned streets.
- Upgrade sidewalks and streetscapes as redevelopment occurs.
- Incorporate lighting upgrades into planned sidewalk and streetscape projects.
- Use impact fees locally to implement projects identified in this plan, when possible.
- Promote transit use.
- Support current PATH400 plans.
- Improve traffic operations with technology.
- Encourage developer-built walking paths.
- Encourage convenient signalized crosswalks where appropriate.
- Retrofit existing pedestrian-unfriendly buildings for greater walkability.
- Encourage shared parking.
- Use traffic calming and street design to reduce the impacts of speeding in the residential core.
- Establish and implement the Roswell Road Streetscape Standard.
- Support access management practices for Roswell Road, Piedmont Road, and Peachtree Road, especially with redevelopment.
- Provide neighborhood access to redevelopment sites along Roswell Road.
- Maintain neighborhood streets, sidewalks, and rights-of-way.
- Collaborate with the Georgia Department of



High quality, accessible sidewalks should be provided neighborhood-wide, such as this area in Tower Place.



Crosswalks should be repainted where they are worn, substandard, or non-existent.



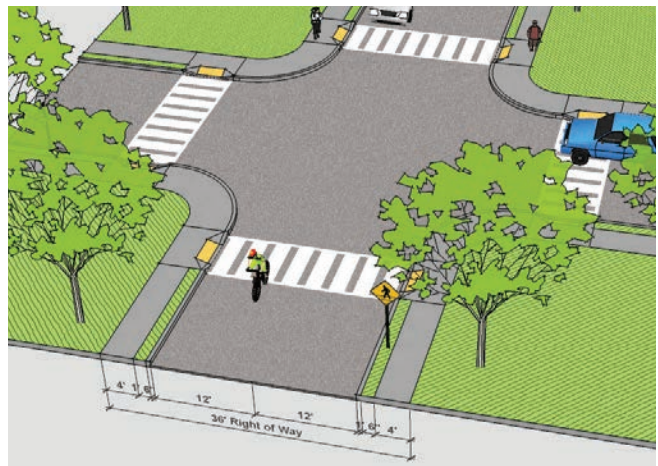
Protected bike lanes include a buffer between bicyclists and cars. Image courtesy Paul Kreuger.

Transportation (GDOT) and developers on Roswell Road/Piedmont Road/Habersham Road intersection improvements.

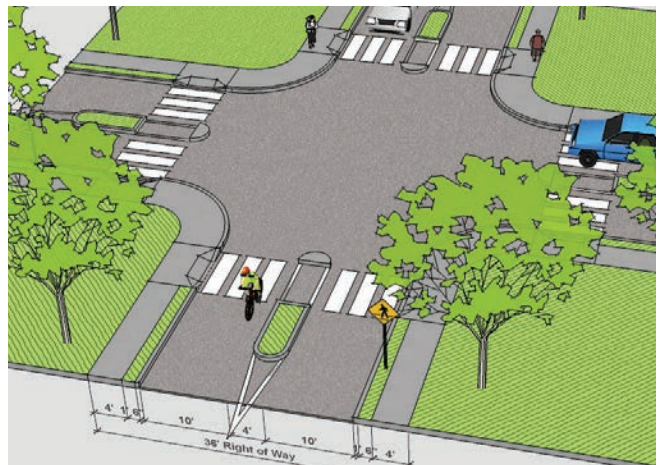
- Collaborate with GDOT, developers, Atlanta, neighborhoods, and Sandy Springs on Wieuca Road/West Wieuca Road/Roswell Road intersection area improvements.
- Increase enforcement of traffic regulations.
- Increase enforcement of the City's pavement disturbance permit requirements.
- Enforce intersection visibility requirements.
- Collaborate to address PATH400 Parking.
- Repair or install neighborhood sidewalks.
- Implement near-term pedestrian safety, signal timing, and bus stop upgrades, and longer-term streetscape and BRT along Roswell Road.
- Upgrade the streetscape along Lenox Road.
- Construct the Georgia 400/Lenox Gateway.
- Implement the Buckhead Loop Superblock Pedestrian project.
- Install standard and enhanced crosswalk improvements.

Please see Figure 1.2 for locations.

- Study and upgrade the following intersections:
 - Wieuca Road/Phipps Boulevard.
 - Roswell Road/Piedmont Road/Habersham Road/Old Ivy Road.
 - Roswell Rd./Wieuca Rd./W. Wieuca Rd.
 - Piedmont Road/Habersham Road.
- Conduct of a roundabout study of Wieuca Road/West Wieuca Road.
- Install a traffic signal on Roswell Road at The Ivys and Powers Ferry Shopping Center.
- Install a traffic signal at Wieuca Road at Loridans Drive.
- Implement Neighborhood Traffic Calming
Please see Figure 1.2 for locations.
- Repair potholes on neighborhood streets.
- Resurface neighborhood streets.
- Upgrade bus service on north Peachtree Road.
- Install bike racks at the MARTA station.



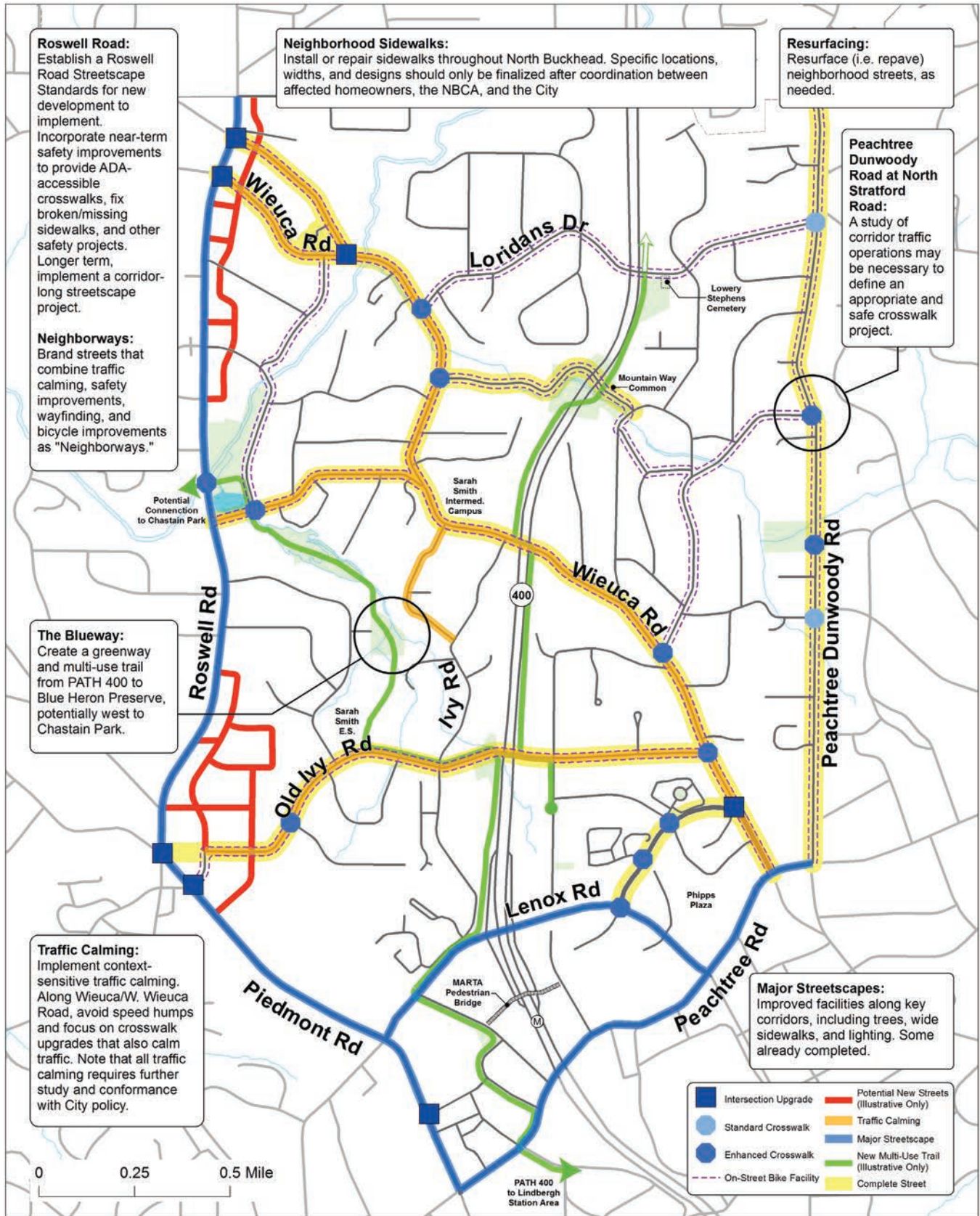
Standard crosswalk improvements include ADA ramps, paint, and signs.



Enhanced crosswalk improvements include standard improvements and could also include pedestrian refuges and/or control lights.

- Implement on-Street Bike Facilities.
Please see Figure 1.2 for locations.
- Construct multi-use trails, including:
 - Blue Heron Nature Preserve Blueway
 - PATH400 Phase 2
 - PATH400 Wieuca-to-Mountain Way Phase
- Perform a traffic study on Roswell Road.
- Build new streets With Redevelopment along Roswell Road
- Redesign the Tower Place Drive access point.
- Improve lighting on Wieuca Road.

Figure 1.2: Transportation Recommendation Overview



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

Parks + Open Space Recommendations

These recommendations focus on expanding and connecting North Buckhead's open spaces.

- Incorporate open space into new development.
- Encourage an appropriate relationship between parks and adjacent development.
- Support farmers markets and community gardens serving North Buckhead.
- Encourage individual park master plans throughout and future efforts to create, expand, and connect open space.
- Maintain the sound wall along both sides of Georgia 400 north of Loridans Drive.
- Avoid the development of the former Georgia 400 toll plaza area for uses other than open space.
- Encourage the City of Atlanta to develop more environmentally sensitive street standards.
- Create "friends" programs for new parks.
- Use the conservation subdivision ordinance to preserve open space.
- Expand the Blue Heron Nature Preserve.
- Create other new park and open space opportunities as land and funding are available.
Please see Figure 1.3 for potential locations.

Environmental Recommendations

Existing natural resources such as Nancy Creek, its tributaries, topography, and a heavy tree canopy, should be protected and enhanced.

- Preserve and enhance the tree canopy.
- Preserve and enhance stream corridors.
- Incorporate findings of Atlanta watershed studies into future plans.
- Encourage xeriscaping, use of native species, sustainable development, green infrastructure, and use of renewable energy.
- Minimize exterior light pollution.
- Implement neighbored tree plantings and clean-up events.

Infrastructure + Facility Recommendations

North Buckhead is well-served by utilities, but could benefit from targeted upgrades.

- Encourage the burial of low voltage utility lines along Roswell Road.
- Encourage underground utilities with redevelopment in other areas.
- Address crime on Roswell Road.
- Implement utility art on Roswell Road.
- Create a neighborhood Watch.
- Conduct a public safety audit.

Urban Design + Historic Preservation Recommendations

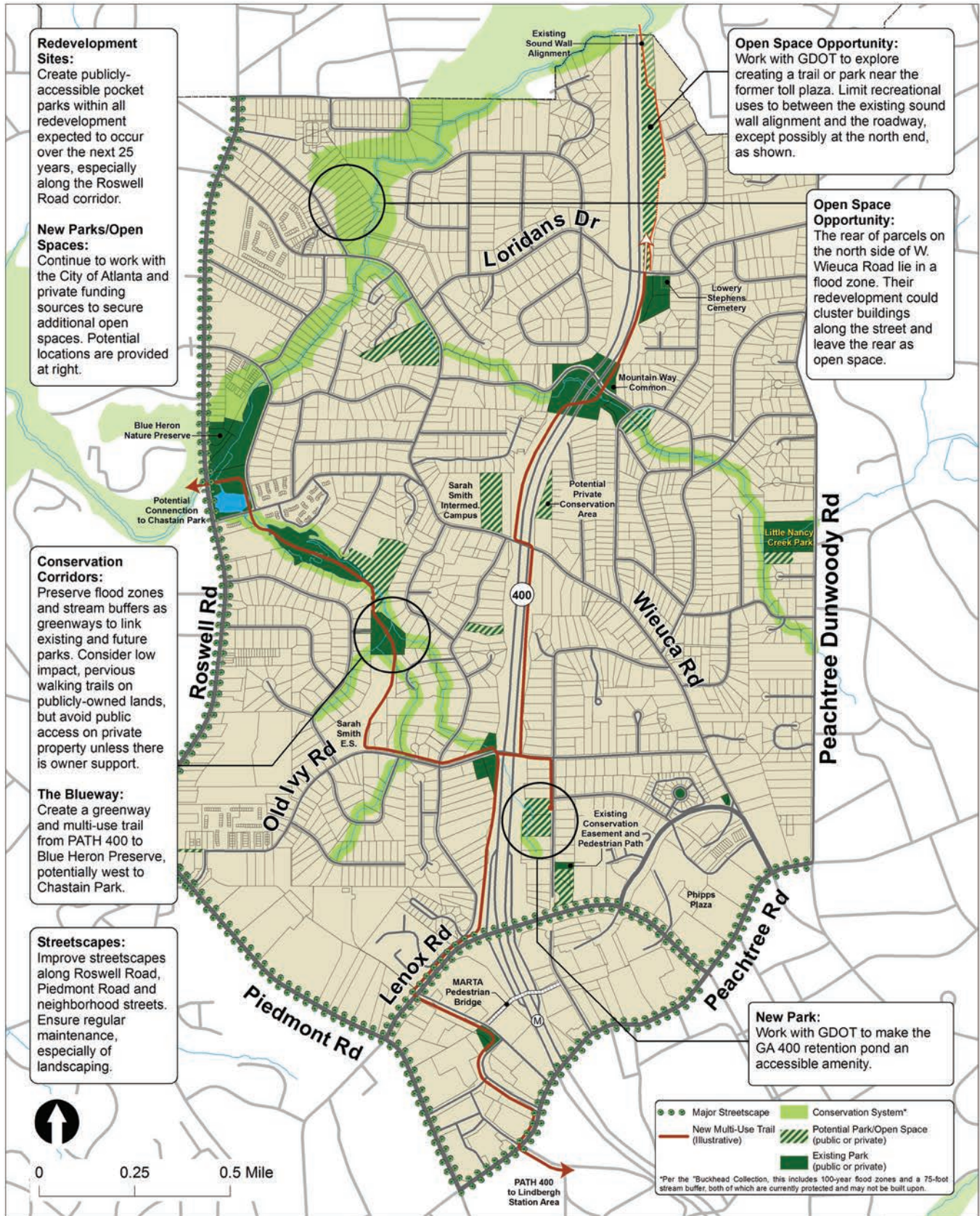
North Buckhead should preserve its existing character, while ensuring quality new development.

- Encourage quality building materials and quality architecture.
- Preserve historic buildings where feasible.
- Incorporate public art into new projects.
- Conceal parking with redevelopment.
- Continue "branding" the neighborhood.
- Support Buckhead Heritage's Interpretive Master Plan.
- Create a historic preservation study committee
- Assess Lowery Stephens Cemetery.



Community gardens, like the one shown here at Little Nancy Creek Park, provide an opportunity for locally grown food.

Figure 1.3: Open Space Framework



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.





NORTH BUCKHEAD

NEIGHBORHOOD MASTER PLAN

Part 2: Context and History

2.1 Introduction

The North Buckhead neighborhood is officially recognized by the City of Atlanta and is a part of the Neighborhood Planning Unit (NPU) B. North Buckhead is about 2% of the area of the entire City, and is one of Atlanta's largest neighborhoods. It is bordered by the City of Sandy Springs to the north, Peachtree Road to the south, Peachtree Dunwoody Road to the east, and Roswell and Piedmont Roads to the west, detailed in Figure 2.1. Area neighborhoods are shown in Figure 2.2.

2.2 History

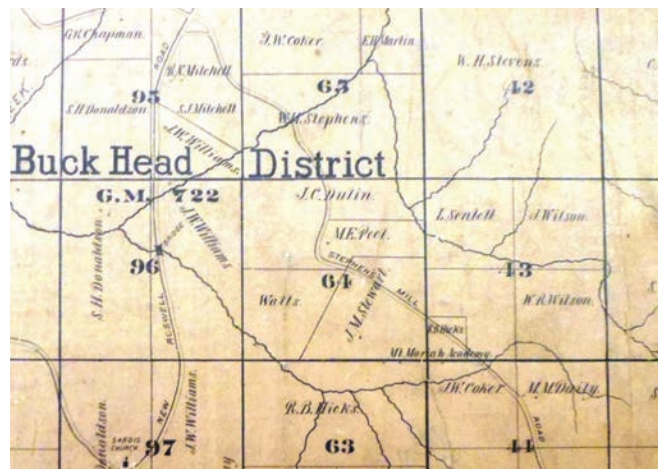
Before the arrival of non-indigenous settlers, North Buckhead was home to the Creek Indians. Their lands laid to the southeast of the Chattahoochee River. There is evidence of Creek habitation and farming in the Nancy Creek floodplain.

The earliest known non-indigenous residents of North Buckhead were John and Nancy Evins, who arrived in 1818. Shortly thereafter, in 1821, the Creeks ceded their lands upon which Atlanta and Buckhead would grow. Early settlers participated in the Georgia Land Lottery for land lots.

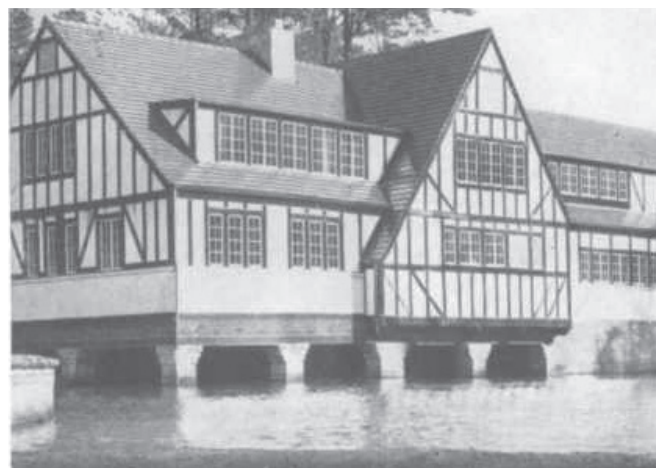
Although not in North Buckhead, use of the name "Buckhead" owes its existence to events in the 1830s, when Henry Irby bought 202.5 acres around the present intersection of Peachtree, Roswell, and West Paces Ferry Roads for \$650. In 1838 Irby built a general store on his property in the northwest corner of present day West Paces Ferry and Roswell Roads that quickly became a gathering spot for locals. Around the same time, hunter John Whitley killed a large buck on one of his frequent hunting forays and placed its head on a stake near Irby's store. The head was so impressive that people began to tell their friends that they would see them at the buck's head. The area became known as Buckhead.



Wilbur Kurtz's watercolor rendition of Henry Irby's Tavern in 1850, courtesy of the Kenan Research Center at the Atlanta History Center.



This 1893 Map of Fulton County shows land lots when the area was formally known as Buck Head. Image courtesy of the Kenan Research Center at the Atlanta History Center.



Wiley Moore's clubhouse at Lakemoore in 1938, just east of Roswell Road. Courtesy NBCA.

Figure 2.1: North Buckhead Neighborhood Boundaries



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

For much of the 19th century, North Buckhead was sparsely populated by farmers and mill operators. Grist and sawmills sprang up throughout area, notably Stephens Mill near Wieuca Road, formerly Stephens Mill Road, and Eidson's Mill near Lakemoore Drive, formerly Eidson Mill road. Around 1852, one of North Buckhead's landmarks was founded - the Lowery-Stevens Cemetery. Historians believe the cemetery was created when James Lowery was shot and killed by Wash Evins.

During the late 19th/early 20th century, North Buckhead began to emerge as a retreat for wealthy Atlantans. Among these was Georgia Governor John M. Slaton, who served from 1911-1912. Governor Slaton built a hunting lodge on Arden Way that stood until 2006.

By the early 20th century, North Buckhead had established itself as the site of summer cottages for the wealthy. Transportation advancements, such as an expanded streetcar system, encouraged growth in the community. Prominent businessman and elected official Wiley L. Moore, for example, established his "country estate on Roswell Road," as it was referred to in the Atlanta Constitution in the late 1930s. Estates and even a clubhouse for the elite were also built near what is now Lakemoore Drive and Blue Heron Nature Preserve.

This period also saw the construction of the Peachtree Gardens Dance Hall in 1926. The hall would become a fixture of the neighborhood for decades. It was one of several night clubs that existed in North Buckhead's early history. The building was large, at 17,000 square feet, which provided lots of room for dancing. Accordingly, it was the site of many social events. Later it became a favored site for high school proms and concerts. Gradually the neighborhood grew around it and, after a dispute with neighbors in 1980, it was closed. Heavily damaged by a 1990 tornado, it

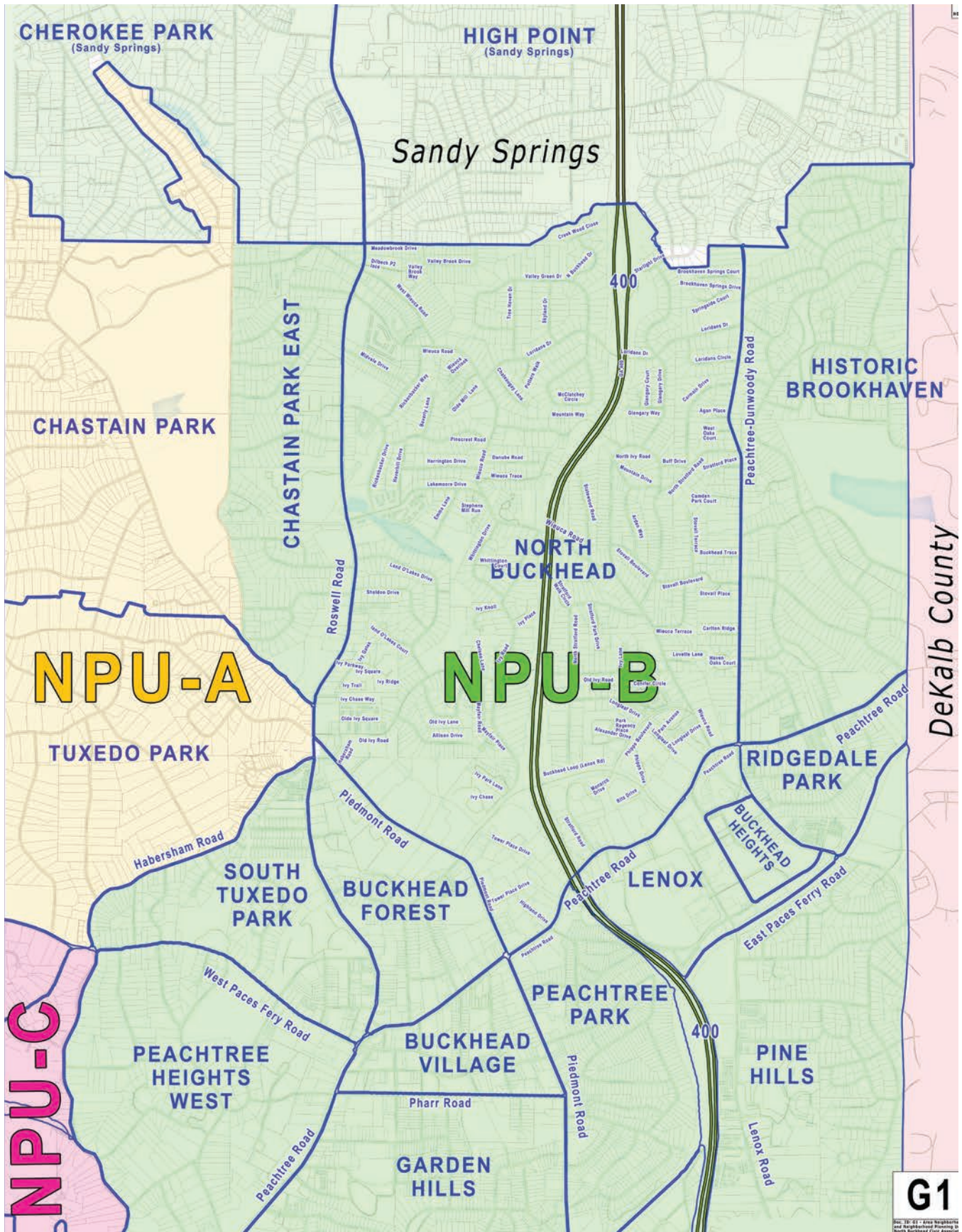


Lenox Square in 1959. Courtesy of Tracy O'Neal, Special Collections and Archives, Georgia State University Library.



This former hunting lodge of Governor John M. Slaton stood on Arden Way until 2006. Courtesy of Gordon Certain.

Figure 2.2: Area Neighborhoods and NPUs



Map Courtesy of NBCA, Gordon Certain

was ultimately demolished in 2000 to make way for single family homes. The new subdivision bears the name “Peachtree Gardens”.

After the end of World War II, there was a burst of postwar prosperity and growth in Atlanta. At the same time, many middle-upper class whites left the changing center city and moved to newer, more suburban areas like North Buckhead. New homes were built and many older homes were torn down to satisfy a growing middle-class population; most of North Buckhead’s growth occurred after World War II. Many ranch homes were built in this period, and some can still be seen today.

In 1952, North Buckhead was annexed into Atlanta. Lenox Mall first opened in 1959, followed by low to mid-rise office buildings. In the 1960s Lenox was joined by Phipps Plaza. The area’s first skyscraper, Tower Place, was built in 1974.

The completion of the I-85 to I-285 extension of Georgia 400 in 1993 and MARTA’s Red Line in 1996 also brought significant change to North Buckhead. The corridor occupied by the highway and rail line cut through the neighborhood and severed various street connections. Additionally, the increased access they provided (especially the parallel effort to create the “Buckhead Loop” Georgia 400 exit) spurred a wave of development.

As the 21st Century started, North Buckhead began to see an increased focus on more walkable development patterns. More pedestrian-friendly buildings and sidewalks were built near Peachtree Road. In the neighborhood’s core, the first new sidewalks were built in 1999/2000 along one side of Wieuca Road and one side of Old Ivy Road.



This is an example of a primary residence built in North Buckhead in the early 20th century. Courtesy of Andrea Bennett.



Recent decades have seen continued growth in the southern end of North Buckhead, near the MARTA station.

North Buckhead Organizations

A variety of organizations exist in North Buckhead. Their purposes and roles vary, with some general in nature and some targeted to specific issues. The following are major organizations.

Blue Heron Nature Preserve (BHNP)

The Blue Heron Nature Preserve is ostensibly just the operator of open space of the same name. Yet they also have a larger role in North Buckhead. They also provide a variety of educational programs involving wildlife, conservation and neighborhood history for children and adults. BHNP facilities include a community garden, office space for the Atlanta Audubon chapter, and a large non-profit international pre-school, Little DaVinci International School.

Buckhead Coalition (BC)

According to the Coalition's announcements, "The Buckhead Coalition is an influential nonprofit civic association, much like a chamber of commerce, for this affluent northern quadrant of the city of Atlanta. Its membership is limited to 100 CEOs of major area firms, by invitation. Its mission is to 'nurture the quality of life and help coordinate an orderly growth' within its 28 square miles, with a population of over 82,000. It was incorporated in 1988. Its founding President is Sam Massell, a former Mayor of Atlanta."

The Buckhead Coalition has often reached out to Buckhead neighborhoods and has made a variety of contributions to improve the general welfare of the area. In one particular contribution with a long-lasting impact, BC assisted NBCA in the acquisition of several speed-monitoring radar devices to assess the need for traffic calming and the efficacy of traffic calming changes on local streets.

Buckhead Community Improvement District (BCID)

According to BCID publications, "The mission of the Buckhead Community Improvement District is to create and maintain a more accessible and livable urban environment. We meet the challenges of growth by investing tax dollars collected from commercial property owners within the district, as well as other funds we leverage from outside the district, to make meaningful improvements in the transportation network and public realm that connect people and places."

About a quarter of North Buckhead is within the BCID's area of operations. The BCID works with the City of Atlanta and the GDOT to identify and fund transportation needs. North Buckhead residents are dependent on the BCID's actions to ensure transportation challenges are met, especially in the southern part of the neighborhood. Because of the limited number of arterial roads in North Buckhead, actions by BCID have profound impacts far beyond their boundaries.

Buckhead Council of Neighborhoods (BCN)

According to its mission statement: “BCN’s mission is to provide a more unified and stronger voice to address and protect the common interests and quality of life issues shared by all of the individual Buckhead neighborhoods, such as education, transportation, traffic, community development, and government services; and to enhance our neighborhoods’ influence in the larger arena of local politics and funding. By providing an independent forum for homeowners and neighborhoods to share common concerns and propose solutions for community betterment, BCN hopes to create an effective vehicle for making headway on larger Buckhead-wide issues. BCN will thus empower our neighborhoods to address matters in a more unified and influential manner that will get positive results.”

Buckhead Heritage Society (BHS)

According to BHS, its mission is: “Buckhead Heritage strives to enhance the quality of life in Buckhead by identifying, preserving, and promoting its historic resources. We endeavor to foster a conscious respect within the community for its rich and diverse history, ensuring that Buckhead’s historic resources are accommodated in future growth and secured for the benefit of the community.” BHS has worked with NBCA, LBI, and area residents to document North Buckhead’s history. Researching the neighborhood’s history is particularly challenging since the area was largely rural and agricultural until the 1920s. While several mill sites (Eidson Mill and Stevens Mill) are known and the Lowry-Stevens Cemetery has been identified, relatively little is known about the neighborhood’s early history. BHS is helping to fill that gap. BHS, together with Blue Heron Nature Preserve, have sponsored history outings so neighbors could learn about some of the neighborhood’s few remaining historic homes. BHS also plans to help restore the overgrown Lowry-Stevens Cemetery which dates from 1852, making it one of Atlanta’s oldest.

Livable Buckhead, Inc. (LBI)

According to LBI, “Livable Buckhead, Inc. strives to ensure the long term vitality and prosperity of the Buckhead community by working cooperatively with individuals, public entities and private businesses to integrate into everyday life and business sustainable strategies that improve the environment and quality of life in the community.” They list programmatic interests as follows: Sustainability, Resource Conservation, Social & Cultural Vibrance, Access + Mobility, Greenspace, Public Health & Safety, and Innovation.

Of LBI’s programs, several have especially direct impact on North Buckhead. These especially include greenspace and access/mobility. LBI is sponsoring and securing funding for PATH400, a multi-use trail being built along/near the GA400 expressway. About half the 5.2-mile route planned for PATH400 is inside the North Buckhead neighborhood. Four PATH400 construction phases are planned in North Buckhead. The first, from the Buckhead MARTA station to Old Ivy Road, became operational in January, 2015. Utilization of this segment has been heavy. The second phase, from Old Ivy Road to Wieuca Road, is under construction and should be completed

by late 2015 or early 2016. The third North Buckhead phase, Wieuca Road to Mountain Way, will terminate inside Mountain Way Common park and should have a profound impact on much of the neighborhood because it will open direct access to this recreational area. This phase will hopefully be completed in 2017. The final North Buckhead phase is from Mountain Way to Loridans Drive, which will be challenging because of topography. It will provide access to the Lowry-Stevens Cemetery on Loridans Drive.

LBI has also been instrumental in securing additional greenspace and park land parcels in North Buckhead and will likely continue such needed acquisitions in the future.

LBI also operates the BUC shuttle bus system, which provides rush hour mobility in southern North Buckhead and nearby areas. LBI also promotes vanpooling into the Buckhead office areas which are mostly in North Buckhead. These alternative transportation programs are very important in reducing rush hour traffic congestion which is one of North Buckhead's greatest problem issues.

North Buckhead Civic Association (NBCA)

The North Buckhead Civic Association was original founded in 1972 as the Eighth Ward Civic Association and was later renamed. It represents the residents of the North Buckhead neighborhood, a population which currently includes about 9,000 residents.

North Buckhead was one of the original neighborhoods represented when NPU-B was founded. The chair of NPU-B has often been the representative from North Buckhead. NBCA, a 501(c)(4) non-profit, has been active in representing and defending the interests and quality of life of its residents. NBCA has been particularly active in securing park land in North Buckhead. It has also repeatedly risen to deal with the challenges resulting from the transformation of the southern part of the North Buckhead neighborhood from low-density residential to high-density mixed-use. NBCA was also instrumental in the establishment of the Buckhead Council of Neighborhoods (BCN).

2.3 Recent Studies

North Buckhead and nearby areas have seen various planning studies in recent years. A major part of developing this master plan was reviewing and building on these efforts, which are outlined below.

Pedestrian Connectivity Study

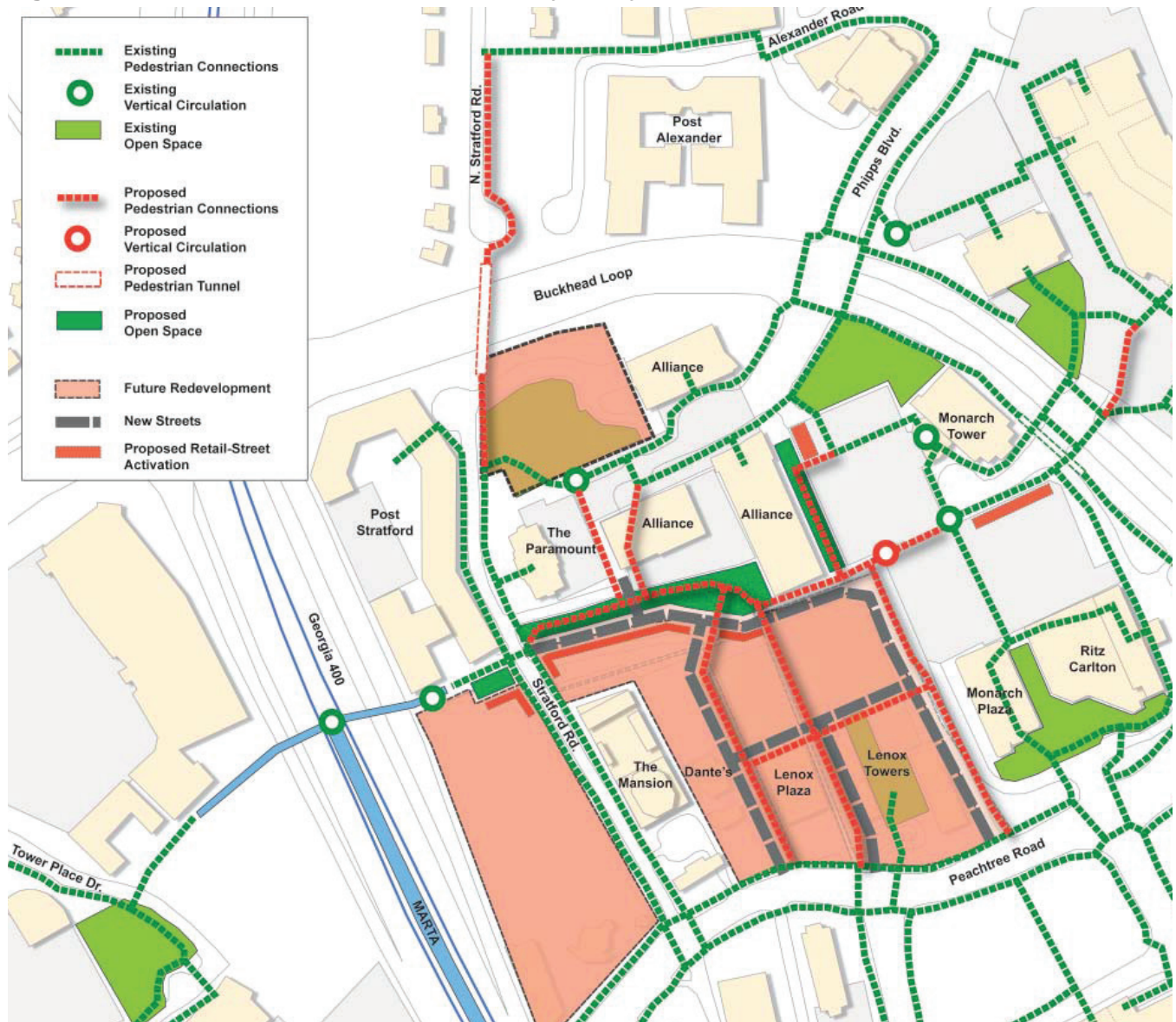
(2011 by BCID)

Shown in Figure 2.3, this study focuses on identifying pedestrian connectivity opportunities in the 45-acre block bounded by Georgia 400,

Peachtree Road, and the Lenox Road. The study creates a long-term vision for this dense and still-developing area, and identifies short-term opportunities for improving pedestrian circulation within the block and to surrounding destinations.

The plan incorporates both existing walkways and future redevelopment sites, some of which have already begun to develop since plan completion. Proposed walkways, open space, and streets are defined, along with a goal of incorporating plan recommendations into Special Public Interest District 12 (SPI-12) zoning.

Figure 2.3: Buckhead Pedestrian Connectivity Study



Buckhead Livable Centers Initiative

(2001 by BCID)

The Buckhead Livable Centers Initiative (LCI) was funded by the Atlanta Regional Commission (ARC) in 2001 (with subsequent updates in 2006 and 2011) to create a vision for land use and transportation along a corridor running from Buckhead Village to Phipps Plaza. The plan calls for creating high density mixed-use development around the MARTA stations and the Peachtree Street spine, interspersed with small open spaces. Connecting these is a strategy for widened sidewalks and multi-modal roadways. The LCI and subsequent supplemental funding laid foundation for other plans identified below.

Piedmont Area Transportation Study

(2008, BCID, BATMA)

The Piedmont Area Transportation Study was conducted to create a 20-year plan to convert the Piedmont Corridor from a poorly performing traffic artery into a comprehensive transportation connection and community asset. The study builds on work done through the Atlanta Regional Commission's (ARC) LCI that identified Piedmont Road and Peachtree Road as Buckhead's major corridors. Within North Buckhead, recommendations include:

- Sidewalk improvements on Piedmont Road
- Bicycle facilities paralleling Piedmont Road
- Auto capacity improvement on Piedmont Road
- Intersection improvements on Piedmont Road at the Roswell Road/Habersham Road Triangle, Lenox Road, and Tower Place Drive

The Buckhead Collection

(2010 by Council District 7, BCID)

The Buckhead Collection is a greenspace vision for City of Atlanta Council District 7, and is a result of the City of Atlanta's Project Greenspace, the City's open space system master plan completed in 2009, where Buckhead's District 7 was identified as having less greenspace than any other Council District in the City. An action-oriented implementation strategy identified priorities, cost estimates, and alternatives. Within North Buckhead, recommendations include:

- A conservation park system in and around the Nancy Creek 100-year flood zone
- A neighborhood park north of Sarah Smith Elementary School
- Community green at Mountain Way Common
- A greenway trail along Georgia 400, connecting through North Stratford Road and Tower Place
- Proposed avenues or "complete streets" along Roswell, Old Ivy, and Wieuca Roads

In addition, The Buckhead Collection recommends that every street in Buckhead should safely accommodate pedestrians and bicyclists through wide sidewalks, bike boulevards, or on-street bike lanes wherever appropriate and possible.

Comprehensive Development Plan

(2011 by City of Atlanta)

The development and adoption of a comprehensive plan is a requirement for local governments under the Georgia Planning Act of 1989. In addition, the Charter of the City of Atlanta mandates the preparation of a Comprehensive Development Plan (CDP) every 3 to 5 years. The CDP is a guide to the growth and development of Atlanta. It sets forth the development vision, policies, and an implementation plan for the City and its neighborhoods for the next 20 years.

The CDP incorporates all aspects of community and economic functions, with the objective of sustaining and improving these in the future. The plan addresses, but is not limited to: population, economic development, housing, natural resources, historic resources, community facilities, transportation, urban design, and land use.

Its three components are as follow:

- The **Community Assessment** is an objective and professional assessment of data and information about the community.
- The **Community Participation Program** describes the activities that will be undertaken to ensure adequate stakeholder involvement in the preparation of the Community Agenda.
- The **Community Agenda** includes the vision, policies and implementation program that is prepared with stakeholder and public input.

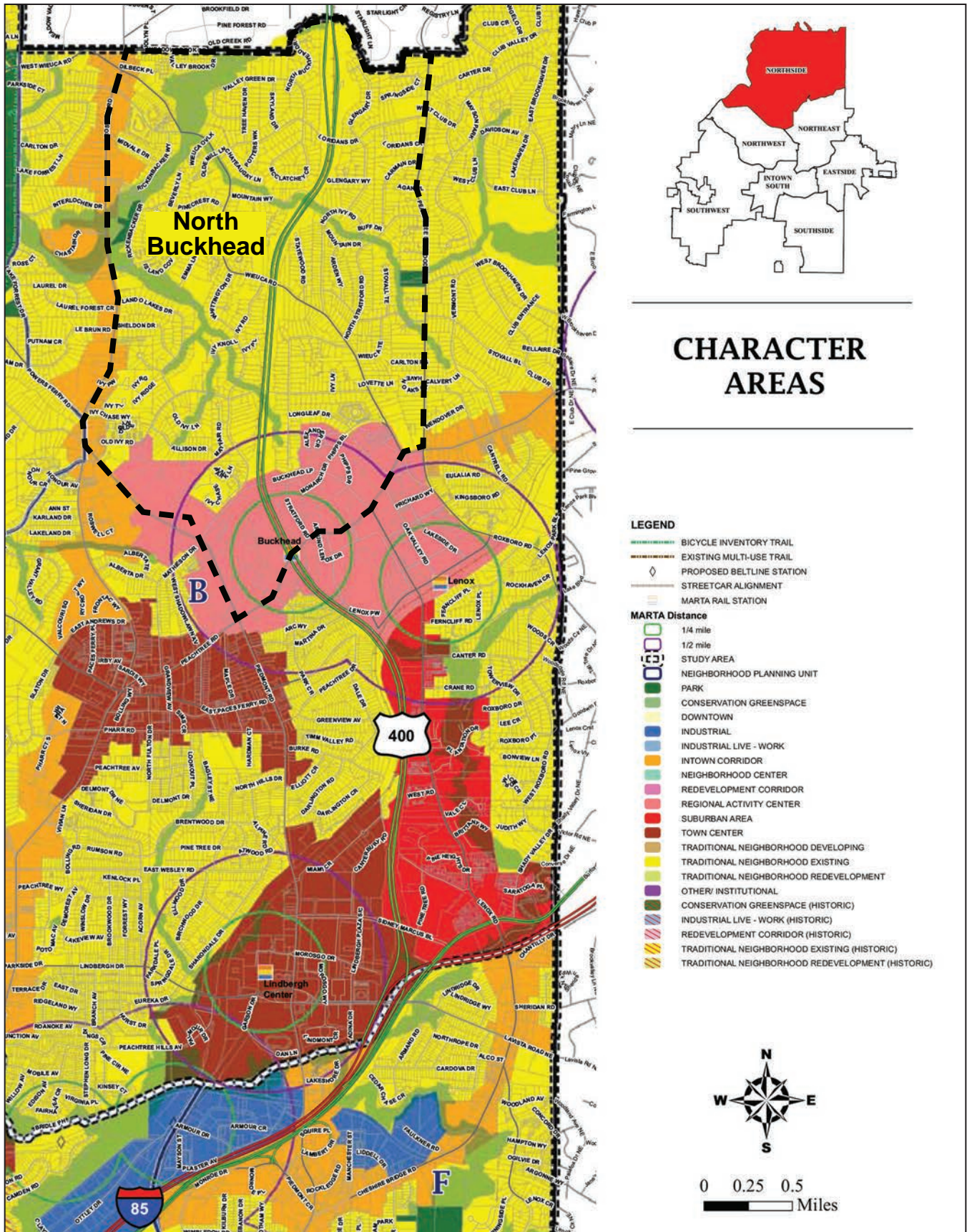
The latter also identifies Character Areas that reflect generalized aspirations in the community. In North Buckhead, these include “Traditional Neighborhood Existing” for the majority of the neighborhood’s land area, “Intown Corridor” along Piedmont Road, and “Regional Activity Center” near the Buckhead MARTA Station.

The CDP also includes specific citywide and neighborhood policies organized by NPU. Policies from NPU B pertaining to North Buckhead include:

- B-1: Implement minimum standards for “open” space and “green space” in lieu of “open space” only. Minimum standards should be based on square feet of development in all categories except single family residential (R-1 through R-4).
- B-2: Protect the boundaries of the single-family and low density residential uses.

- B-6: Maintain Lenox Road/Phipps Boulevard (also known as the Buckhead Loop/ Wieuca Road Connector) as the boundary between residential land use north of the boundary and mixed-use land use south of the boundary. Permit no non-residential uses to encroach upon the single-family uses of the North Buckhead neighborhood north of Lenox Road, also known as the Buckhead Loop/Phipps Boulevard/Wieuca Road Connector.
- B-8: Contain strip commercial use along Peachtree, Piedmont, and Roswell Roads. Promote the redevelopment of existing commercial strips along these corridors so as to enable the reduction of curb cuts and turn-lanes, as well as the improvement and consolidation of points of automobile access to the development and the utilizing of Neighborhood Commercial Zoning. Maintain existing land use and densities along the Roswell Road corridor. Encourage pedestrian connectivity and bicycle lanes along all major connections.
- B-9: Encourage development areas covered in the “Buckhead Greenspace Action Plan” (also known as “The Buckhead Collection”) to be in accordance with the guidelines set forth in the final adopted version “Buckhead Greenspace Action Plan” by incorporation of appropriate elements into the CDP.
- B-10: Implement the Buckhead Commercial District Policies included in the Regional Center Character Area.

Figure 2.4: Existing Character Areas in North Atlanta



Courtesy City of Atlanta Office of Planning

Connect Atlanta Plan

(2008 by City of Atlanta)

In 2008 Atlanta adopted its first Comprehensive Transportation Plan (CTP), known as the Connect Atlanta Plan, to ensure mobility, continued economic growth, and desired quality of life for citizens and visitors alike. The plan strives for Atlanta to continue to lead the region in efficient, effective and affordable transportation. Specific to North Buckhead, the plan identified:

- New secondary street connections within the Buckhead Loop superblock
- Intersection improvements at Piedmont and Lenox Road
- New secondary street connections at Roswell, Piedmont, and Habersham Roads intersection
- Bicycle connection designated streets on Wieuca Road and Old Ivy Road
- Core bicycle connection and transit along Peachtree Road

Concept 3

(2008 by ARC)

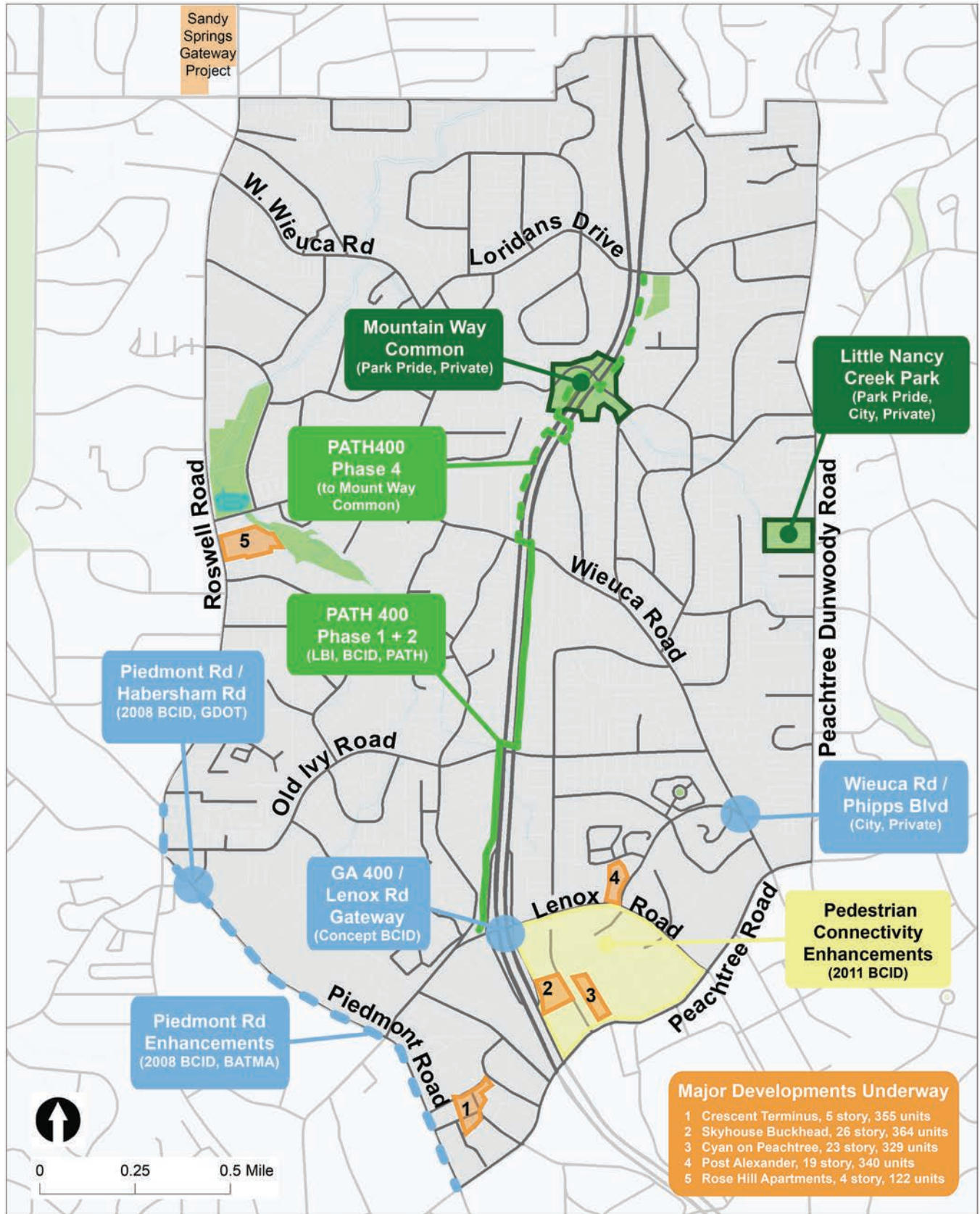
Concept 3 is the Atlanta region's official long-range transit vision. It was developed through a collaborative, multi-year effort led by the Transit Planning Board, a predecessor to today's Regional Transit Committee (RTC). The vision was officially adopted in 2008 and now serves as the transit element of the Aspirations Plan of the Regional Transportation Plan. Specific to North Buckhead, Concept 3 calls for continuous 20.4 mile stretch of Bus Rapid Transit service from Lindbergh to Alpharetta along Piedmont Road and Roswell Road. Order of Magnitude Capital Costs in 2007 dollars for this project was \$60 million, and awaits a timeline and funding.

2.4 Existing Planned Projects

There are projects already underway or planned at the time of this study. Figure 2.6 shows ongoing projects and helped stakeholders understand them. This map shows:

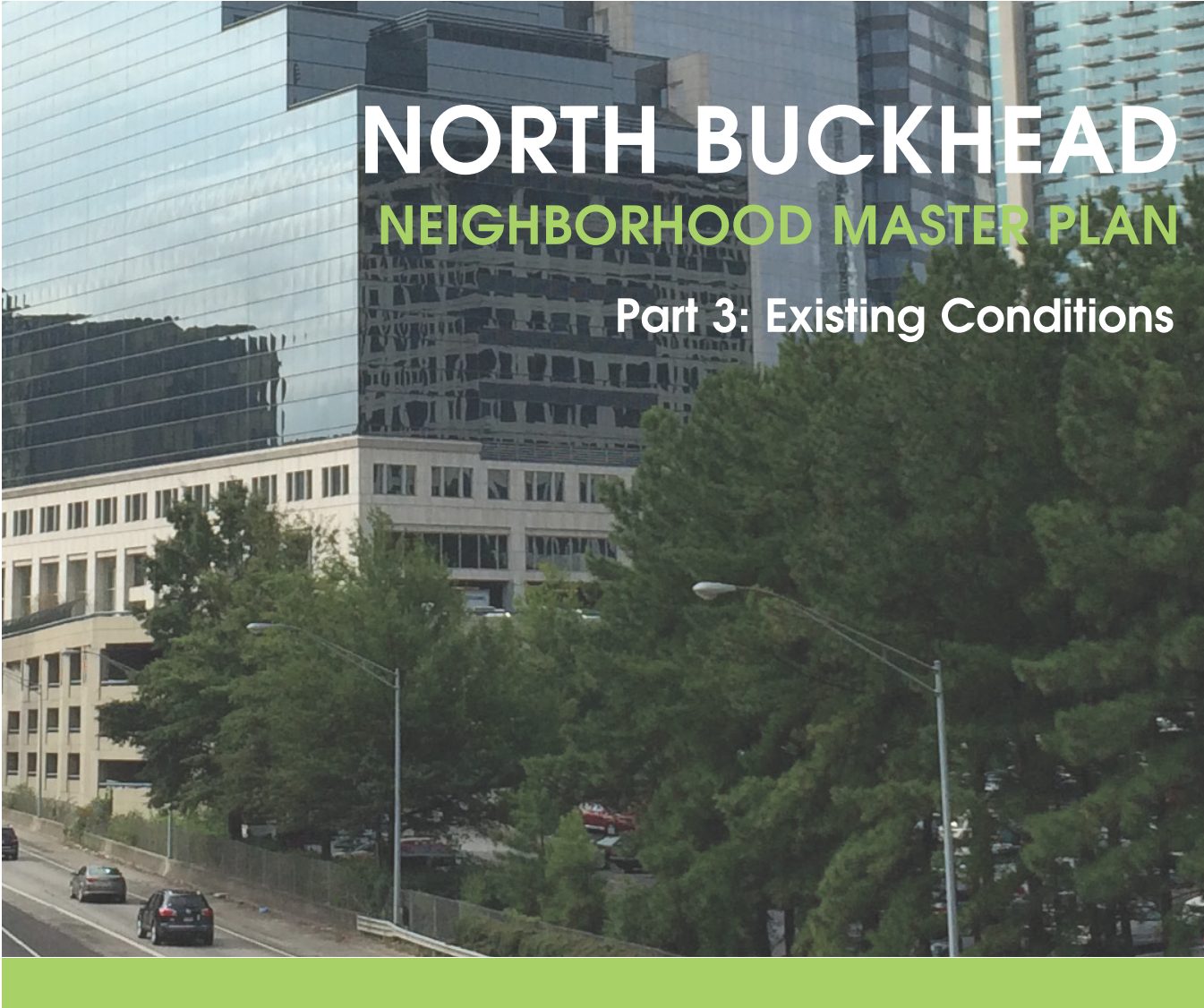
- Transportation enhancements
- Parks currently underway
- Pedestrian connectivity plans
- Major private developments
- PATH400, which includes a recently-opened Phase 1 to Old Ivy Road, an under-construction Phase 2 to Wieuca Road, and future phases to Lordinans Drive. Long term, the multi-use trail will also extend south to the Lindbergh MARTA Station area.

Figure 2.5: Existing Planned Projects



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.





NORTH BUCKHEAD NEIGHBORHOOD MASTER PLAN

Part 3: Existing Conditions

3.1 Demographics + Socioeconomics

Population

North Buckhead is about 2.65 square miles in area and, according to the NBCA, has a population estimated at 9,039 (as of the summer of 2014).

According to the 2010 US Census, North Buckhead's population at that time was 8,332; a 47% increase from 2000. Census data also indicate that North Buckhead residents were somewhat older than the overall city. Only 46.9% were under 35 compared to 63.6% for the city. Figure 3.2 provides a detailed breakdown of the population by age.

North Buckhead also had more white residents than the 2010 citywide average. As shown in Figure 3.1, about 82.1% of neighborhood residents were white, 8.7% were black, 5.3% were Asian, and 3.9% were other.

It is of note that the 2010 Census data are now nearly 5 years old and may not reflect more recent demographic trends.

Income

In 2010, 67.5% of residents participated in the civilian labor force compared to 64.5% citywide. Per capita income was \$83,688 for North Buckhead residents compared to \$35,058 citywide. Median family income of \$107,979 compared to \$52,082 citywide. Residents in poverty in North Buckhead numbered about 3% compared to 25.5% citywide.

Educational Attainment

According to the US Census Bureau's American Community Survey, North Buckhead residents are relatively better educated than the average Atlanta resident. Of residents 25 and older, only 3% have no high school degree as contrasted to 12.6% citywide, and 81.5% have at least a Bachelor's degree as compared to 46.4% citywide.

Employment

North Buckhead is located in Buckhead, one of the largest employment centers in the Southeast. According to Colliers International, the Buckhead submarket has over 21 million square feet office space and some of the highest office rents in the region. The ARC estimates that there are 100,000 jobs in this larger area. Of these, the US Census Bureau's OnTheMap Application estimates 24,197 jobs were within North Buckhead in 2011, a number that has surely increased today.

Figure 3.1: Neighborhood Population

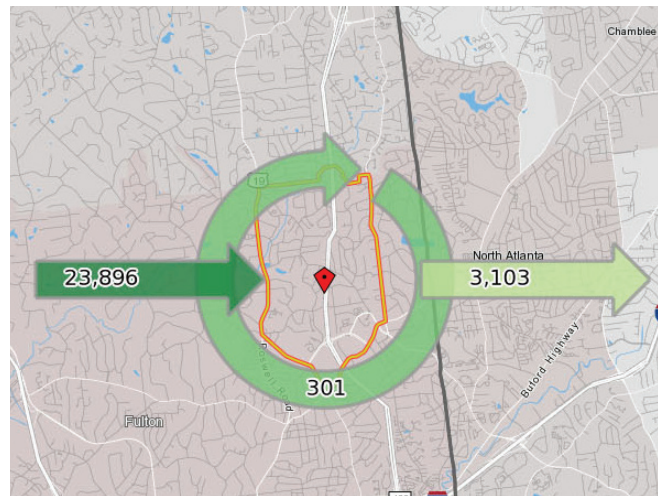
	2010 Population	2010 Percentage	2013 Population Estimate	2013 Percentage Estimate
White	6,840	82.1%	7,307	82.8%
Black	724	8.7%	706	8.0%
Asian	441	5.3%	415	4.7%
Other	327	3.9%	397	4.5%
Total	8,332	100%	8,825	100%

Source: 2010 Decennial US Census data and 2013 US Census/ESRI estimates

Because of the high number of jobs, the greater North Buckhead area is the destination for many commuters. Eighty percent of area workers come from distant parts of metro Atlanta and beyond.

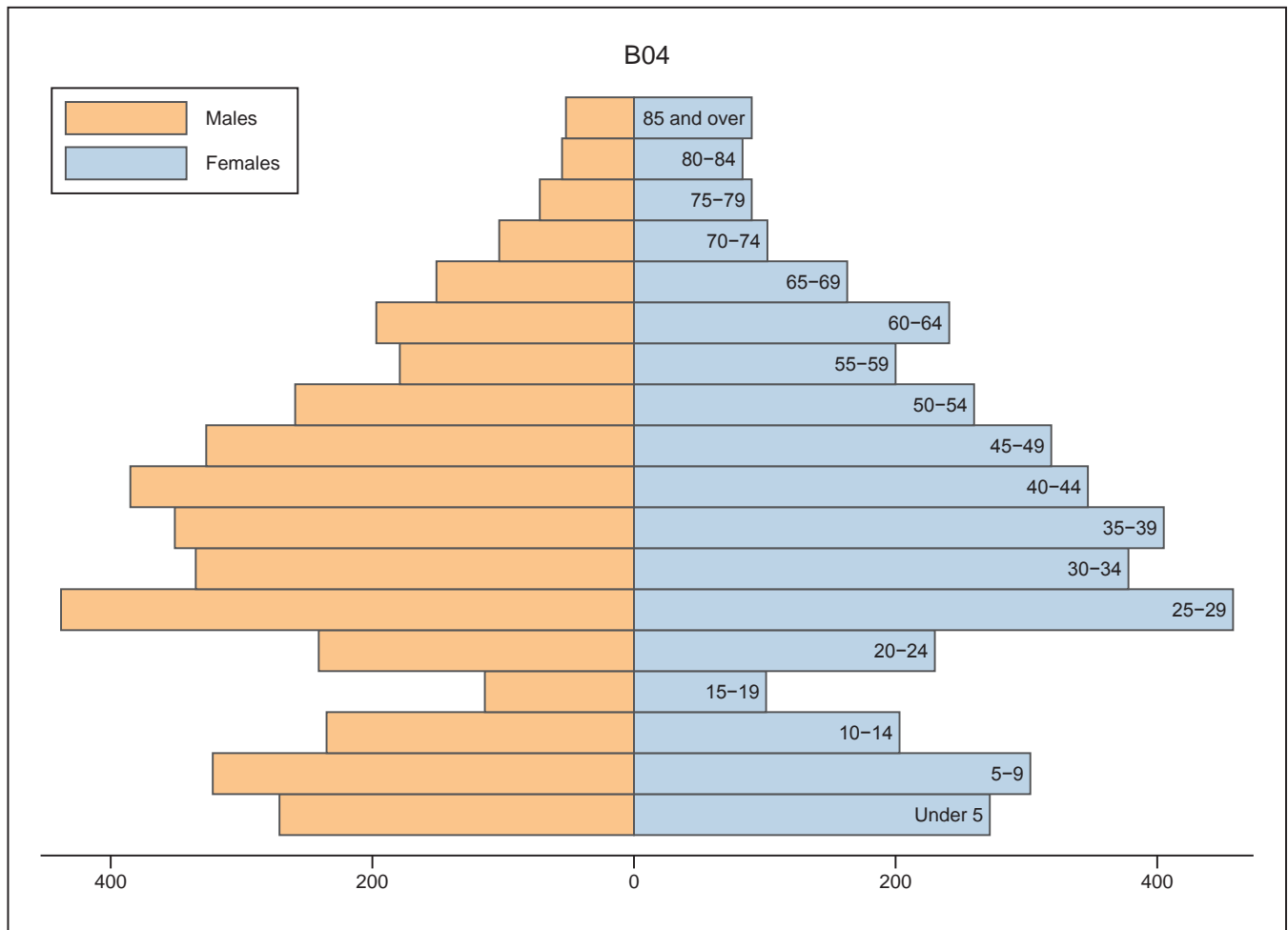
Of North Buckhead residents, 4,049 residents over age 16 are employed, according to the American Community Survey. Residents have the following commuter characteristics:

- A mean travel time of 21.8 minutes
- 70.4% drive to work alone, below the national average of 75.7%
- Nearly 14% work from home. This is a growing trend, reflecting factors such as changes in the nature of work, increased availability of the internet, and educational level.
- 15% walk, carpool, bike or take transit



This graphic produced by OnTheMap (onthemap.ces.census.gov) shows the number of workers that commute to North Buckhead (23,896), the number residents that commutes elsewhere (3,103), and the number that live and work in the neighborhood (301). Arrows are illustrative and do not indicate direction. Source: US Census Bureau.

Figure 3.2: North Buckhead Resident Age and Sex Profile (Source 2010 US Census)

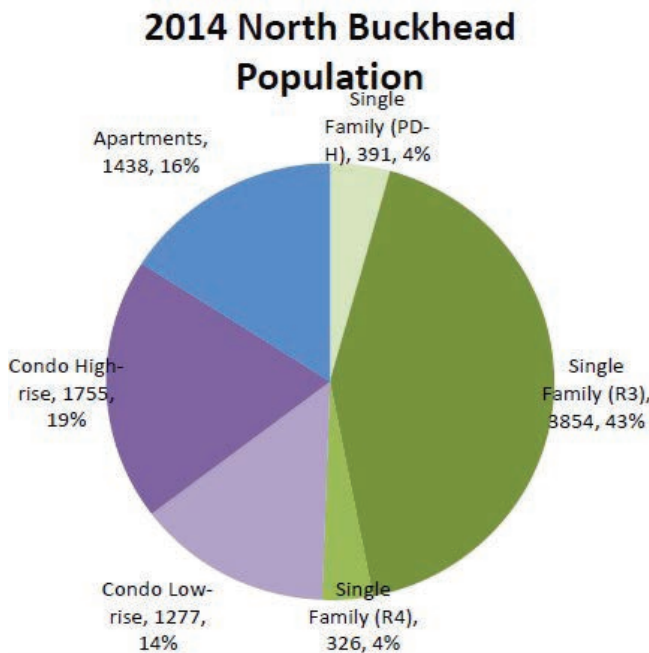


Housing

According to the 2010 US Census, North Buckhead had 4,994 housing units. However, according to an analysis performed by the NBCA using known additions and demolitions, the count is now 5,723 (as of summer 2014). The change from 2010 is largely attributed to multifamily development.

Most of these housing units are occupied. The Strategic Community Investment (SCI) Report, a comprehensive overview of observed housing vacancy, parcel conditions, and neighborhood analysis in Atlanta, finds that North Buckhead's 2013 vacancy rate was 0.9%, compared to the city's rate of 6.4%. Most (93.6%) were also rated in "good" condition, 3.5% rated "fair," and 2.6% were "not visible".

Despite the noted increase in multifamily units, most residents still live in single family houses. There are 4,571 residents in single-family homes (51% of North Buckhead's population), despite the fact that these make up just 28% of North Buckhead's housing stock. This discrepancy is because the average household size in single-family houses is greater than in other units.



Charts courtesy of NBCA, Gordon Certain

3.2 Land Use

As one of the City of Atlanta's largest neighborhoods both in area and population, North Buckhead contains a wide variety of land uses more typically found in a small city. This section provides an overview of these land use patterns.

Existing Land Use

An extremely wide variety of land uses can be found in North Buckhead, ranging from large lot single-family houses to high density, mixed-use high-rises at the neighborhood's edges.

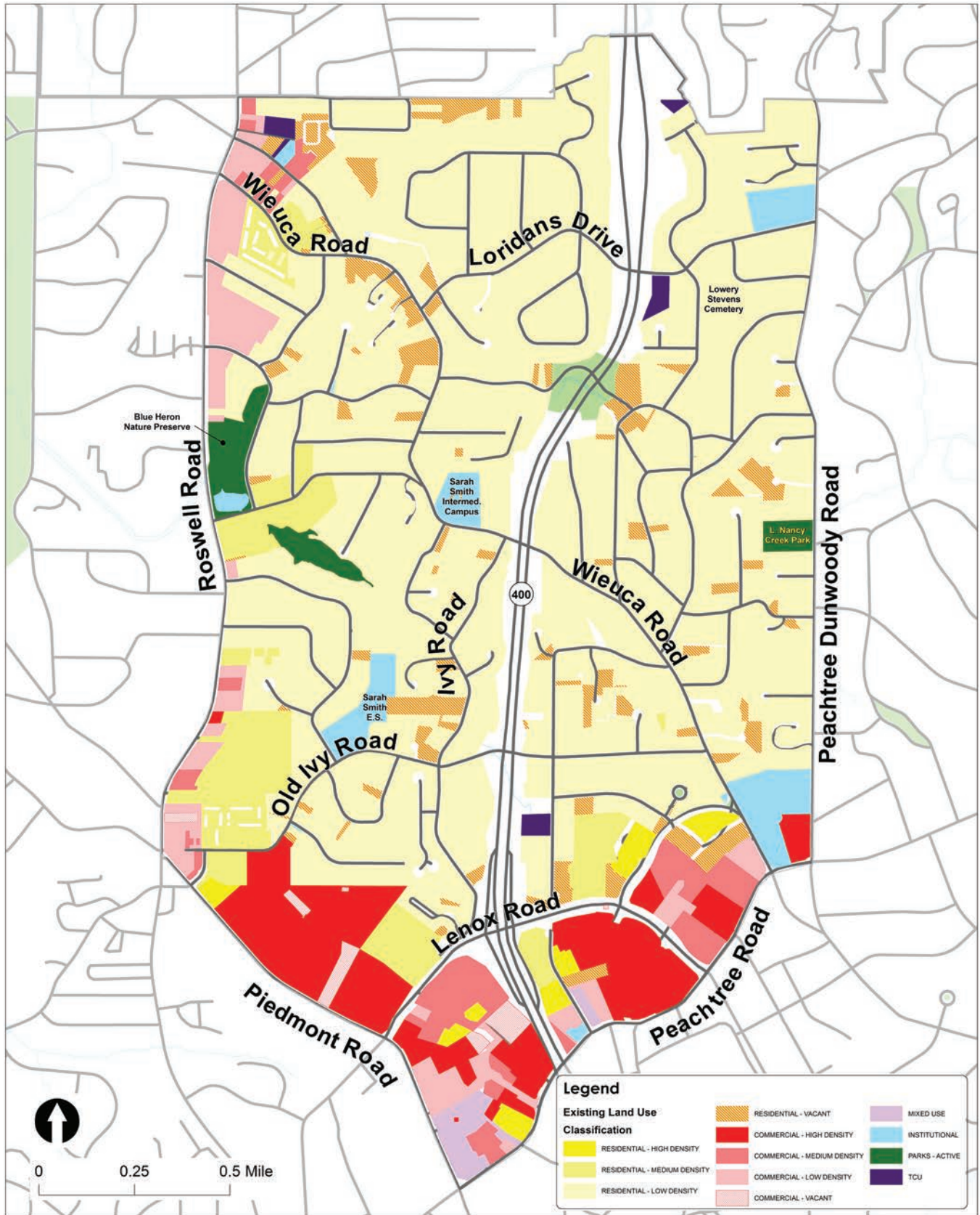
As shown in Figure 3.3, the majority of land use is residential with a variety of housing types ranging from single family to high-rise multifamily, with subsets in each. This generally low-density residential area extends north to Sandy Springs and east toward DeKalb County.

Mixed-use developments are concentrated in the neighborhood's southern end, roughly south of Phipps Boulevard/Lenox Road. This area contains a variety of retail, housing, office, civic, and other uses arranged in a high density setting. Major commercial or mixed-use projects here include Phipps Plaza, Piedmont Center, and Terminus.

Low density commercial and medium density residential uses are concentrated in the neighborhood's western side, along Roswell Road. Here, auto-oriented strip commercial and aging multifamily communities are expected to see increased redevelopment effort in coming years. An opportunity exists to transform these into more walkable and coherent development patterns.

Even where residential units are close to retail goods and services, it does not mean that they are safe to walk to. Those uses in the neighborhood's southern edge were largely developed in a high density, but auto-oriented manner, and walking to them is not pleasant or safe. Recent SPI-12

Figure 3.3: Existing Land Use



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

zoning revisions and streetscape enhancements have started to change this, but the area it still largely unwelcoming to pedestrians. Similarly, along Roswell Road most commercial and multifamily uses are conventional auto-oriented developments with large expanses of parking in front and few provisions for non-drivers.

Existing Future Land Use Plan

In addition to the on-the-ground land uses, the land use policies in Atlanta's CDP are important to understanding North Buckhead. These include both the NPU B-specific text identified in Part 2 of this report and the 15-Year Future Land Plan Map.

Under State law, when a zoning change is requested, it must comply with the CDP and its 15-Year Land Use Plan. Only certain zoning designations are allowed within certain land use classifications to ensure a direct relationship between the aspirations of the plan and the specific zoning that enables it.

In North Buckhead, the 15-Year Future Land Use Plan protects single-family residential areas - a policy that has been firmly established for decades. Hand-in-hand with this, it directs commercial, multifamily, and mixed use growth into areas that are already used or zoned for these purposes. This balanced approach prevents encroachment into single-family areas and encourages compact, walkable redevelopment in appropriate areas.

One area where keeping this balance is very important is north of Phipps Boulevard/Buckhead Loop, where there is a longstanding CDP policy that nonresidential uses must not extend north of these streets. Despite this, the single-family residential area on the cul-de-sac on North Stratford Road (south of Longleaf Drive) is now subject to redevelopment pressure. Investors have purchased most of the houses and converted them from owner occupied units into rental units,



The Roswell Road corridor on the western boundary of the neighborhood consists of a mixture of old and new residential and commercial uses.

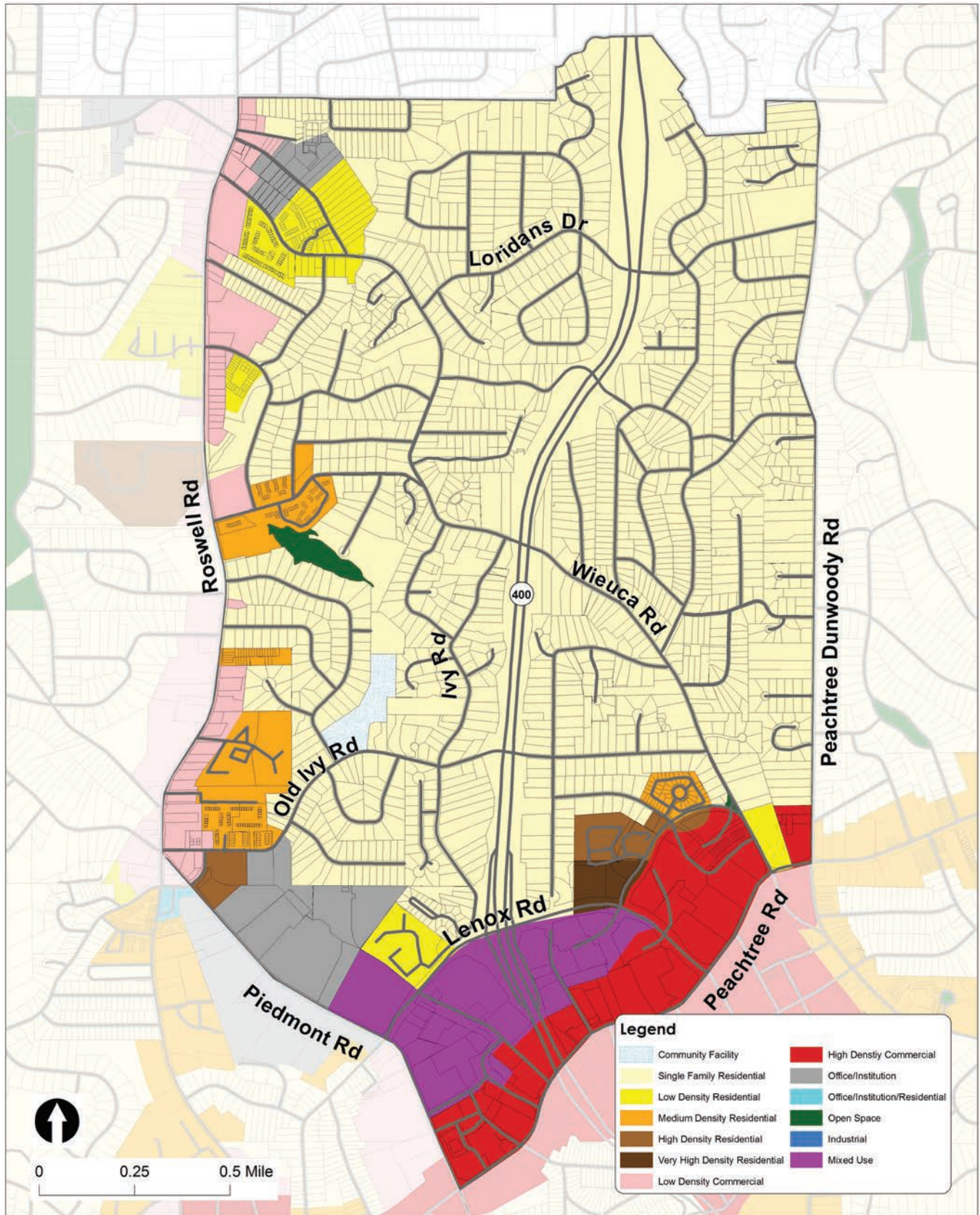


Higher density redevelopment is occurring in the southern portions of the neighborhood within SPI-12 zoning district.

in hopes that they will one day be a high-value redevelopment site. According to data provided by the Fulton County Assessor and NBCA field work, 4 of the 13 single-family lots in this area are owner-occupied.

A similar concern about encroachment exists near Roswell Road, where commercial and non-residential uses form a jagged edge of the neighborhood. Some of these, especially the commercial ones, could be targeted for future land use changes and may include attempts to purchase and assemble adjacent houses.

Figure 3.4: Existing 15-Year Land Use Plan



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

Existing Zoning

The existing land use pattern above is largely supported by current zoning. As shown in Figure 3.4, the neighborhood contains a range of districts that allow diverse development patterns

The dominant zoning in the residential core of is R-3, a single-family district with a minimum 18,000 square foot lot size. Most R-3 lots are larger than this, with an average size of 27,000 - 50% greater than the code requirement. There is also a small amount of R-4 and PD-H.

Along Roswell Road commercial uses are primarily zoned C-1. Despite being a “commercial” district, C-1 actually permits mixed-uses, including residential up to approximately 30 units per acre (0.696 floor area ratio). It does, however, lack design or streetscape standards. This reinforces the auto-oriented development found today. Similarly, multifamily uses on or near Roswell Road are general zoned RG-2 or RG-3, both exclusively multifamily districts. As with C-1, these districts lack design or streetscape requirements and support auto-oriented development patterns.

North Buckhead’s major mixed-use zoning district is SPI-12, which includes the south part of neighborhood (and portions of the Lenox neighborhood, with no residents). The SPI was recently updated to improve design and walkability. Development in SPI-12 is reviewed by a Development Review Committee (DRC) which makes recommendations to the Office of Planning. The resolution creating the DRC established its membership as follows:

- Two representatives from either the Buckhead Heights, North Buckhead, Peachtree Park, Pine Hills, or Ridgedale Park neighborhoods, as appointed by NPU B;
- Two commercial property representatives, appointed by BCID;



A recent single-family subdivision in North Buckhead, courtesy Andrea Bennett.

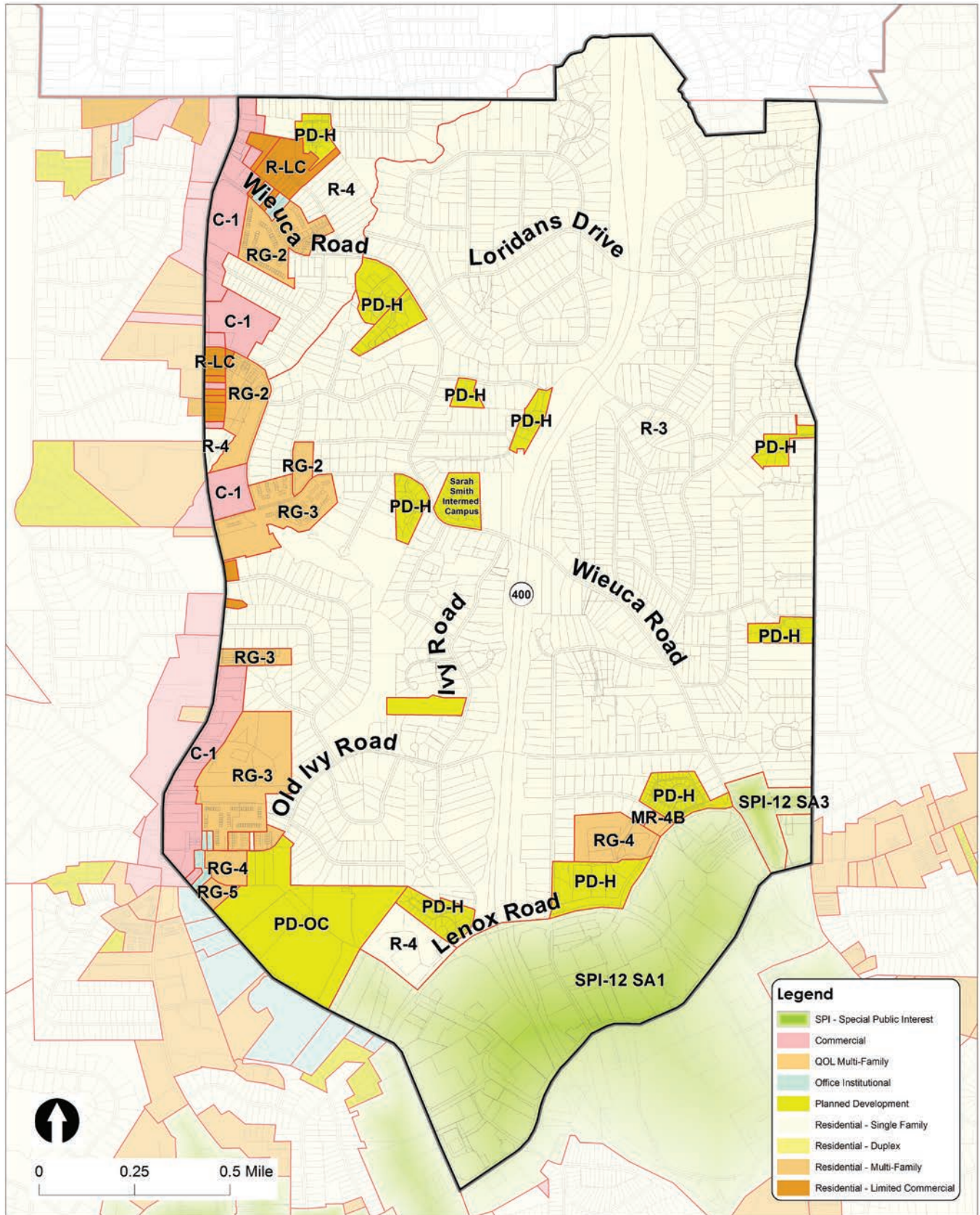


A recently rebuilt house in North Buckhead, courtesy Andrea Bennett.

- One commercial property representative, appointed by the Buckhead Area Transportation Management Association (BATMA);
- One (1) MARTA representative; and
- One (1) representative from City Council District 7, appointed by the Council member.

Although the current DRC includes a North Buckhead representative, some are concerned that there is no guaranteed position on the DRC, despite the fact that a much of SPI-12 is in North Buckhead.

Figure 3.5: Existing Zoning



This map produced using data provided by the Atlanta Regional Commission, the City of Atlanta, field work by TSW, and other public sources. Data are not guaranteed.

3.3 Transportation

North Buckhead transportation system consists of roads, highways, MARTA rail and bus service, sidewalks, bicycle paths, and private or quasi-private shuttle services. While at first glance it appears to be a comprehensive and balanced transportation system, the reality is that the transportation network is both auto-oriented and stressed when considering the demand placed on it by the area’s land use patterns.

Roadway Facilities

North Buckhead’s core roadway network consists of local, collector, and arterial streets, each with different transportation roles established by the City of Atlanta. Local streets are intended to primarily serve local traffic (i.e. residents along them), while collectors and arterials are intended to serve both local and non-local traffic. The map

on page 37 shows these designations. It is of note that the designation of Phipps Boulevard and Lenox Road as local streets is inconsistent with their roles as two of the most heavily-traveled corridors in the city.

North Buckhead also contains State highways controlled by GDOT. Roswell Road is US 19 and SR 9, Piedmont Road is SR 237 Peachtree Road is SR 141, and, of course, Georgia 400 is a State highway. Any recommendations for these roads must include GDOT.

In total, North Buckhead has 106 different street names with a total length of about 37 miles. Because of the neighborhood’s terrain and because most streets were laid out before today’s high traffic volumes, only 13 of North Buckhead’s 100 intersections (and 6 of its 66 interiors ones) are conventional four-way, right-angle types.

Figure 3.6: North Buckhead Streets Summary

		Length (in miles)	Miles by Number of Lanes			
			2-lane	4-lane	5-lane	8-lane
By Type	Interior	29.26	27.88	0.00	0.52	0.86
	Expressway	2.44	0.00	0.00	0.00	2.44
	Perimeter	5.87	3.17	0.63	2.07	0.00
	TOTAL	37.58	31.06	0.63	2.58	3.30
		Length (in miles)	Miles by Number of Lanes			
			2-lane	4-lane	5-lane	8-lane
By Ownership	PDH	1.59	1.59	0.00	0.00	0.00
	Private	4.97	4.97	0.00	0.00	0.00
	Public	31.02	24.50	0.63	2.58	3.30
	TOTAL	37.58	31.06	0.63	2.58	3.30
		Length (in miles)	Miles by Number of Lanes			
			2-lane	4-lane	5-lane	8-lane
By Pavement Condition	Good	16.05	9.67	0.63	2.44	3.30
	Fair	10.40	10.26	0.00	0.15	0.00
	Poor	7.15	7.15	0.00	0.00	0.00
	Bad	1.28	1.28	0.00	0.00	0.00
	Not Rated	2.78	2.70	0.63	0.89	0.00
	TOTAL	37.58	31.06	0.63	2.58	3.30

Data provided by NBCA

Streets in the residential core are largely arranged in a curvilinear manner. Older streets tend to connect, while most newer ones do not. The resulting blocks are relatively large, often over 3,200 linear feet in perimeter. While blocks of this size are appropriate for the single-family uses along them, they do have the effect of directing traffic onto the few major connecting streets.

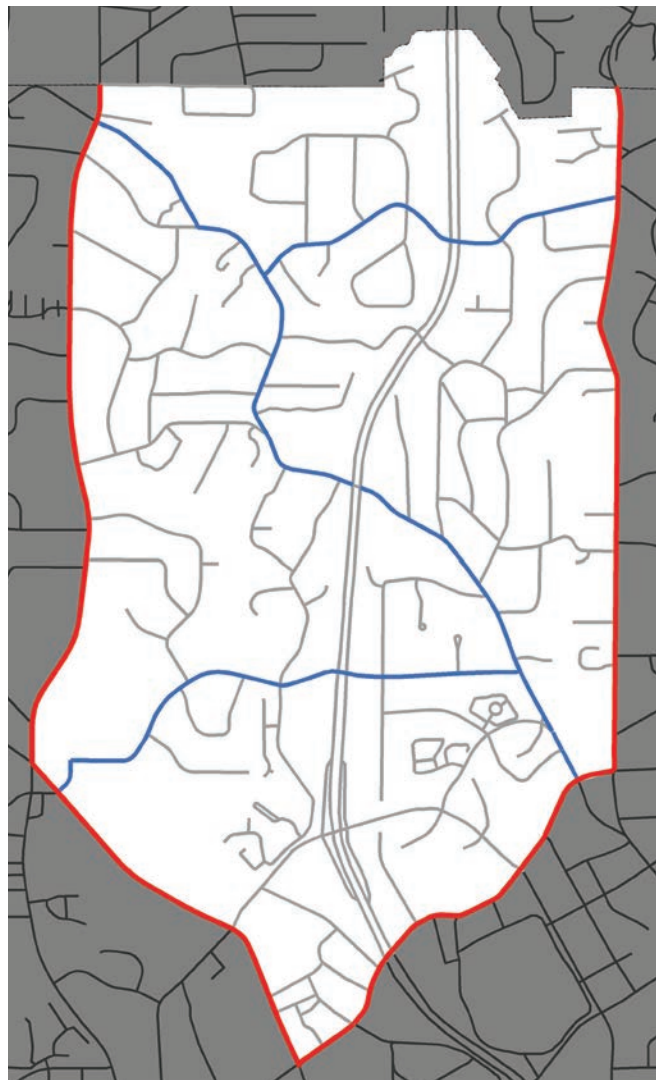
Large blocks are more problematic in commercial and mixed-use areas, where so-called “super-blocks” contribute to congestion and discourage walking and transit use by increasing walking distances. Recent developments, such as Terminus, have started to establish a finer grained street grid, but the private nature of these streets means that their owners can and do restrict use at certain times. Recent updates to the SPI-12 zoning will further increase the street grid in the coming years, but it will be many decades before the area has the fine-grained grid of small blocks that befit high density mixed-use areas.

The lack of a fine grained network is also a problem on Roswell Road, where large blocks and a lack of inter-parcel access contribute to congestion, discourage walking, and discourage transit use.

Roadway Congestion

During traditional rush hours traffic volumes have reached the point where any minor disruption in service causes severe congestion, even at minor intersections; at major intersections these disruptions quickly result in gridlock.

Off-duty Atlanta Police Department (APD) traffic officers are routinely employed by property owners at multiple intersections during the evening rush hour (which can stretch from 3:00PM until 7:30PM). The officers bypass traffic signals on major corridors, which, improves their flow but creates further delay on secondary streets. With over 20 officers now common along Piedmont



This maps shows North Buckhead's street network. Arterials are shown in red, collectors in blue, and local in gray.



Recent streetscape improvements along Peachtree Road have made the corridor safer for non-drivers.

Road, Lenox Road, Peachtree Road, and the Georgia 400 interchange, a lack of coordination between them has unintended consequences for areas not within view. For example, backup occurs on Old Ivy Road because officers at the Piedmont/Habersham Road intersection are not able to see the backup caused on Old Ivy Road.

Wieuca Road/West Wieuca Road

Wieuca Road is a major road in North Buckhead. With an estimated 9,000 vehicles per day, it connects Peachtree Road to Roswell Road.

Traffic operations on the corridor are affected by the recently-completed Sarah Smith Elementary School Intermediate Campus. The school generates traffic at key hours, but also implemented pedestrian upgrades that mitigate some of this traffic. The posted speed on Wieuca Road is 30 MPH. However, despite traffic calming and police enforcement, the limit is rarely followed. Flashers at entries to the school zone, as well as a NBCA-provided and maintained speed radar sign, alert drivers that they are approaching a school zone with a reduced speed limit in effect.

A split into West Wieuca on the Northwest section helps divert traffic heading north on Roswell Road. As West Wieuca continues west across Roswell Road it becomes the main access road to Chastain Park. A major mixed use development in the City of Sandy Springs at the Atlanta city line is being constructed at the time of this study.

Old Ivy Road

The primary campus for Sarah Smith elementary is located on Old Ivy Road about halfway between Piedmont Road and Wieuca Road. Many parents are concerned with speed enforcement, parking, rights of way, signage and road striping, and integrity of sidewalks and crosswalks.

Peachtree Dunwoody Road

North Buckhead is bounded on the east side by



Piedmont Road is one of North Buckhead's most auto-oriented corridors, with high volumes, auto-oriented land uses, and poor pedestrian facilities.



The crosswalk on Peachtree Dunwoody Road by Little Nancy Creek Park is not as visible as it could be and some drivers disregard it.

Peachtree Dunwoody Road. Like others in the neighborhood, the road is subject to peak hour congestion and speeding at other times. This poses a particular safety challenge to pedestrians along the corridor, especially those trying to cross the road to access Little Nancy Creek Park where, despite the presence of a signalized crossing, many report almost being hit by cars speeding along the road's long, straight stretch.

Piedmont Road/Roswell Road

Piedmont Road and Roswell Road are two of the neighborhood's most auto-oriented corridors.

Due to their widths, directness, and regional connectivity, both carry high volumes of local and pass-through traffic, making them barriers between North Buckhead and areas west. Development patterns along both are also auto-oriented, featuring large setbacks, parking lots in front, and a poor walking experience. Along Roswell Road, frequent curb cuts and lack of cross access further frustrates both drivers and non-drivers.

Speeding on Other Roadways

Speeding on other roadways negatively affects non-drivers and adjacent houses. This is especially true on the east-west streets that offer access to Roswell and Peachtree Dunwoody Roads. Notable among these are Loridans Drive, Lakemoore Drive, Pinecrest Road, and Rickenbacker Drive. Of those, Loridans Drive is the most heavily used. Speed humps exist on Lakemoore Drive and North Stratford Road; the latter also includes several stop signs. Despite these devices, the problem persists due to the width of many streets, their high-speed geometry, and their use by commuters. Recent efforts have been made to make some streets less conducive to speeding. Narrower lane widths with enhanced bicycle lanes were implemented on Wieuca Road. Future analysis will help determine if these improvements alter behavior.

Condition and Safety

In addition to congestion and speeding, many roadways are in a poor state of repair, which creates unsafe conditions for both drivers and bicyclists. Construction and corresponding utility work in the area over the past several years has resulted in multiple roadway tear-ups. Furthermore, patches are frequently not repaired once settling occurs. Several streets within the neighborhood have extensive surface damage including most of Old Ivy Road and a portion of Wieuca Road.

Similar long-term pavement degradation happened on Mountain Way when sanitary sewer lines were



Patchwork done on many neighborhood roads does not comply with the City's Right-of-Way Manual, which requires the entire lane to be resurfaced when cuts are made.



Poorly maintained streets and oddly-placed crosswalks are found throughout the neighborhood.

installed. The initial patches have failed and it appears the integrity of several hundred feet of pavement was damaged.

High concrete curb medians on Peachtree Dunwoody Road near the intersection of Peachtree Road lack markings or reflectors which may pose a threat in low-light conditions.

Public Transit

As one of the region's major employment and shopping centers, North Buckhead is also served by MARTA. The neighborhood has one rail

station in it, the Buckhead Station, and the Lenox Station is nearby. The stations are one-half mile apart and provide fast and affordable transport to Midtown, Downtown, points north, and the airport. A pedestrian entrance and bridge at the Buckhead Station opened in June, providing better access and a shortened walking route. MARTA reports that the new entrance has increased station use.

North Buckhead is also served by MARTA bus lines and the Buckhead Uptown Connection (BUC). The BUC shuttle provides service to several key businesses and popular stops for visitors and locals on a looped transit. Some properties also provide additional private shuttle service.

Pedestrian Facilities

In 2000-2001 the City embarked on sidewalk construction, funded by the Quality of Life Bond program, which brought thousands of feet of much-needed walkways to the neighborhood. Wieuca Road, Old Ivy Road, Ivy Road, Loridans Drive and other roads received sidewalk enhancements that are now utilized by hundreds of joggers and walkers every day. In some cases children now have a viable option to walk to school. With the opening of the new Sarah Smith Intermediate Campus in 2010, the City provided additional sidewalks on the school side of Wieuca Road. Currently, a large section of Wieuca now has sidewalks on both sides.

Other streets have neither sidewalks nor proper curbing to designate the street edge. This poses a danger to pedestrians along these routes. As a result, many parents will not seriously consider allowing their children to walk to school. This further adds to area traffic as car congestion around schools is now common.

Recent and planned streetscapes along Peachtree Road and future streetscapes required by SPI-12 zoning have or will improve pedestrian accessibility

in the neighborhood's southern end.

Pedestrian facilities are also improving in other areas. Phase 1 of the PATH400 was recently completed between Lenox Road and Old Ivy Road parallel to Georgia 400; Phase 2 will soon extend north to Wieuca Road. Future phases include a total of 5.2 miles of trails and a link south to the Atlanta BeltLine. The new trail has not been without its challenges. Due to the lack of places to walk in North Buckhead, many people are driving their cars to PATH400, parking on-street, and walking the trail. This on-street parking has create challenges for adjacent homeowners and drivers.

Bicycle Facilities

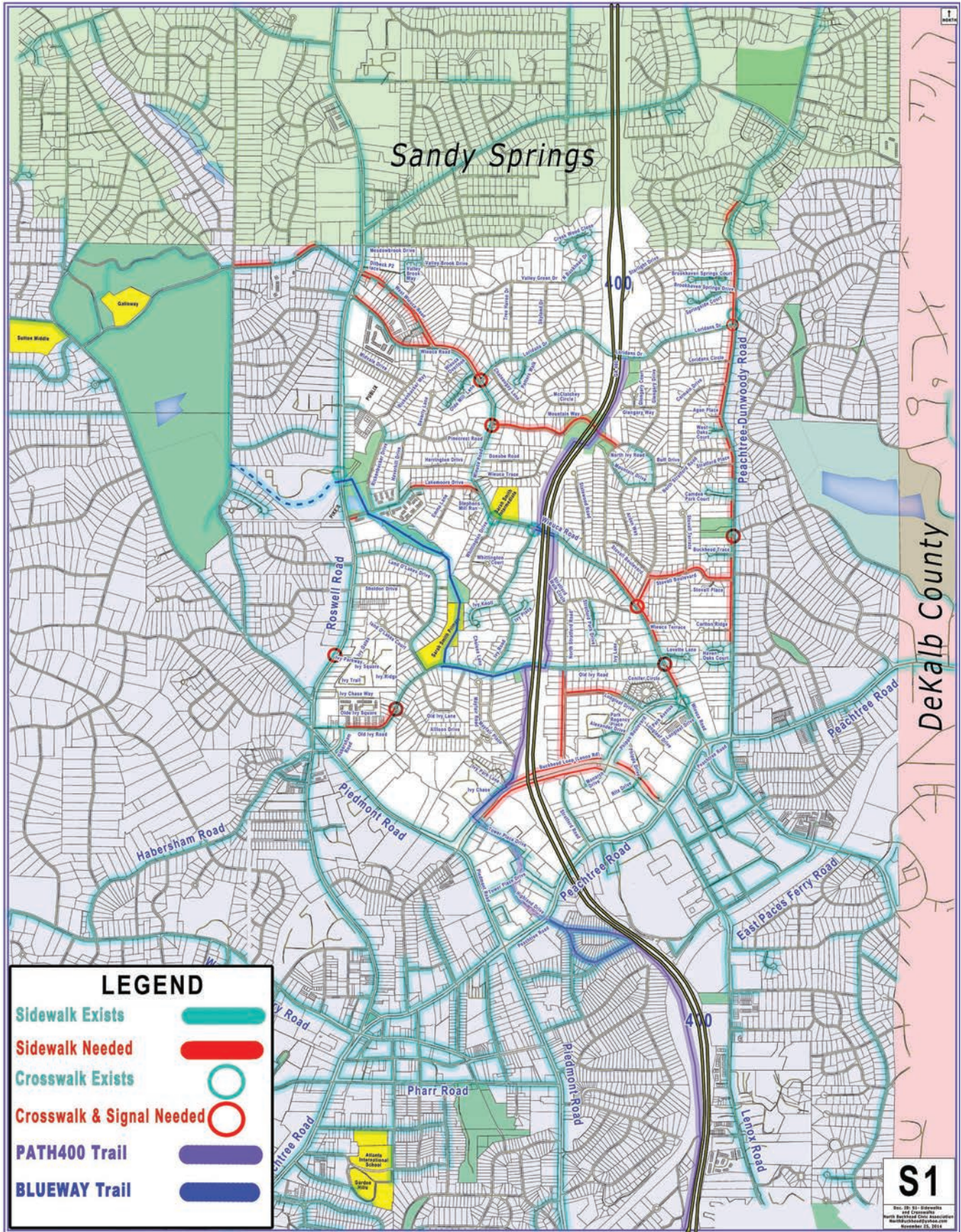
North Buckhead currently has limited bicycle facilities. There are on-street bicycle lanes on parts of Wieuca and Peachtree Dunwoody Roads, and the aforementioned opened Phase 1 of PATH400. Unfortunately, these do not form a cohesive network. The lack of dedicated bicycle parking at neighborhood businesses is also an obstacle for enhancing bicycling access.

Passenger and Freight Rail, Trucking

North Buckhead has no rail lines or passenger stations. The nearest passenger station is the Amtrak station on Peachtree Street at Deering Road, which is roughly four miles south of the neighborhood.

North Buckhead does not contain heavy manufacturing or warehousing uses that might require heavy truck traffic or freight rail. However, retail stores in and around the neighborhood routinely receive deliveries from large trucks. Such traffic tends to be concentrated along State Routes like Roswell Road, Piedmont Road, Peachtree Road, and Lenox Road (i.e. Buckhead Loop); on other streets truck traffic does not play a significant role in North Buckhead traffic.

Figure 3.7: Sidewalk and Crosswalk Needs



3.4 Parks + Open Space

Previous studies have shown that Buckhead is “under-parked” when compared to the citywide average or best practices. However, North Buckhead has more parks than any other part of Buckhead and progress has been made in securing more in the last 15 years.

Today the neighborhood is served by eight major open spaces within or near it:

- **Blue Heron Nature Preserve:** 4055 Roswell Road. Also at the Emma Lane cul-de-sac.
- **Tower Place Park:** Just northeast of Tower Place high-rise, 3340 Peachtree Road.
- **PATH400:** A 5.2-mile multi-use path mostly along GA400 right-of-way.
- **North Buckhead Park:** Wieuca Road at Phipps Blvd. (Northwest corner)
- **Little Nancy Creek Park:** 4012 Peachtree Dunwoody Road.
- **Mountain Way Common (Planned):** Mountain Way at GA400.
- **Lowrey-Stevens Cemetery (Planned):** Loridans Drive at GA400 (southeast corner)
- **Chastain Park:** West Wieuca Road at Lake Forrest Drive to Powers Ferry Road

As shown in Figure 3.3, these are dispersed and many residents still live more than a 10-minute walk from a park. In 2013, Mayor Reed and the Atlanta City Council signed the PARC Pledge, which includes a goal that all Atlantans should live within a 10 minute walk of a park.

Blue Heron Nature Preserve

This preserve started in 2001 as a 7.5 acre private conservation easement. It has gradually grown and was deeded to the City in 2007 when it was expanded to its current 29 acres. The preserve has trails, a community garden, overlooks for bird, turtle, and otter watching, woodlands, and wetlands. Despite having few sidewalks that lead to it, light traffic does not deter many pedestrians.



Blue Heron Nature Preserve



Small, privately-owned open spaces exist in several large developments in neighborhood's southern end.

The preserve is currently exploring expansion options, including the creation of the so-called Blueway to connect the preserve to PATH400, Chastain Park, and schools.

Tower Place Park

This is a privately held, a one-acre greenspace with fountains, statues and benches, in the Tower Place complex.

North Buckhead Park

This is a small (0.1 acre) greenspace. It serves as a gateway to the residential core of North

Buckhead. It was North Buckhead's first public park, donated to the city by local businesses and residents. The park contains a small path, benches and landscaping and is maintained by the NBCA.

Little Nancy Creek Park

The land for Little Nancy Creek Park was purchased in 2007 by the City of Atlanta and the park was jointly developed by residents of North Buckhead and Historic Brookhaven. Today the park, which includes passive open space, a playground, and community garden, has been very well-received (it is only the second public playground in the northern 10% of the city's land area). Despite its success, the park remains difficult to access on foot due to its location on Peachtree Dunwoody and the lack of sidewalks usable by North Buckhead residents.

Mountain Way Common (planned)

Park Pride awarded a grant in 2012 to the Friends of Mountain Way Common to support creating a community park vision. This process included several public meetings in 2013 to gather ideas and solicit input. These led to a conceptual master plan to guide the development of the Common. Park Pride recently announced a \$100,000 matching grant for a bridge in the park.

Lowrey-Stevens Cemetery (Planned)

This is a historic cemetery with access from Loridans Drive near Georgia 400. There are plans to make it into an amenity while preserving and protecting the cemetery.

Chastain Park

Although not in North Buckhead, Chastain Park (Atlanta's largest park at 268 acres) is used by many residents. It sits just one-half mile west of North Buckhead, but accessing it is a challenge. Traffic, especially during events, makes driving difficult. Sidewalks, while found on West Wieuca Road and on Interlochen Drive, are narrow.

3.5: Environment

Despite being in a major city, North Buckhead does not have any brownfields or known contaminated sites. The greatest concern for some in the neighborhood is pollution caused by motor vehicles. Heavy vehicle traffic is experienced daily from local streets, arterials at the edge of North Buckhead, and from Georgia 400.

Concerns have been expressed by some residents about potential health issues for users of the neighborhood's recreation facilities. Both the PATH400 trail and Mountain Way Common are planned on GDOT right-of-way close to Georgia 400. Users can be expected to exercise vigorously with Georgia 400 traffic just several hundred feet away. Further study may be necessary to determine if the traffic will pose a significant health risk to users of these facilities.

From a water perspective, the Mill Creek watershed encompasses all but one of North Buckhead's high-rises, several major shopping malls and most of the neighborhood's commercial property. Mill Creek flows northwesterly until it meets Nancy Creek at the Blue Heron Nature Preserve.

The runoff from the Mill Creek watershed flows through the pond inside the Blue Heron Nature Preserve. Regular visitors to the pond include blue herons, egrets, beavers, and a family of river otters.

While the neighborhood is largely developed, it is noteworthy that it includes an extensive network of streams and flood zones. These environmentally-sensitive areas, while currently protected by local, State, and Federal regulations, are constantly at risk from potential impact from nearby areas.

3.6: Infrastructure + Facilities

North Buckhead is served by a variety of public and private infrastructure and facilities, as follows.

Sewer and Stormwater

Sewer and stormwater facilities in North Buckhead are provided by the City of Atlanta Department of Watershed Management. Unlike older parts of Atlanta, these facilities are separated here.

Sewage is handled by sewer trunk lines, such as the Veteran's Hospital Trunk line which services most of North Buckhead, and by the Nancy Creek Sanitary Sewer Tunnel. Both the trunk line and the tunnel connect to the RM Clayton Water Reclamation Center for treatment. Both originate in Brookhaven in western DeKalb County and exit western North Buckhead at Roswell Road near Nancy Creek. The Veteran's Hospital line was renovated in 2002 to stop stormwater infiltration and to provide additional service capacity to the mixed-use parts of the neighborhood south of Lenox Road and Phipps Boulevard. The tunnel was completed in 2005 to stop sewage overflow along Nancy Creek and its tributaries. Drop shafts and vents from the trunk line to the tunnel are in operation at Blue Heron Nature Preserve and at the future site of Mountain Way Common.

Storm water is ultimately fed into Nancy Creek and its tributaries. Stormwater detention facilities have been installed in many newer developments.

The neighborhood is not a capacity-limited area, so sewer capacity is not expected to restrict future development.

Schools

Public schools in North Buckhead are run by Atlanta Public Schools. These include two elementary schools (both called Sarah Smith Elementary), Sutton Middle School, and North Atlanta High School.



Sarah Smith Elementary School has two campuses in North Buckhead.

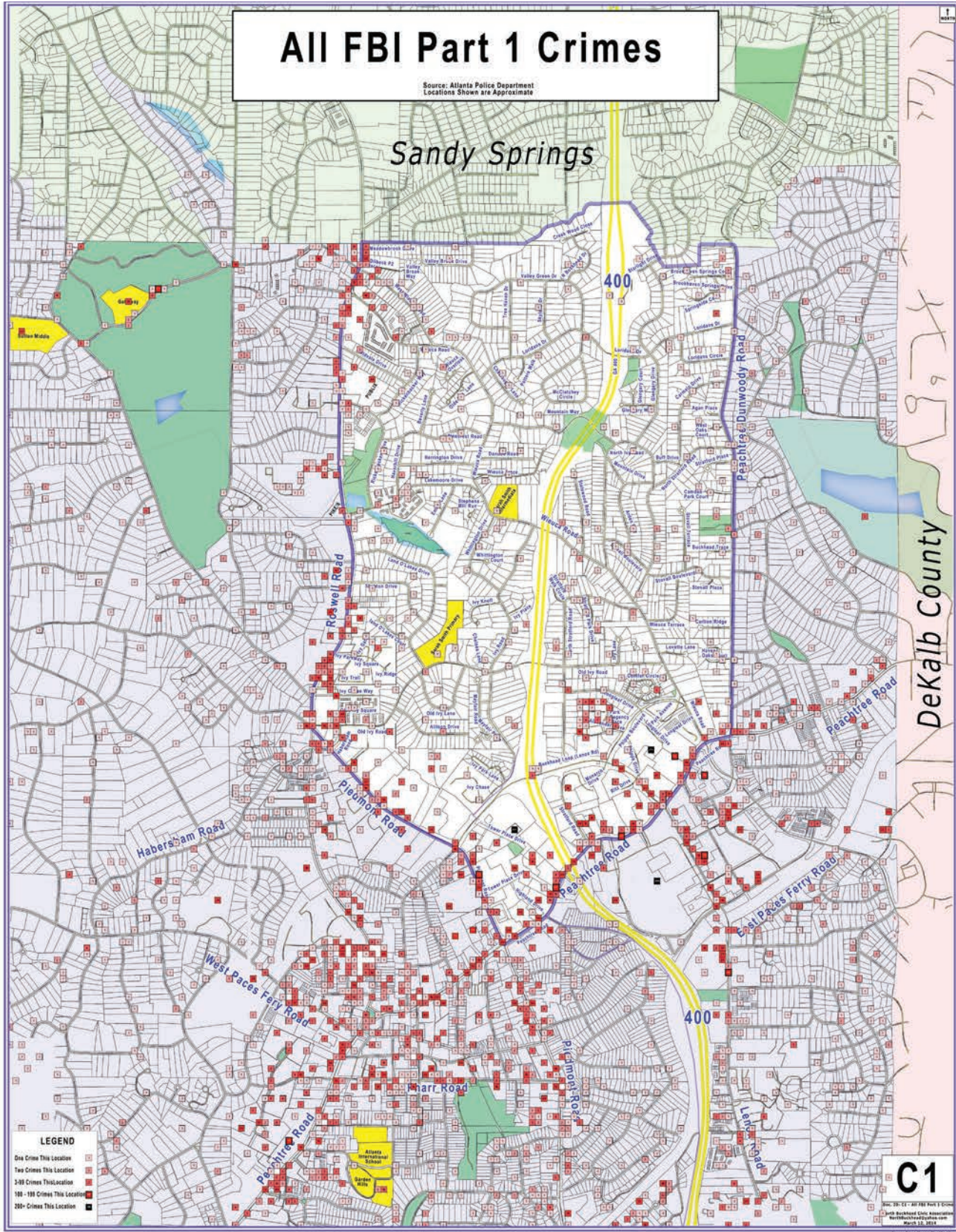
Sarah Smith Elementary includes Primary and Intermediate campuses that serve the majority of the neighborhood. The exceptions are residents on Roswell Road and those living in the extreme northwest part of the neighborhood (Meadowbrook Drive, Valley Brook Drive, and Valley Brook Way) which are serviced by Warren T Jackson Elementary (located outside of North Buckhead).

Sarah Smith Elementary was expanded to two campuses in 2011 and is already at capacity (about 1,100 students) due to North Buckhead's population growth and the redistricting of the southern parts of Garden Hills to Sarah Smith. The added vehicle traffic from the new students has resulted in street traffic problems on both Old Ivy Road and Wieuca Road.

Libraries

Libraries serving North Buckhead are run by the Atlanta-Fulton Public Library System. The Ida Williams Buckhead Branch Library is the closest library and is located on Buckhead Avenue; it is accessible by walking for some North Buckhead residents. The residents' walk to the library ranges from as little as 0.4 miles to as much as 3.4 miles. The majority of residents are not within reasonable walking distance of a library.

Figure 3.8: All FBI Part 1 Crimes



Map courtesy of NBCA, Gordon Certain

Fire Protection

Fire and rescue services in North Buckhead are provided by the cities of Atlanta and Sandy Springs.

Atlanta Fire Station #3 is located within North Buckhead on Phipps Boulevard.

Sandy Springs Fire Station #39 is located in Atlanta, one half block west of North Buckhead on Wieuca Road and provides emergency services to the northern parts of North Buckhead by a mutual service agreement with Atlanta.

Atlanta Fire Station #21, located close to North Buckhead on Roswell Road may also provide fire and rescue services.

Police Protection

Crime is a significant concern of many neighborhood residents. Analysis of North Buckhead crime, however, indicates that about eight of nine North Buckhead crimes occur in commercial areas along Peachtree, Piedmont, Roswell, and Lenox Roads.

North Buckhead lies in APD Zone 2. The headquarters for this zone are located near North Buckhead at 3120 Maple Drive. There is also a police substation at nearby Lenox Square.

North Buckhead depends on the APD for patrols. With the exception of four streets near Peachtree Dunwoody Road, the neighborhood does not employ off-duty police for security patrols. The crime rate in the neighborhood is higher than other neighborhoods principally because it includes relatively large areas of non-residential land uses.

Part 1 crimes can be found in Figure 3.8. Part 1 crimes include: homicide, rape, robbery, assault, burglary, theft, and motor vehicle theft.

Hospitals and Healthcare

North Buckhead has no hospitals or major healthcare facilities within its boundaries.

Two hospital complexes are roughly equidistant from North Buckhead residents:

- To the north (as close as two miles to North Buckhead) is the “Pill Hill” complex, including Children’s Healthcare of Atlanta, Northside Hospital, St. Joseph Hospital, and related medical offices.
- To the south (as close as three miles) is Piedmont Hospital and the Shepherd Center.

Both are well known for providing a wide range of medical services.

3.7 Urban Design + Historic Preservation

Urban Design

Urban design involves not only the design of buildings themselves, but groups of buildings and their relationship to one another and to roads and other modes of transportation.

The present layout of North Buckhead is due to its history. In its earliest days, the neighborhood was crossed by streams, trails, and a handful of roads. Early settlers used former Indian paths. These early trails, paths, and roads established many of the major roads in the neighborhood today.

The 1906 extension of the streetcar to Buckhead and, before long, to Oglethorpe University also shaped the neighborhood. With it came significant residential development. By 1935 the city directory for Wieuca Road listed over two dozen residents, and streets such as Ivy, Stratford and Old Ivy were seeing new development as well.

The years following WWII saw another wave of building in North Buckhead, but in a much different form from earlier growth. By this time, most development was designed for the automobile and new homes were typically set back 100 feet or more from the street and laid out with large landscaped front yards. Sidewalks were usually not present.

From the 1970s on the trend of auto-oriented development in North Buckhead continued. Many new subdivisions were created and some older houses were torn down and redeveloped.

As a result of these development patterns, North Buckhead is known for its tree canopy and spacious single family houses. At the same time, while North Buckhead has an abundance of privately owned greenspace, shared greenspace



The arrangement and design of buildings, public space, and streets can create distinctive places that contribute to sense of place, especially in commercial and mixed-use areas.



Many post WWII houses still exist in North Buckhead. These homes typically are set far from the street behind extensive landscaping.



North Buckhead's tree canopy is a unifying design element of its single-family core.

areas have remained somewhat limited.

History also shaped the form of the neighborhood's commercial and multifamily areas. Because these areas were built primarily after the 1950s, they are largely auto-oriented in nature, in a variety of different scales and sizes. Virtually none engage the street or the sidewalk, other than recent projects developed under SPI-12 zoning or where the neighborhood was able to achieve design improvements through the use of zoning conditions.

This result of this auto-oriented growth is especially evident along Roswell Road, which has become a visual jumble of businesses, despite being within a short walk of many homes. Here large signs, parking lots, curb cuts, utilities, and a general lack of landscaping create a public realm that has little or no relationship to the streetscapes for the neighborhoods just behind them.

The final factor influencing the design of North Buckhead was the building of Georgia 400 and the creation of a mixed use area south of Lenox Road/Phipps Boulevard. While much of this recent growth has been high density, until recently much of it was still auto-oriented and suburban in form. Few buildings engage the sidewalk with active uses, doors, and windows, and many include large parking "dead zones" that kill traditional street life. This is, of course, changing with the arrival of MARTA and SPI-12, but will take decades.

Historic Preservation

As indicated earlier, North Buckhead contains many buildings that are over 50 years old and could therefore be considered historic by most measures. No protection exists for these older homes, and some residents are concerned about their continued loss and their replacement with larger, often out-of-scale new houses.



Remnants of auto-oriented 1950s commercial development can still be seen along parts of Roswell Road.



Tower Place is more walkable than the early commercial and mixed-use development in North Buckhead, but it is still hardly urban due to its lack of buildings that engage the street.



This stone house on Mountain Way dates from the 1940s

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NORTH BUCKHEAD NEIGHBORHOOD MASTER PLAN

Part 4: Public Involvement



Overview

Recognizing that no neighborhood plan can be successful without the support of those who live and do business within a community, this plan embodies the vision and aspirations of local stakeholders. The plan was developed through consensus building and a custom-tailored approach to participation that incorporated oversight and information sharing, communication, visioning, and implementation.

Leadership + Input Groups

The six-month planning process included a leadership team to guide the process, maintain the schedule, and provide technical expertise to ensure that the plan process and recommendations were consistent with the goals of the NBCA, the City of Atlanta, and other partners. Various input groups were established, each providing opportunities to share information and capture a range of input to inform the existing conditions analysis, develop a neighborhood vision, validate recommendations, and prioritize projects. The portals used to garner oversight and input included:

Project Management Team. This small group of representatives from the NBCA and TSW who regularly coordinated to provide direction on the actual process and oversight of the project.

Stakeholder Committee. A core of approximately 25 individuals who represented a wide array of interests within the broader neighborhood provided targeted input and advice. The Stakeholder Committee convened prior to every community forum and served as a sounding board to review documents and provide recommendations on delivery to the general public.

General Public. Many voices and opinions of the North Buckhead community were engaged through public forums as well as online formats and surveys throughout the process.

Outreach Activities/Tools

The following is a summary of outreach activities and tools used to guide the master plan. Specific detailed documentation of these efforts and feedback is provided in the Appendix.

Website

Much consideration was given to how to effectively inform North Buckhead stakeholders of the planning process to ensure maximum participation. Using a variety of online, print, verbal mediums and communication approaches, over 300 community stakeholders participated in the process. An interactive webpage (www.nbca.org/plan) was developed to provide the public with accurate and timely information on a wide range of project topics. The website announced all public forums including links to presentations and summaries, draft plan reports, and other information.

Community Surveys

Four online survey tools were developed using a combination of graphic images and targeted questions to help citizens give shape to their ideas for the future of the area.

The Pre-Master Plan On-line Survey was online from October 13-21, 2013. In total, 255 responses were received. The responses to this survey prioritized neighborhood needs, and gave the NBCA Board the direction it needed to pursue conducting a master plan.

The Post-Kickoff Meeting On-line Survey was posted online from July 16th through August 4th of 2014. It was intended to allow the consultant to understand specific neighborhood needs and tailor the upcoming Community Workshop to respond to these. In total, 117 responses were received. These highlighted specific neighborhood strengths and challenges, particularly regarding

Figure 4.1: Online Survey Results: What Do You Like MOST About North Buckhead?



Figure 4.2: Online Survey Results: What Do You Like LEAST About North Buckhead?



transportation and land use. Figures 4.1 and 4.2 highlight neighborhood feedback from this survey.

The Transportation Infrastructure Specific On-line Survey was posted from September to October 2014, and received 222 responses. This survey focused on transportation specific needs throughout the neighborhood due to the strong need for transportation improvements and an upcoming City of Atlanta bond referendum project list.

The Draft Plan Recommendations On-line Survey was posted online in November 2014 to allow stakeholders to respond to the draft plan. The survey received at least 280 responses. Unfortunately, due to technical and other issues, the survey was not as effective as previous surveys in assessing stakeholder sentiment.

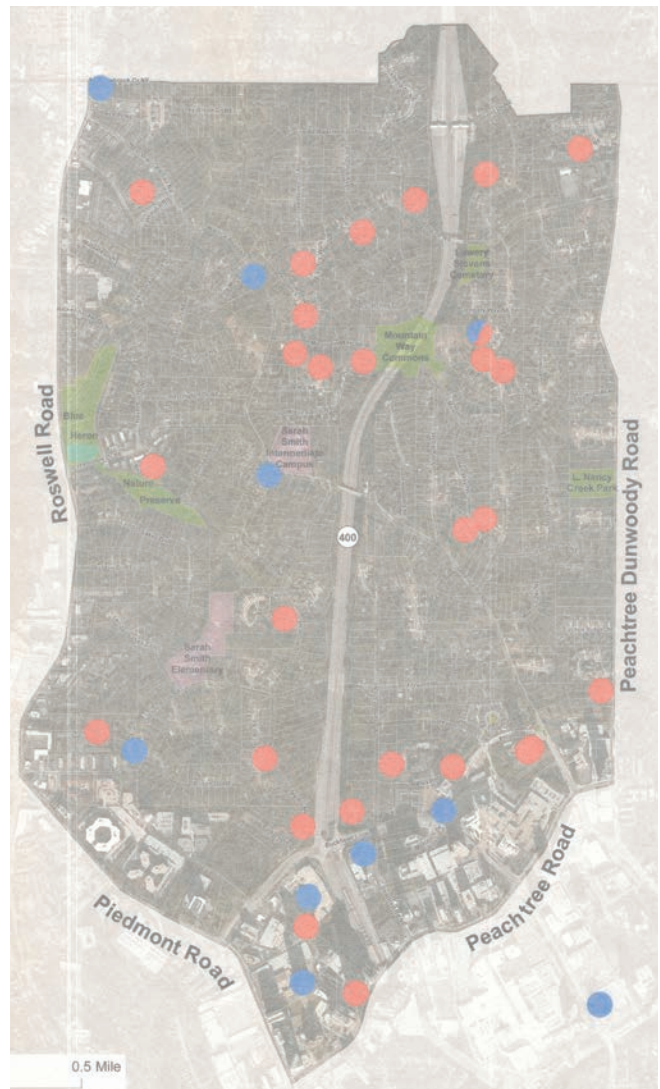
The Final Draft Plan On-line Survey was posted online in December 2014 to allow stakeholders on final opportunity to comment on the master plan before it began the official adoption process.

Meeting Announcements

The North Buckhead Master Plan was initiated to establish and prioritize the neighborhood's vision for its future. As a neighborhood-based effort, community input was central to the master planning process – especially through the public meetings.

In order to ensure that the public meetings were well attended by a broad cross section of stakeholders, several different means were used to spread the word, including:

- The NBCA email list, which includes both members of the association and stakeholders;
- In-person communication;
- NPU B announcements;
- Neighborhood meeting announcements;
- Targeted efforts to put meeting announcement signs in multifamily buildings and distribute

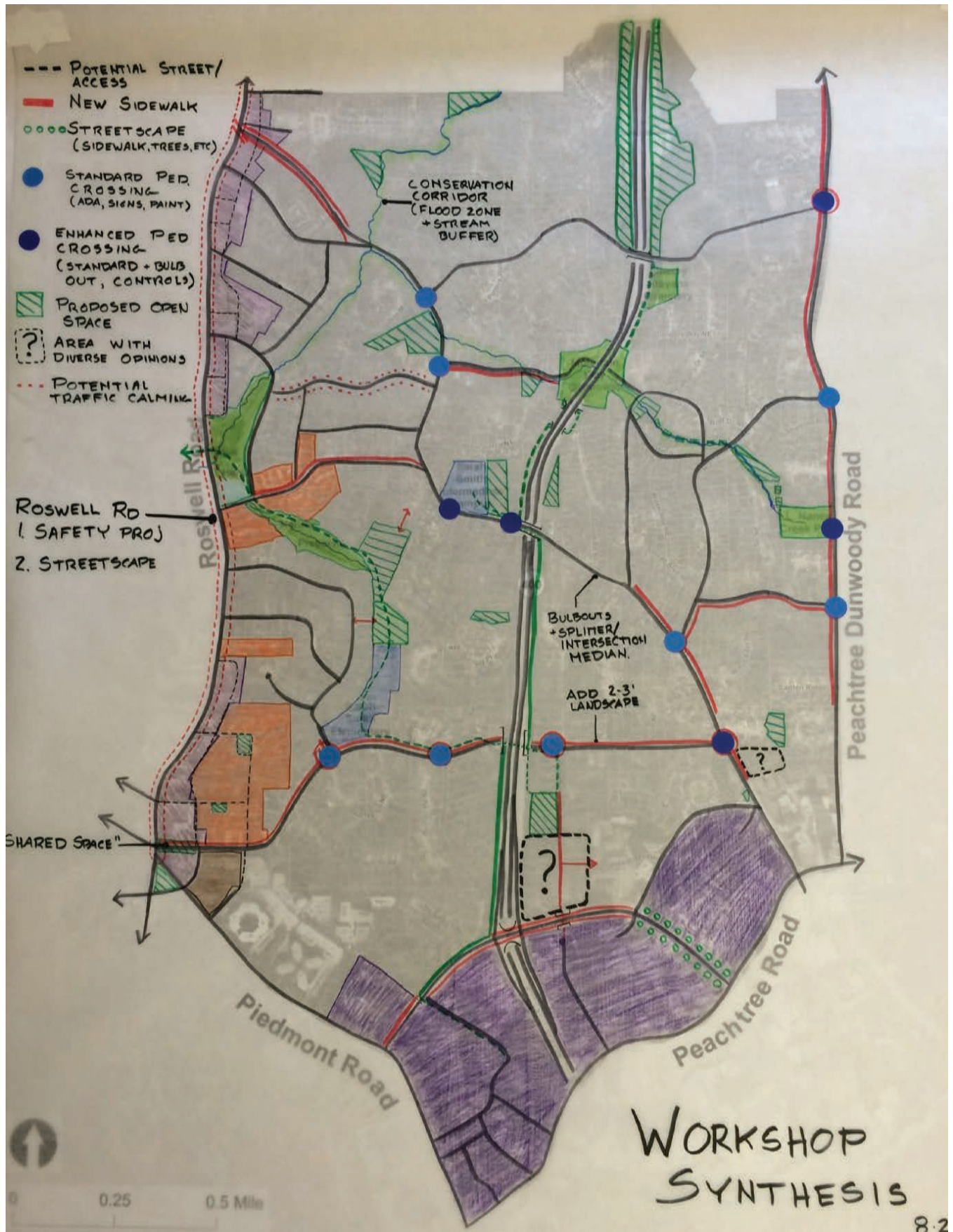


A map of the neighborhood for master plan kickoff was provided for participants to share where they live or work. Orange indicates live, blue indicates work.



North Buckhead stakeholders, City of Atlanta leaders, and planners took a bus tour in July 2014 to examine existing conditions of the neighborhood.

Figure 4.3: Workshop Synthesis Map



through resident newsletters;

- BCID coordination; and
- Mailings to all commercial and multifamily property owners along Roswell Road.

Regardless of the specific means of communication used, all of these announcements explained what the master plan was, how it might affect the community (e.g. land use recommendations, transportation projects, etc.), the dates and times of upcoming meetings, and how to stay involved. In total, an estimated 5,000 individual or householders were contacted.

Public Meetings

North Buckhead residents and other stakeholders were given the opportunity to contribute at a variety of public meetings and workshops. These varied from large public gatherings at which information was presented to more informal breakout sessions in which participants discussed and worked on maps to identify key issues within the study area.

Four public meetings were held during the process:

- Kickoff Meeting on July 15, 2014
- Public Workshop on August 16, 2014
- Draft Plan Presentation on September 30, 2014
- Final Plan Presentation on December 4, 2014

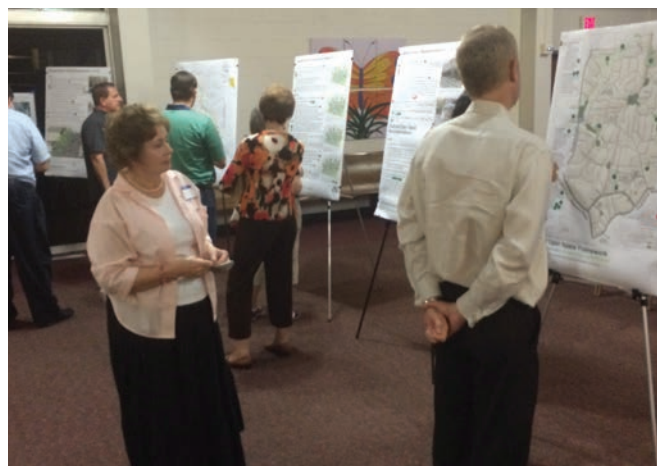
These provided neighborhood stakeholders with opportunities to share their thoughts on existing conditions, establish a desired neighborhood vision, and review specific recommendations to achieve that vision. Figure 4.3 illustrates a synthesis of public comments from the Public Workshop that was held on August 16, 2014.



North Buckhead residents and business owners at the Neighborhood Plan Kickoff held July 15, 2014.



North Buckhead residents and business owners at the Neighborhood Workshop held August 16, 2014.



North Buckhead residents and business owners at the Draft Plan Presentation held September 30, 2014.

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Introduction

This section includes recommendations for the North Buckhead neighborhood that define its future character and provide short-term and long-range actions to address the challenges identified during the planning process.

Two types of recommendations are provided: Policies and Projects. Projects are followed by a project number as identified in Part 6, which contains an implementation strategy, including cost, funding, and responsible parties.

Recommendations are a synthesis of the desires and work of residents, property owners, and stakeholders, coupled with sound planning principles. They offer a visionary yet achievable blueprint for change that reflects the neighborhood's history, development potential, transportation needs, and regulatory framework.

5.1 Future Vision

North Buckhead's vision for its future is the basis for the recommendations that follow. This vision is for a connected, safe, green, vibrant, and sustainable neighborhood that includes a thoughtful mix of land uses, housing types, and a balanced transportation system.

Central to the vision for North Buckhead is preserving its single-family character while allowing higher density development in areas currently zoned or used for commercial, multifamily, or mixed land uses. This means preserving all of the neighborhood's single-family areas and directing more intense development into current mixed-use and multifamily areas along Roswell Road, Piedmont Road, and south of Lenox Road/Phipps Boulevard, as specifically shown in the Framework Plan on page 64.

In these mixed-use and multifamily areas, the plan

Policies + Projects

There are two types of recommendations in this master plan:

Policies are guidelines that provide direction for the implementation of the plan's vision. They often support projects and should be the basis for actions by the City of Atlanta, NPU B, and the NBCA. They are especially important for reviewing development proposals in the neighborhood.

Projects are specific tasks, such as transportation improvements, studies, or signage, with a defined cost and time frame. They are often undertaken by a local entity such as the NBCA, the City of Atlanta, BCID, or GDOT.

envisions continued redevelopment in accordance with the 15-Year Land Use Plan, as shown on page 103. It seeks to ensure that existing auto-oriented developments and buildings are replaced with designs that embraces walking and the sidewalk. This is especially true in mixed-use areas, where acres of surface parking and one-story buildings should accommodate future growth.

A unifying system of parks, greenways, and other open spaces is envisioned amongst this framework of preserved single-family areas and dynamic mixed-use districts. These should range

in size from small pocket parks that serve individual streets or blocks to large linear parks, such as the Blueway, that serve the entire neighborhood and provide connections to nearby neighborhoods.

The final major piece of the North Buckhead's vision is providing facilities that support a range of transportation choices. This means providing facilities for pedestrians, drivers, bicyclists, and transit riders that are designed in response to their land use context and community needs. This approach will avoid harming the neighborhood for the sake of commuter traffic.

5.2 Priority Recommendations

Of the recommendations that follow, not all are of equal importance to the quality of life in North Buckhead. Through the public outreach process identified in Part 4, the following land use recommendations were identified as priorities for the neighborhood that will be central to the realization of the plan's vision.

- **Priority Recommendation #1:** Preserve and protect single-family areas.
- **Priority Recommendation #2:** Maintain the North Buckhead-specific NPU B Policies identified in the 2011 CDP.

Without a long-term continuation of these policies, many of the other recommendations of this plan could be significantly compromised. It is the clear demarcation between highly urban mixed-use areas and single-family areas that makes North Buckhead unique and desirable.



Over time, commercial areas along Roswell Road could develop into a more walkable neighborhood commercial district.



A single-family house in North Buckhead courtesy of Andrea Bennett.



The transition from high density development to single-family residential found in North Buckhead is rare in Atlanta. Courtesy of Peter Rogers.

5.3 Demographic + Socioeconomic Recommendations

North Buckhead is a neighborhood with diverse residents and businesses. This diversity should be preserved and expanded in the future, especially as the neighborhood's elderly population grows.

General Demographic + Socioeconomic Policies

Provide a neighborhood that supports diversity.

As the neighborhood continues to grow and evolve, its diversity must not be lost. Central to this is providing a range of housing types that includes everything from grand single-family homes to modest apartments. A balanced transportation system will also support this, as development patterns that lessen or eliminate the need for car ownership can contribute to affordability.

Foster a neighborhood that serves the needs of all ages.

North Buckhead should serve people of all ages. Those who wish to do so should be able to comfortably live in and utilize the neighborhood at all life stages. This is especially critical for children and the elderly, who are often not considered in planning decisions, yet are most often impacted by neighborhood design and transportation decisions. In 2010, 21.9% of residents were 19 or younger and 11.5% were 65 or older.

Seek to include the broader community in neighborhood affairs.

NBCA and BCID should continue to collaborate and communicate in an open, honest, and inclusive manner. Additionally, both should reach out to engage stakeholders who may not be involved today, especially small business owners, renters, and the young.

Community Relationships

To include the broader community in planning efforts, North Buckhead should continue to foster relationships with:

- NPU B, which is the one neighborhood's greatest allies and advocates
- City of Atlanta Department of Planning and Community Development, Office of Planning
- Atlanta Council District 7
- Buckhead Council of Neighborhoods
- Atlanta Regional Commission
- MARTA
- GDOT and SRTA
- PATH Foundation
- Blue Heron Nature Preserve
- BCID
- Livable Buckhead (which includes the Buckhead Area Transportation Management Association)
- Buckhead Business Association
- Buckhead Coalition
- The Buckhead Alliance
- Park Pride



Children and the elderly should be considered when making planning decisions, as they are often most impacted by neighborhood design and transportation.

5.4 Land Use Recommendations

The recommended land use plan permits growth, but directs it into appropriate locations.

General Land Use Policies

Preserve and protect single-family areas.

The single-family areas of North Buckhead identified on the current 15-Year Future Land Use Map and this plan's Framework Plan are the neighborhood's greatest assets. These must be preserved and protected from commercial or multifamily encroachment.

Maintain the North Buckhead-specific NPU B Policies identified in the 2011 CDP.

Specifically, these are:

- B-1: Implement minimum standards for "open" space and "green space" in lieu of "open space" only. Minimum standards should be based on square feet of development in all categories except single family residential.
- B-2: Protect the boundaries of the single-family and low density residential uses.
- B-6: Maintain Lenox Road/Phipps Boulevard (also known as the Buckhead Loop/ Wieuca Road Connector) as the boundary between residential land use north of the boundary and mixed-use land use south of the boundary. Permit no non-residential uses to encroach upon the single-family uses of the North Buckhead neighborhood north of Lenox Road, also known as the Buckhead Loop/Phipps Boulevard/Wieuca Road Connector.
- B-8: Contain strip commercial use along Peachtree, Piedmont and Roswell Roads. Promote the redevelopment of existing commercial strips along these corridors so as to enable the reduction of curb cuts and

For More Information...

The **2011 City of Atlanta CDP** can be found at:

<http://www.atlantaga.gov/index.aspx?page=376>

Buckhead Commercial District Policies included in the Regional Center Character Area of the 2011 CDP can be found on pages 482-488 of the following document:

<http://www.atlantaga.gov/modules/showdocument.aspx?documentid=2824>

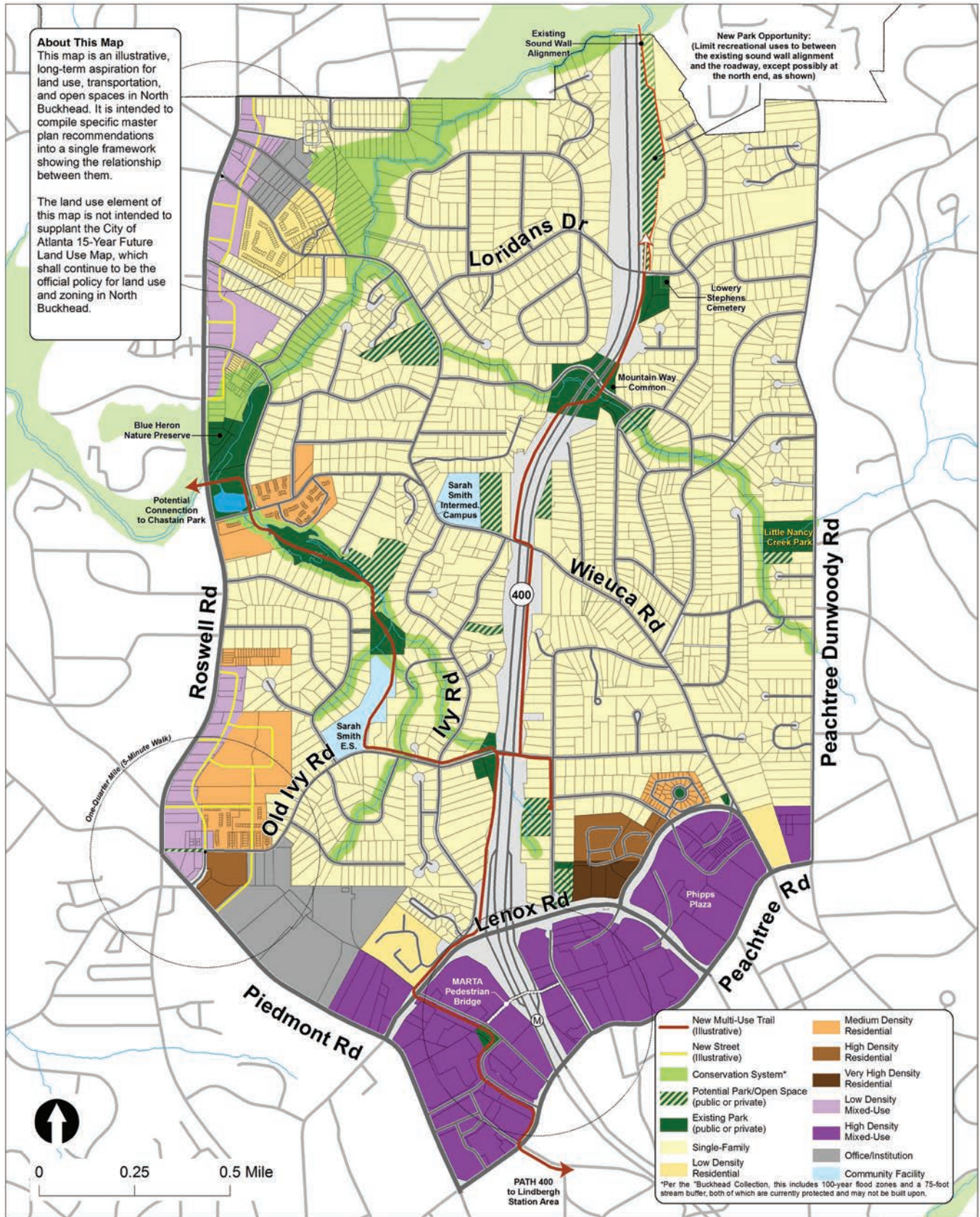
The **Buckhead Greenspace Action Plan** can be found at:

<http://livablebuckhead.com/greenspace-2/buckhead-collection/>



Single-family residential areas in North Buckhead have seen significant new home construction in recent years. Courtesy Andrea Bennett.

Figure 3.1: Framework Plan (see important note about this map below)



Note: This is not an official future land use map. See page 103 for recommended changes to the CDP's 15 Year Future Land Use Plan Map.

turn-lanes, as well as the improvement and consolidation of points of automobile access to the development and the utilizing of Neighborhood Commercial Zoning. Maintain existing land use and densities along the Roswell Road corridor. Encourage pedestrian connectivity and bicycle lanes along all major connections.

- B-9: Encourage all development in the area covered in the “Buckhead Greenspace Action Plan” (i.e. “The Buckhead Collection”) to be in accordance with the guidelines set forth in the final adopted version “Buckhead Greenspace Action Plan” by incorporation of appropriate elements into the CDP.
- B-10: Implement the Buckhead Commercial District Policies included in the Regional Center Character Area.

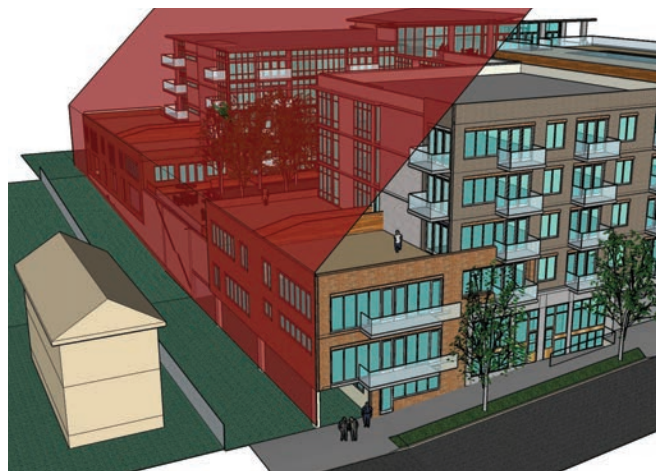
Achieve the land use vision in the North Buckhead Framework Plan.

The Framework Plan shows land use, open space, and major transportation recommendations on a single map so that the relationships between them can be understood. It is not intended to supplant the 15-Year Future Land Use Map, which reflects the official land use policy for the neighborhood. Rather, it consolidates key plan concepts into a single-graphic.

Please see page 103 for specific changes to CDP’s 15-Year Future Land Use Map that support this vision.

Encourage the redevelopment of existing auto-oriented commercial areas along Roswell Road into walkable mixed-uses that benefit and serve residents.

This corridor is ripe for redevelopment. It should provide pedestrian amenities, and be lined with mixed-use buildings.



The transitional height plane protects single family houses and will be critical with future redevelopment along Roswell Road.

Support transit-oriented development (TOD) around the Buckhead MARTA Station that responds to the station’s context and access, and that respects the Framework Plan.

The mixed-use area around the Buckhead MARTA station should promote the use of transit through site designs that maximize walking and station access, and by using reduced parking ratios and parking pricing that make transit more attractive than driving.

Provide appropriate height transitions from new development to single-family areas.

Conflicts must be avoided when intense development occurs next to single-family districts. The City’s existing transitional height plane addresses this in many ways, but developers are encouraged to take further steps to reduce the impacts of new development.

Provide buffers between new development and single-family residential areas.

New developments abutting single-family districts must incorporate landscaping as required by zoning’s transitional yard requirement.

North Buckhead Neighborhood Master Plan Land Use Policies

From a planning perspective, NBCA supports the land use policies included in this plan, especially those seeking to preserve and protect the single-family areas, to encourage redevelopment of auto oriented areas to a more compact pedestrian oriented form and to support high density mixed use development near transit.

Policy: Preserve and protect single-family areas.

- This plan strongly supports the Comprehensive Development Plan policy of preserving the residential character of single-family areas and protecting them from encroachment. In order to ensure the stability of single family areas, this is particularly important in areas adjacent to land uses with higher densities and non-residential uses.

Policy: Encourage the redevelopment of existing auto-oriented commercial areas along Roswell Road into walkable mixed-uses that benefit and serve residents.

- Locations for commercial, mixed-use, and higher density residential developments, as identified in this plan and in the 2011 CDP, and which have existing transit, roadway, and utilities should be redeveloped in a compact development pattern.
- North Buckhead has areas identified for mixed-use, commercial, and multifamily development. Many of these sites could be redeveloped in a more walkable pattern. This is especially true of sites developed at a low intensity and those that have large parking lots.

Policy: Support transit-oriented development (TOD) around the Buckhead MARTA Station that responds to the station's context and access, and that respects the Framework Plan.

- Higher density development should occur within a pleasant one-quarter mile walk of transit, as measured from the bus stop or a rail station and along a pedestrian path. With the exception of a few parcels along Roswell Road, all sites with good bus or rail access are already zoned for commercial or mixed-use development.
- New development should incorporate transportation demand management strategies in order to reduce the amount of land dedicated to parking, decrease traffic, reduce traffic in local neighborhood streets, support transit use and other modes of transportation.

Land Use Projects

Future Land Use Plan Amendments (O-1)

Amend the 15 Year Future Land Use Map to reclassify properties along Roswell Road from “Low Density Commercial” to “Low Density Mixed Use.” Because “Low Density Mixed-Use” and “Low Density Commercial” are identical in terms of density and use, this change is largely a symbolic change intended to support the transition of Roswell Road into a mixed-use district.

Please see Part 6 for specific updates to the 15-Year Future Land Use Map.

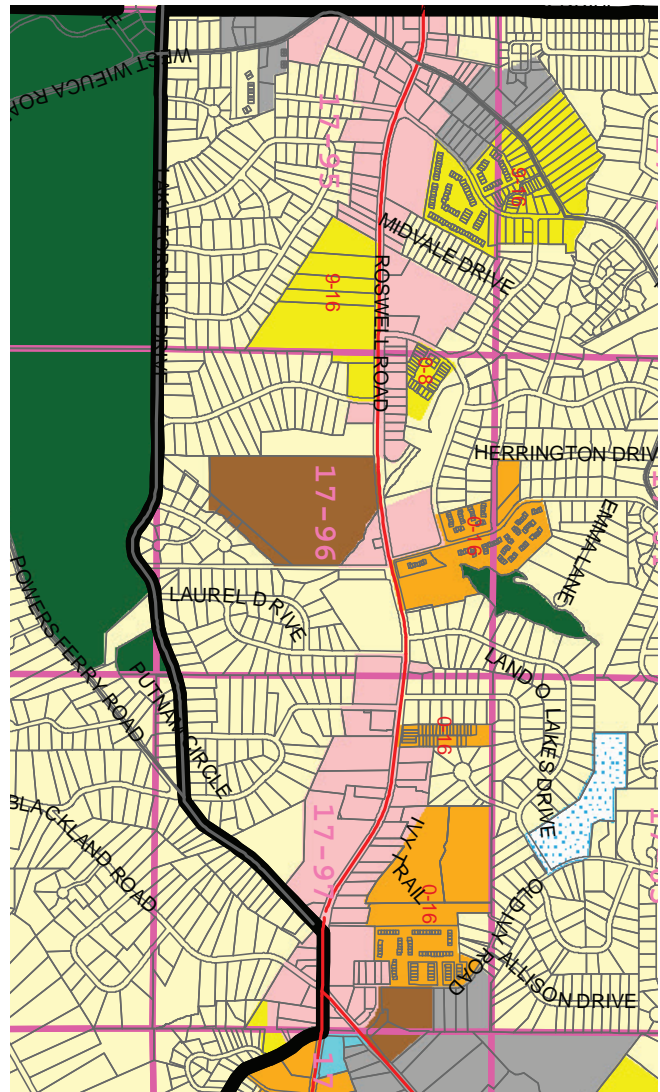
Roswell Road Zoning Changes (O-2)

Zoning changes should be undertaken along Roswell Road that require, where feasible, access management (such as inter-parcel access and curb cut consolidation), connectivity, and the realization of the proposed Roswell Road Streetscape Standards along both sides of the corridor. This may include the creation of an overlay, specific conditional rezonings, or other means.

A key goal of these changes is creating greater street connectivity. The Framework Plan shows where new streets might be built with land assembly and redevelopment. These have been tentatively located at current major curb cuts and in accordance with the maximum block sizes allowed under Quality of Life Zoning District. However, without an engineering study beyond the scope of this plan, locations are conceptual only.

One strategy would be to prepare a Street Framework Plan similar to the BeltLine Overlay Zoning District. That district references an Official Map and a typical street cross section. Such a plan could be crafted to ensure that the new street network can be incrementally built in a way that it does not adversely affect small properties.

Please see Part 6 for specific zoning strategies that could be used.



Today, much of Roswell Road is classified “Low Density Commercial” and is zoned C-1.

5.5 Transportation Recommendations

Transportation means providing accessibility and mobility for people, not just cars, in North Buckhead. The neighborhood needs enhanced access to the existing transit, new pedestrian, and bicycle facilities, traffic calming, and several strategic vehicular upgrades.

General Transportation Policies

Create a balanced transportation system that serves pedestrians, bicyclists, transit users, and drivers.

Although transit and sidewalks exist in the neighborhood today, it is still largely auto-oriented. As the area grows, it must do so in a way that expands non-vehicular facilities and ensures that transportation is balanced with the land use vision.

Promote and enhance walking and bicycling throughout neighborhood.

Walking and bicycling are an inexpensive, energy efficient, and healthy means of travel. Their use should be promoted throughout the neighborhood via a network of paths.

Use a complete street approach for new or redesigned streets.

A “complete street” serves different users in response to context. Existing streets that should be viewed as key complete streets are:

- Roswell Road
- Piedmont Road
- Peachtree Road
- Peachtree Dunwoody Road
- Phipps Boulevard
- Wieuca Road
- West Wieuca Road
- Old Ivy Road
- Mountain Way



As the area grows, it must do so in a way that expands non-vehicular facilities and ensures that transportation is balanced with the land use vision.



In mixed-use areas, high quality, accessible sidewalks should be provided, such as this one in Tower Place.



Protected bike lanes include a buffer between bicyclists and cars. Image courtesy Paul Kreuger.

Upgrade sidewalks and streetscapes as redevelopment occurs.

Currently, SPI-12, at the neighborhood’s southern end, requires major pedestrian facility upgrades with redevelopment. These include a minimum 5-foot amenity zone and a 6- to 15-foot walk zone, depending on the street. Similar requirements should be implemented along Roswell Road through the proposed Roswell Road Streetscape Overlay. Sidewalks must be durable and compliant with the Americans with Disabilities Act (ADA) Guidelines.

Incorporate lighting upgrades into planned sidewalk and streetscape projects.

In order to make walking safe it is important that adequate lighting be provided. The NBCA and City should work to ensure that planned sidewalk and streetscape projects include adequate lighting.

Use impact fees locally and to implement projects identified in this plan, when possible.

New development will generate impact fees. These should fund projects identified in this master plan.

Promote transit use.

Transit is an energy-efficient, convenient, sociable, and affordable form of travel. Its use is encouraged for those who live in, work in, or visit North Buckhead. Increasing bicycle and pedestrian access to transit is central to this.

Support current PATH400 plans.

Current plans call for a multi-use trail from Loridans Drive south to the Lindbergh MARTA Station area. Future phases will require coordination with NBCA to assess their potential impacts.

Improve traffic operations with technology.

To improve intersection operations and traffic flow, state-of-the-art traffic management technology should be utilized, where appropriate. In many cases, such technology may be as or more effective than roadway or intersection widening.



A HAWK pedestrian crossing signal could allow safe crossings in areas by Sarah Smith Elementary, or along Peachtree Dunwoody Road at Little Nancy Creek Park, for example.



Crosswalks should be repainted where they are worn, substandard, or non-existent.

Encourage developer-built walking paths.

Projects that provide publicly accessible path can benefit residents, workers, and the community.

Encourage convenient signaled crosswalks where appropriate.

Signaled crosswalks by schools or at busy intersections can increase safety for all users.

Retrofit existing pedestrian-unfriendly buildings for greater walkability.

Many existing commercial and multifamily buildings are set far from the street behind parking lots, with no walkways or paths for pedestrians

Roswell Road Streetscape Standard

In order for Roswell Road to become more walkable, enhanced pedestrian facilities must be provided along it. Few non-drivers use the corridor today due, in part, to its narrow sidewalks, lack of shade, lack of safe and convenient sidewalks, and a lack of buffering from moving cars.

To improve walking and bicycling conditions and aesthetics along Roswell Road, the following is recommended for all new development and redevelopment:

- A minimum 7-foot landscaped street furniture and tree planting zone adjacent to the curb. Ideally, this zone should be planted with shade trees, however, GDOT policies and the existence of transmission lines mean that single-stem crape myrtle is currently recommended.
- A 6-foot cycle track.
- A minimum 10-foot sidewalk clear zone.
- A minimum 5-foot supplemental zone between the sidewalk and the adjacent building. This zone should be planted with shade trees (where feasible given overhead transmission lines) and designed to unite the adjacent sidewalk clear zone with the adjacent building front. Adjacent to sidewalk level commercial uses, the supplemental zone may be paved and trees placed in planter cutouts. Adjacent to residential, however, the zone should be landscaped and use for stoops, porches, or private yards.

Achieving this aspiration may require case-by-case adjustment to accommodate site conditions.



to use to access them. Property and business owners should retrofit these buildings to be more pedestrian friendly by building walkways to the adjacent sidewalk, enhanced landscaping, and other means. This is especially urgent at several shopping centers on Roswell Road and at the One Buckhead Loop/Meridian Buckhead complex.

Encourage shared parking.

Different uses need parking at different times. Shared parking can make efficient use of land and keep spaces from sitting empty.

Use traffic calming and street design to reduce the impacts of speeding in the residential core.

The negative consequences of speeding should be addressed by designing streets that make it difficult to speed, and demanding more aggressive traffic enforcement by the City.

Establish and implement the Roswell Road Streetscape Standard.

For Roswell Road to become walkable, enhanced pedestrian facilities must be provided along it.

Support access management practices for Roswell Road, Piedmont Road, and Peachtree Road, especially with redevelopment.

Development should include shared driveways, inter-parcel access, and the use of secondary streets/rear access lanes.

Provide neighborhood access to redevelopment sites along Roswell Road.

As properties along Roswell Road redevelop, they should provide direct and discrete access from the neighborhood core. This could include coordination with residential land owners to provide mid-block passages, new streets, or similar measures. To avoid directing traffic onto single-family streets, vehicle access should be configured so that vehicles both enter and exit from Roswell Road (using the new streets in project

Did You Know?

Access Management involves providing (i.e., managing) access to development in such a way as to preserve safety and reasonable traffic flow on public streets. With fewer driveway interruptions, arterial thoroughfares can perform more efficiently for both vehicles and for pedestrians. Inter-parcel access and the use of secondary streets create a network for local users.



A minimum 7-foot landscape zone between sidewalks and Roswell Road will give pedestrians safety and allow flexibility for sidewalk placement around existing transmission poles.



A minimum 5-foot supplemental zone between the sidewalk and adjacent buildings will benefit commercial uses and can create a vibrant atmosphere.

T-29) or from the neighborhood side. They should not be able to drive from one side to the other. Once parked (or having arrived by foot, transit, or bicycle), patrons should have access to all parts of the development. This approach would prioritize free and complete pedestrian access, allow fewer curb cuts on Roswell Road, and protect residential streets from direct Roswell Road traffic.

Maintain neighborhood streets, sidewalks, and rights-of-way.

Proper maintenance and cleaning of public areas improves quality of life and promotes alternative transportation. This is especially true for sidewalks and bicycle lanes.

Collaborate with GDOT and developers on Roswell Road/Piedmont Road/Habersham Road intersection improvements.

This area could be a center of activity and should be planned and coordinated to maximize its operations, accessibility, and mobility for all users.

Collaborate with GDOT, developers, Atlanta, adjacent neighborhoods, and Sandy Springs on Wieuca Road/West Wieuca Road/Roswell Road intersection area improvements.

This area will be center of activity due to proximity to the Sandy Springs Gateway. The two nearby intersections in North Buckhead should be planned and coordinated to maximize operations, accessibility, and mobility for all users.

Increase enforcement of traffic regulations.

More enforcement could reduce congestion and improve the neighborhood's quality of life. APD and stakeholders should work to improve compliance with regulations, especially at exits and entrances of major office complexes.

Increase enforcement of the City's pavement disturbance permit requirements.

Increased enforcement will ensure that pavement cuts do not create a long-term liability for area



Many parts of the neighborhood's residential core lack sidewalks.

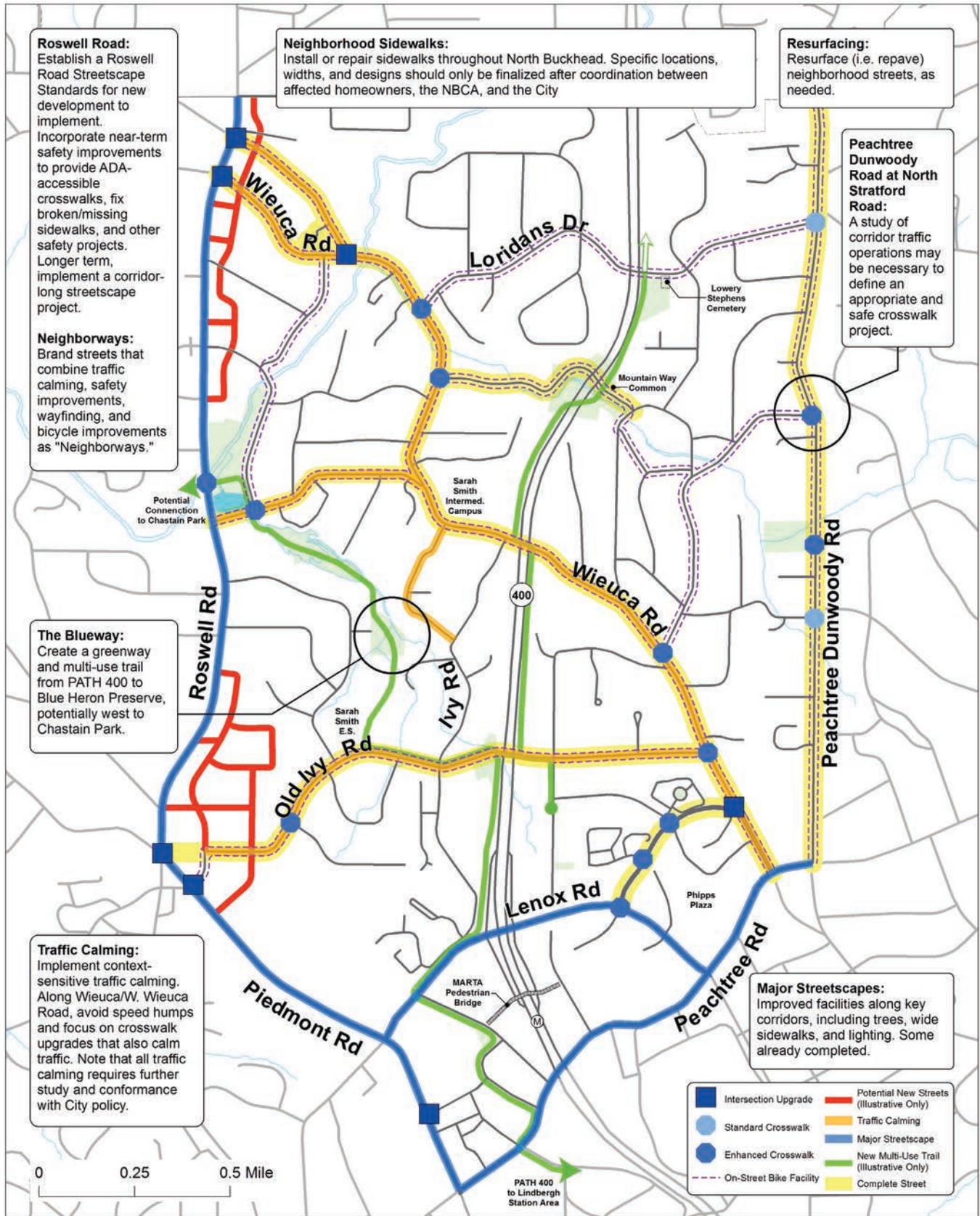


Many areas of heavy activity that could benefit from sidewalks, such as Lenox Road, lack them altogether.



Some sidewalks in the neighborhood are in need of repair.

Figure 5.2: Transportation Recommendation Overview



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

streets. For contractors this means appropriate bonding to pay for repairs. For the City it means budgeting projects to minimize damage.

Enforce intersection visibility requirements.

City regulations prohibit objects that could limit driver visibility within 20 feet of intersections. This so-called “visibility triangle” is necessary for safety and must be maintained clear in North Buckhead.

Collaborate to address PATH400 Parking.

As PATH400 is implemented, those who drive to it could impact the neighborhood by parking on residential streets. NBCA and the City should work together to ensure that such parking is legal, safe, and not to the detriment of residents.

Transportation Projects

Transportation projects are organized by pedestrian facilities, intersection improvements, traffic calming, street resurfacing, transit, bicycle facilities, and other projects, as detailed below.

Pedestrian Facilities

Neighborhood Sidewalks (T-1)

Sidewalks should be installed or repaired on:

- West Wieuca Road from Roswell Road to

- Wieuca Road; both sides (T-1a)
- Mountain Way from Wieuca Road to North Ivy Road; one side (T-1b)
- Lakemoore Drive from Roswell Road to Wieuca Road; one side (T-1c)
- Wieuca Road from Roswell Road to Phipps Boulevard; both sides as needed (T-1d)
- North Stratford Road from cul-de-sac to Stovall Boulevard; one side (T-1e)
- Stovall Boulevard from North Stratford Road to Peachtree Dunwoody Road; one side (T-1f)
- Peachtree Dunwoody Road from Peachtree Road to Sandy Springs; west side (T-1g)
- Old Ivy Road sidewalk widening from Sarah Smith Elementary to PATH400; one side (T-1h)
- Longleaf Drive one side from Phipps to North Stratford Road; one side (T-1i)
- Tower Place Drive in front of Meridian Buckhead condominiums; one side (T-1j)
- Whittington Drive; one side (T-1k)

Specific locations, widths, and designs should only be finalized after careful coordination between affected homeowners, the NBCA, and the City.

Roswell Road Pedestrian Safety Project (T-2)

Short-term, the City of Atlanta should work with



A rendering of the Georgia 400/Lenox Road Gateway project by BCID, courtesy of BCID

Implementation Considerations

The on-the-ground execution of the recommendations found in this report will have a profound impact on the realization of the plan's vision. Different project types, such as stop signs, medians, traffic signals, roundabouts, crosswalks, and sidewalks, all have advantages and disadvantages for different users that must be considered on both technical and contextual grounds.

National engineering guidelines established by the Manual of Uniform Traffic Control Devices (MUTCD), the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and the Institute of Transportation Engineers (ITE) provide processes to undertake prior to selecting and implementing specific transportation projects, especially intersection control devices. Among other things, these include reviewing warrants, site constraints (i.e. available right-of-way, topography, etc.), safety, adjacent uses, and advantages and disadvantages for specific users.

With this in mind, it would be irresponsible for this planning-level strategy to definitively recommend specific projects, especially intersection control devices, without the appropriate engineering studies and stakeholder outreach being first undertaken. While every effort has been made to ensure the feasibility of the recommendations found herein, they are, nevertheless, conceptual in nature only.

This conceptual nature is especially important to keep in mind at intersections. Final intersection designs must be studied by the City of Atlanta, with appropriate community and property owner engagement, following acceptable engineering protocol before being finalized.

Traffic Calming

Some stakeholders are interested in traffic calming along certain roadways, including some of the proposed "Complete Streets." Before this can occur, the appropriate type of calming must be determined following City of Atlanta protocol and support from adjacent owners must be secured.

Mini-Roundabouts

Some stakeholders are also interested in implementing mini-roundabouts at certain locations. According to reports provided by FHWA and ITE, mini-roundabouts:

- Offer a low-speed, low-noise intersection option that requires little ongoing maintenance.
- Can be ideal to reduce delay at stop-controlled intersections that do not meet signal warrants.
- Have a typical 45 to 80 feet in inscribed circle diameter (assuming 90 degree approaches).

Given this fact, the City of Atlanta should consider them in assessing any changes to intersection control devices.

GDOT to address the most egregious pedestrian safety concerns along Roswell Road, including the lack of accessible ramps, broken sidewalks, and missing crosswalks.

Roswell Road Streetscape (T-3)

Longer-term, if funding is available, the City and GDOT should implement more significant enhancements that include wider sidewalks, enhanced landscaping, curb cut consolidation, better bus shelters, and better lighting.

Streetscapes along Lenox Road from Phipps Boulevard to Peachtree Road (T-4)

Lenox Road is a busy thoroughfare that can become calmer and more walkable through the implementation of streetscape standards.

Georgia 400/Lenox Gateway (T-5)

As currently designed, this concept will improve aesthetics on the bridge over Georgia 400.

BCID Peachtree Transformations (T-6)

Phases three and four of this major complete street transformation is mostly west of North Buckhead on Peachtree Road; however, its completion will affect the Peachtree/Piedmont Road intersection.

Buckhead Loop Superblock Pedestrian Project (T-7)

Connectivity projects within the superblock bounded by Georgia 400, Peachtree Road, and Lenox Road, will positively impact the area.

Intersection Improvements

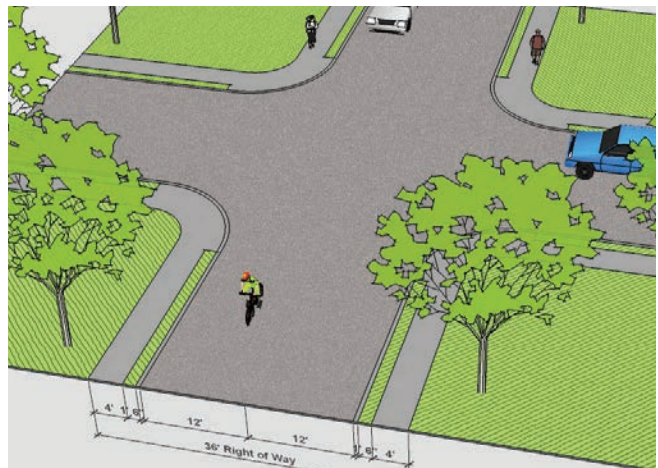
Standard Crosswalk Projects (T-8)

Standard Crosswalk Improvements include ADA ramps, paint, and signs. They should be studied and installed in the following areas:

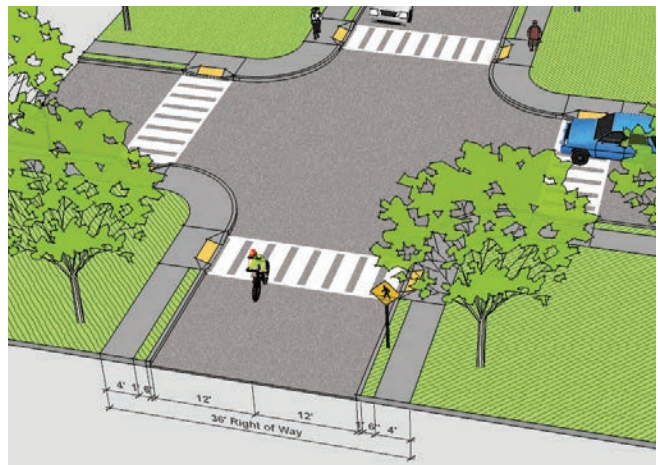
- Peachtree Dunwoody Rd. at Loridans Dr.(T-8a)
- Peachtree Dunwoody Road at Stovall Boulevard (T-8b)

Enhanced Crosswalk Projects (T-9)

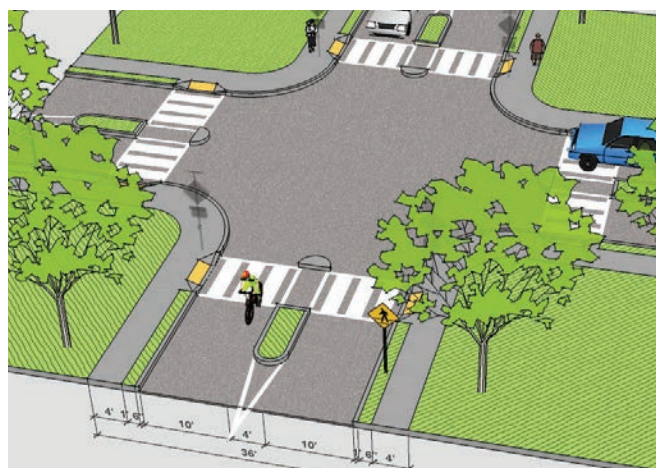
Enhanced Crosswalk Improvements include



Typical intersections in North Buckhead today have few crosswalks or ADA ramps.



Standard crosswalk improvements include ADA ramps, paint, and signs.



Enhanced crosswalk improvements include standard improvements and can also include medians to make it safer for pedestrians.

standard improvements plus potential pedestrian refuges, intersection control lights, or other features. These should be studied and installed (if warranted) in the following areas:

- Wieuca Road at Loridans Drive (T-9a)
- Wieuca Road at Mountain Way NE (T-9b)
- Wieuca Road at North Stratford Road (T-9c)
- Wieuca Road at Old Ivy Road (T-9d)
- Peachtree Dunwoody Road at Winall Down Road (T-9e)
- Roswell Road at West Wieuca Road (T-9f)
- Roswell Road at future “Blueway” (T-9g)
- Phipps Boulevard at Longleaf Drive (T-9h)
- Phipps Boulevard at Alexander Drive (T-9i)
- Phipps Boulevard at Lenox Road (T-9j)
- Old Ivy Road at Allison Drive (T-9k)
- Lakemoore at Rickenbacker Drive (T-9l)
- Peachtree Dunwoody Road at North Stratford Road (T-9m)

Note: Project T-9m will require a study that should look at larger corridor traffic operations before its details can be determined.

Wieuca Road/Phipps Boulevard/Longleaf Drive Intersection Project (T-10)

Improvements are needed at this busy intersection and could be partially funded with impact fees. Any improvements must include provisions for safe pedestrian crossing. A study of this area is currently underway.

Roswell Road/Piedmont Road/Habersham Road/Old Ivy Road Intersection Project (T-11)

This area needs signal synchronization and a potential reconfiguration as redevelopment occurs.

Roswell Road/Wieuca Road/W. Wieuca Road Intersection Project (T-12)

These intersections need more turning lanes onto Roswell Road from the neighborhood and from the new Sandy Springs Gateway.

Please see the graphic on pages 78 and 79.

Piedmont Road to Habersham Road

Additional Northbound Left Turn Lane (T-13)

One new northbound left turning lane is proposed to alleviate congestion on Piedmont Road. A study of this area is currently underway.

Wieuca Road/West Wieuca Road Roundabout Warrant Study (T-14)

A warrant study will finalize the best strategy for this potential one-lane, three-legged roundabout.

Roswell Road at The Ivys and Powers Ferry Shopping Center Traffic Signal (T-15)

A traffic signal and crosswalks are needed to reduce congestion and improve pedestrian safety.

Wieuca Road at Loridans Traffic Signal (T-16)

Limited sight distance for traffic entering Wieuca Road makes this intersection dangerous. A traffic signal and crosswalk are recommended even though the traffic volumes on Loridans are lower than normally required for a signal.

Traffic Calming

Neighborhood Traffic Calming

Residents want to slow traffic on the streets below, but needs may also emerge on others as traffic changes. Approaches could take many forms and should only be determined after study and coordination between the City, NBCA, and owners.

- Old Ivy Road (T-17a)
- Wieuca Road (T-17b)
- Lakemoore Drive (T-17c)
- Whittington Drive (T-17d)

Street Resurfacing

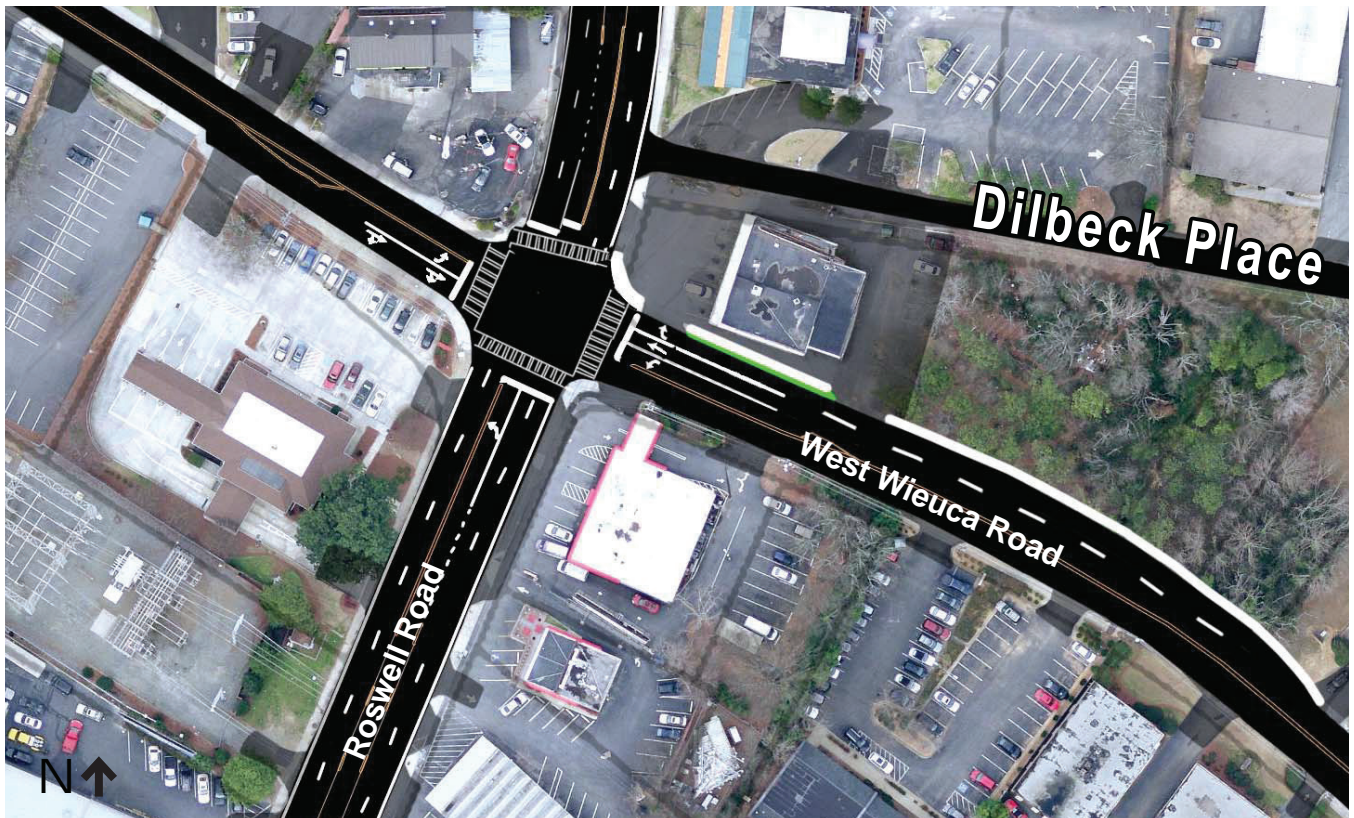
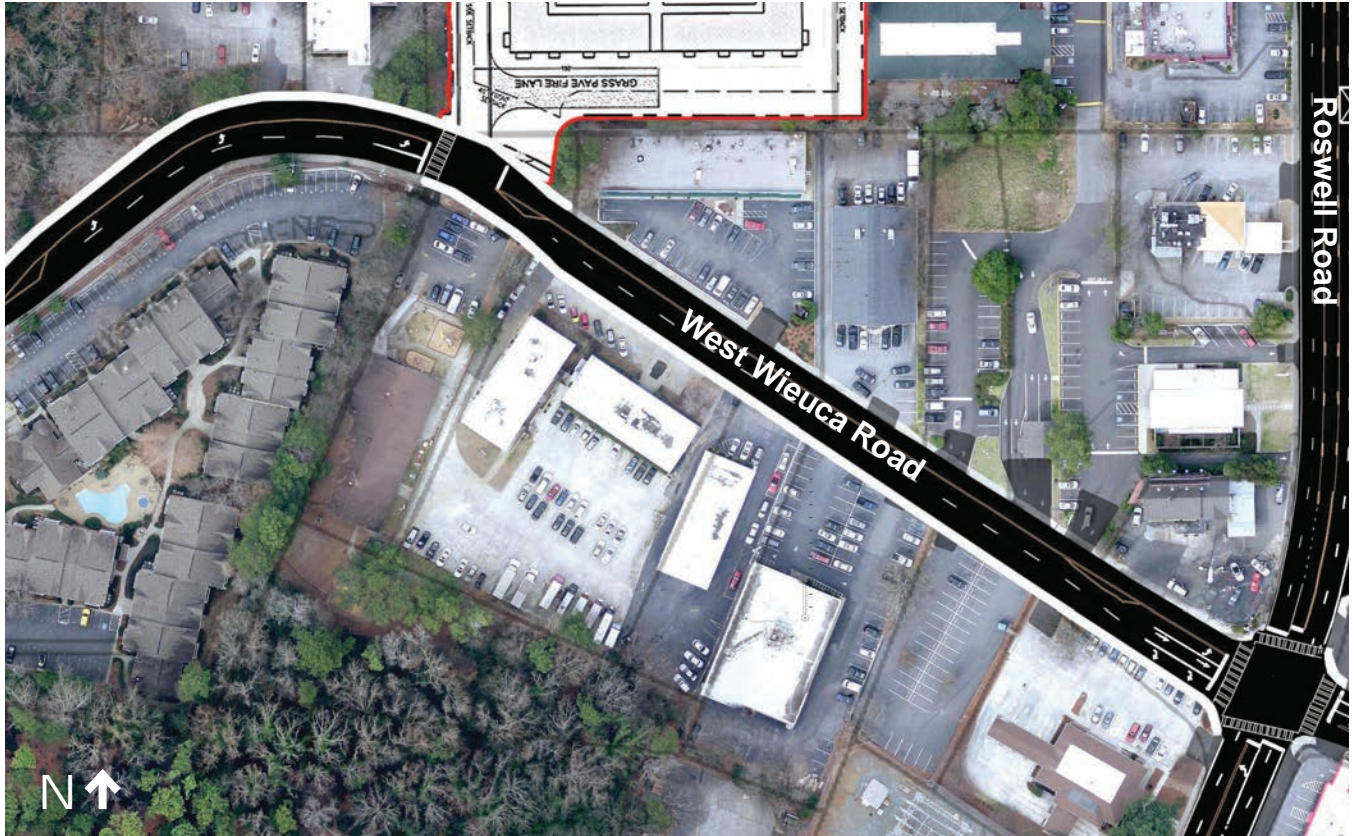
Neighborhood Street Pothole Repair (T-18)

Pothole filling and repair is needed at various locations throughout the neighborhood, and should be consolidated into one project to implement.

Neighborhood Street Resurfacing (T-19)

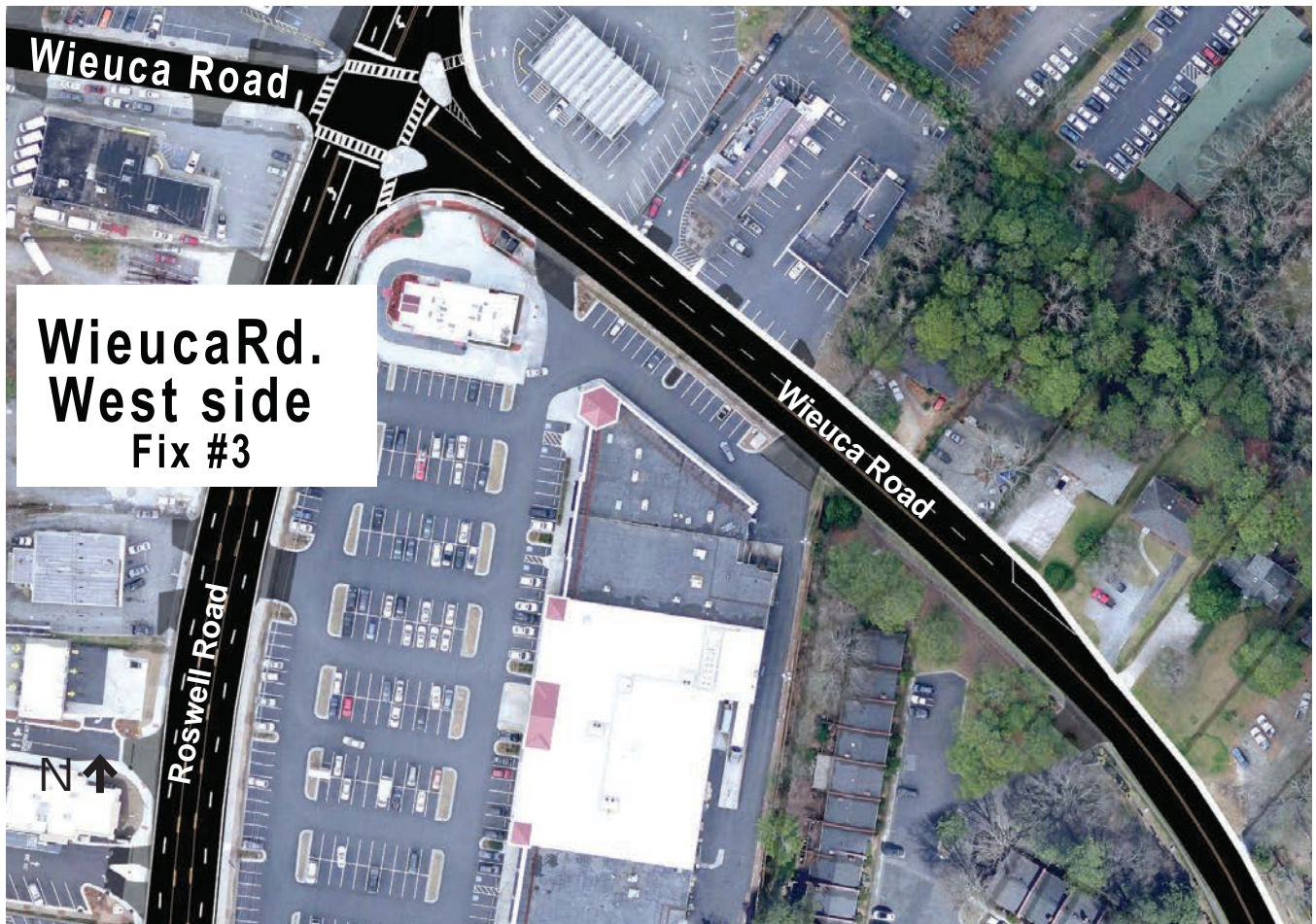
Various streets within the residential core need of resurfacing. These should be further identified and consolidated to implement.

West Wieuca Road at Roswell Road Intersection Improvement Suggestions (T-12)



Figures are conceptual only, and courtesy of NBCA.

Wieuca Road at Roswell Road Intersection Improvement Suggestions (T-12)



Wieuca Road/West Wieuca Road round-a-bout Intersection Warrant Study (T-14)



Figures are conceptual only, and courtesy of NBCA.

Transit

Roswell Road Bus Stop Upgrades (T-20)

Shelters and posted schedules will improve the experience along MARTA's Bus Route 5. This could increase ridership and improve service.

North Peachtree Road Bus Upgrades (T-21)

MARTA bus route 110 provides direct service from the Lenox MARTA Station to Downtown and Midtown via Peachtree Road. Unfortunately, because it turns on Lenox Road, the route does not directly serve many North Buckhead destinations, including Phipps Plaza, multifamily housing, and single-family areas. As a result, patrons wishing to access these must transfer to Route 25 (which can take a half-hour or more) or walk (which can be challenging for the elderly).

To provide more direct access to North Buckhead, it is recommended that MARTA study and implement a strategy for improving service in this area. This should review the feasibility of extending the route 110 two blocks north (from Lenox Road to Roxboro Road), still terminating at Lenox Station. If this is not practical, it should improve schedule coordination between the bus routes 110 and 25 to reduce the transfer time.

Roswell Road BRT (T-22)

Bus Rapid Transit along Roswell Road would provide more frequent service and improved facilities for a fraction of the cost of rail. Upgrades could include partial signal preemption, queue jumper lanes, and bus-only lanes, where feasible. Roswell Road BRT is currently in the Concept 3 regional transit plan, but requires further analysis.

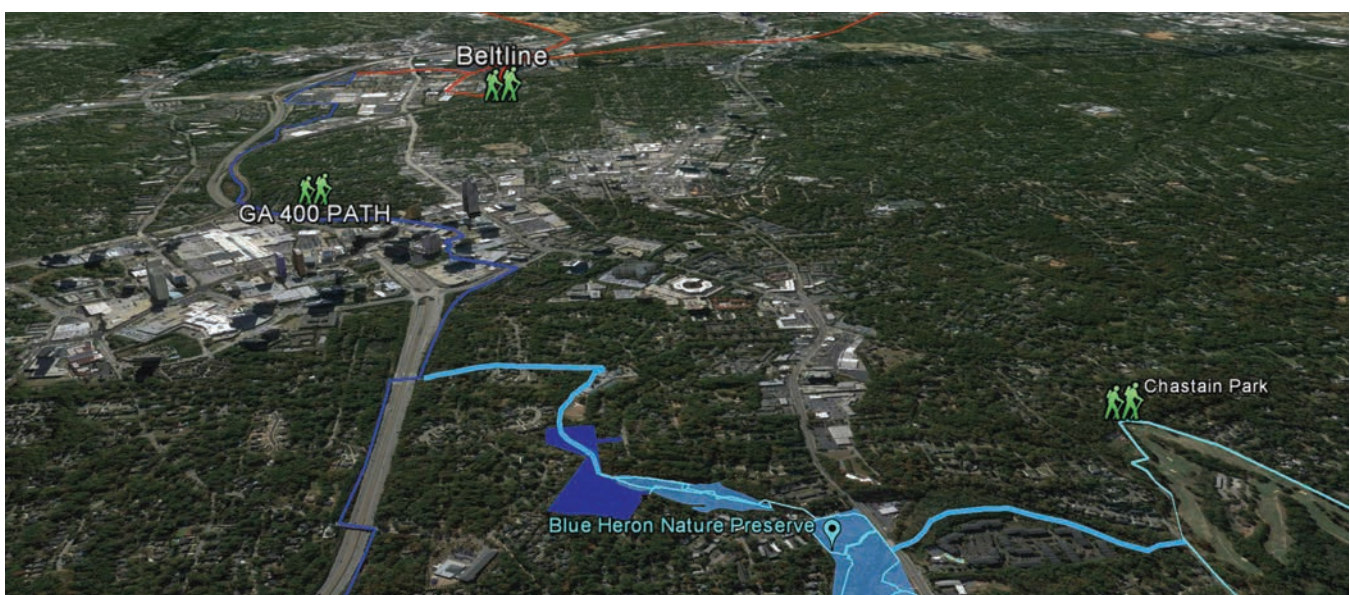
Buckhead MARTA Bicycle Racks (T-23)

Bicycle racks should be installed at the station to promote commuter bicycle use. Racks should be located inside the fare gates for security.

Bicycle Facilities

On-Street Bike Facilities

On-street bike facilities can provide connections between North Buckhead's homes and proposed parks and multi-use trails. These could occur on the proposed Complete Streets and other streets. While most Complete Streets already have bike lanes, as they are repaired or resurfaced, planners should assess if travel lanes can be further narrowed to provide wider bike lanes and/or bike lane buffers in accordance with NACTO's Urban Bikeway Design Guide, which has been adopted



The Blueway is a proposed multi-use trail connecting PATH400 to Blue Heron Nature Preserve, and eventually to Chastain Park. This graphic is south facing and is courtesy of Blue Heron Nature Preserve.

by GDOT and the City. Locations could include:

- Peachtree Dunwoody Road (T-24a)
- Wieuca Road (T-24b)
- West Wieuca Road (T-24c)
- Old Ivy Road (T-24d)
- Mountain Way (T-24e)

These could then become “Neighborways,” streets that combine traffic calming, safety improvements, wayfinding, and bicycle improvements. Additionally, planners should assess the need for and feasibility of facilities on other streets as they are repaired or resurfaced, including:

- North Stratford Road (between Wieuca and Peachtree-Dunwoody) (T-24f)
- Rickenbacker Way (T-24g)
- Rickenbacker Drive (T-24h)
- Lolidans Drive (T-24i)
- North Ivy Road (between Mountain Way and Mountain Drive) (T-24j)
- Mountain Drive (T-24k)

Blue Heron Nature Preserve Blueway (T-25)

This multi-use trail would connect Blue Heron Nature Preserve to PATH400 via easements and rights-of-way. The final location must minimize the impacts on the preserve’s natural features and could even run near, not through, the preserve. One day it could extend west to Chastain Park.

PATH400 Phase 2 (T-26)

Phase 2 of PATH400 from Old Ivy Road to Wieuca Road will provide access to Lenox Road, the Buckhead MARTA station, and more.

PATH400 Wieuca-to-Mountain Way Phase (T-27)

The phase of PATH400 from Wieuca Road to Mountain Way will provide access to Mountain Way Common.

Roswell Road Traffic Study (T-28)

Traffic operations on Roswell Road have a significant impact on the quality of life in North Buckhead. Unfortunately, these operations are extremely complicated and impacted by forces

that go far beyond the neighborhood. To create a thorough strategy for improving the usability of Roswell Road for all users, and one that conforms with the land use vision along it, a detailed transportation study is recommended.

Other Transportation Projects

New Streets with Redevelopment along Roswell Road (T-29)

To improve traffic operations and pedestrian and bicycle safety along Roswell Road the number of curb cuts must be reduced. To do this, a series of new streets is recommended as nodes redevelop along the corridor. Over time, this will create an interconnected network that will allow local traffic to avoid through traffic along Roswell Road.

Please see the Framework Plan for possible locations and page 67 for an important note on their conceptual nature. Page 71 also includes additional policies for the neighborhood access.

Tower Place Drive Access Redesign (T-30)

When Tower Place Drive was built, private streets such as it were required to provide aprons where they intersected a public street to differentiate them from public streets. This results in a large bump at the intersection and geometries that are challenging for drives and pedestrians. Since then, the City has developed a new detail that allows private streets to closely match public standards. Such is recommended where Tower Place Drive joins Piedmont Road, across from Kroger.

Roswell Road Traffic Signal Timing (T-31)

Wieuca Road and West Wieuca Road’s intersection signals in the City of Atlanta are actually controlled by the City of Sandy Springs. Further synchronization of signals along Roswell Road will help alleviate traffic and congestion.

Wieuca Road Lighting Project (T-32)

Lighting should be improved in advance of, or in conjunction with, sidewalk upgrades.

5.6 Parks + Open Space Recommendations

The following focus on expanding and connecting neighborhood parks and open spaces.

General Parks + Open Space Policies

Incorporate open space and green space into new development.

City zoning requires open space in new development. These are encouraged to be publicly-accessible and should, where feasible, conform to Figure 5.3, especially where new development adjoins a proposed Conservation Corridor Greenway, such as along the north side of West Wieuca Road.

Encourage an appropriate relationship between parks and adjacent development.

New development next to parks should front them with doors, windows, and walkways. Parking decks, loading zones, dumpsters, or similar uses should be minimized and screened in these areas. New, publicly accessible streets should be created to separate the park from the development, where feasible.

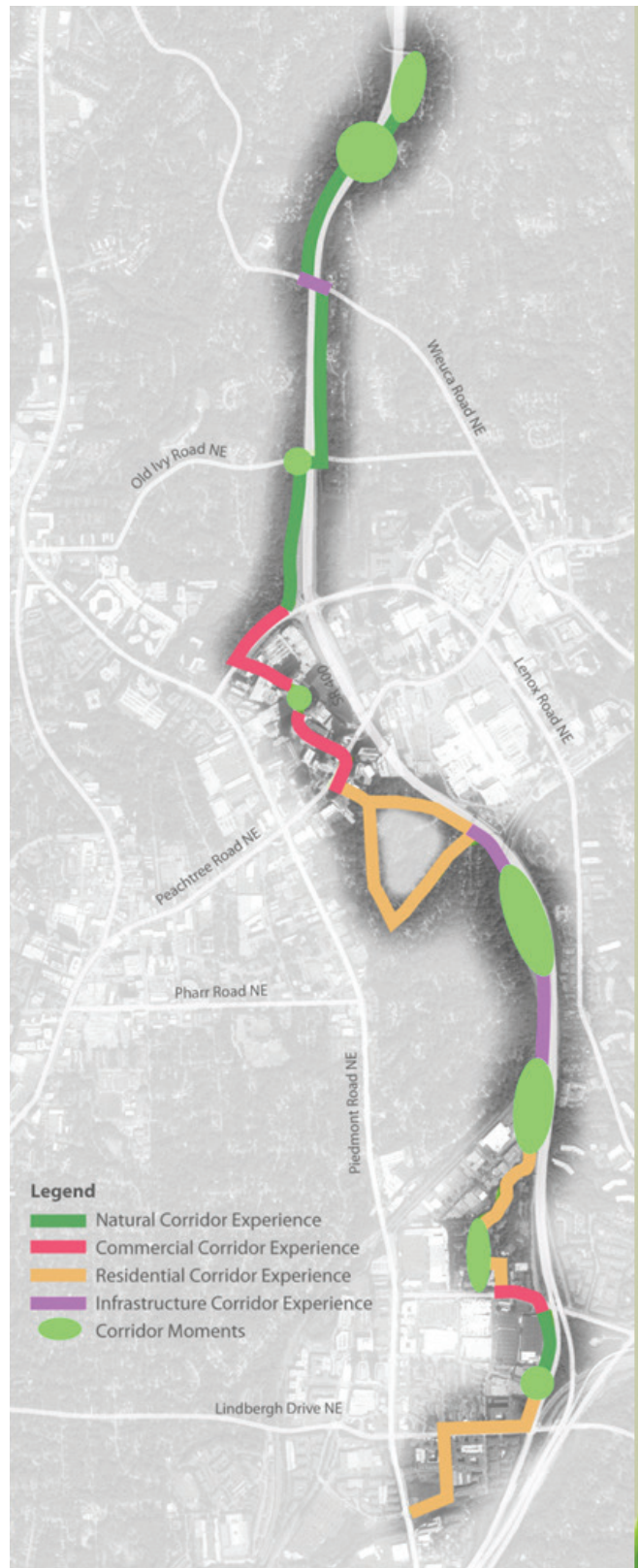
Support farmers markets and community gardens serving North Buckhead.

Even if they produce only a small portion of a household's food, community gardens and related programs make a difference long-term by changing society's thoughts about food production. Existing gardens should be supported and new gardens and farmers markets are encouraged.

Encourage individual park master plans to create, expand, and connect open space.

North Buckhead should encourage and participate in park master plans at Mountain Way Common, Blue Heron Nature Preserve, and more.

Maintain the sound wall location along both sides of Georgia 400 north of Loridans Drive.



The PATH400 Greenway Trail will connect parks, trails, schools and neighborhoods to Buckhead's core commercial district. The trail is approximately five-miles long – extending from Loridans Drive south to the Atlanta BeltLine's Peachtree Creek spur trail. The trail will wind through the North Buckhead and other neighborhoods.

Although GDOT has demolished the toll-booth area of Georgia 400, the existing sound wall, fence, and landscaping in this area should remain untouched to protect and preserve the neighborhood core.

Avoid the redevelopment of the former Georgia 400 toll plaza and right-of-way for residential or other non-open space uses.

Please see Toll Plaza Open Space below.

Encourage the City of Atlanta to develop more environmentally sensitive street standards.

Many newer streets in North Buckhead have been wider than would be required in peer communities due to the lack of innovative street types in the City’s subdivision ordinance. As a result, more trees are taken, more grading done, and more pavement added than is required to serve the small number of houses served. The City should explore ways to amend the Subdivision Ordinance so new streets can be built that are narrower, include street trees, and incorporate “green” practices such as bioswales and other design techniques.

Create “Friends” programs for new parks.

“Friends” programs allow groups to “adopt” parks to provide more maintenance, security, landscaping, and facilities than the City of Atlanta would customarily provide. They have been used successfully at existing neighborhood parks and are encouraged as new parks are created.

Use the conservation subdivision ordinance to preserve open space.

The City’s Conservation Subdivision Ordinance can result in more open space than conventional subdivision. Its use is highly encouraged.

Parks + Open Space Projects

There are many opportunities to expand parks and open space in North Buckhead. The following reflects sites that lend themselves to this today, but



Community gardens, like the one shown here at Little Nancy Creek Park, provide an opportunity for locally grown food.

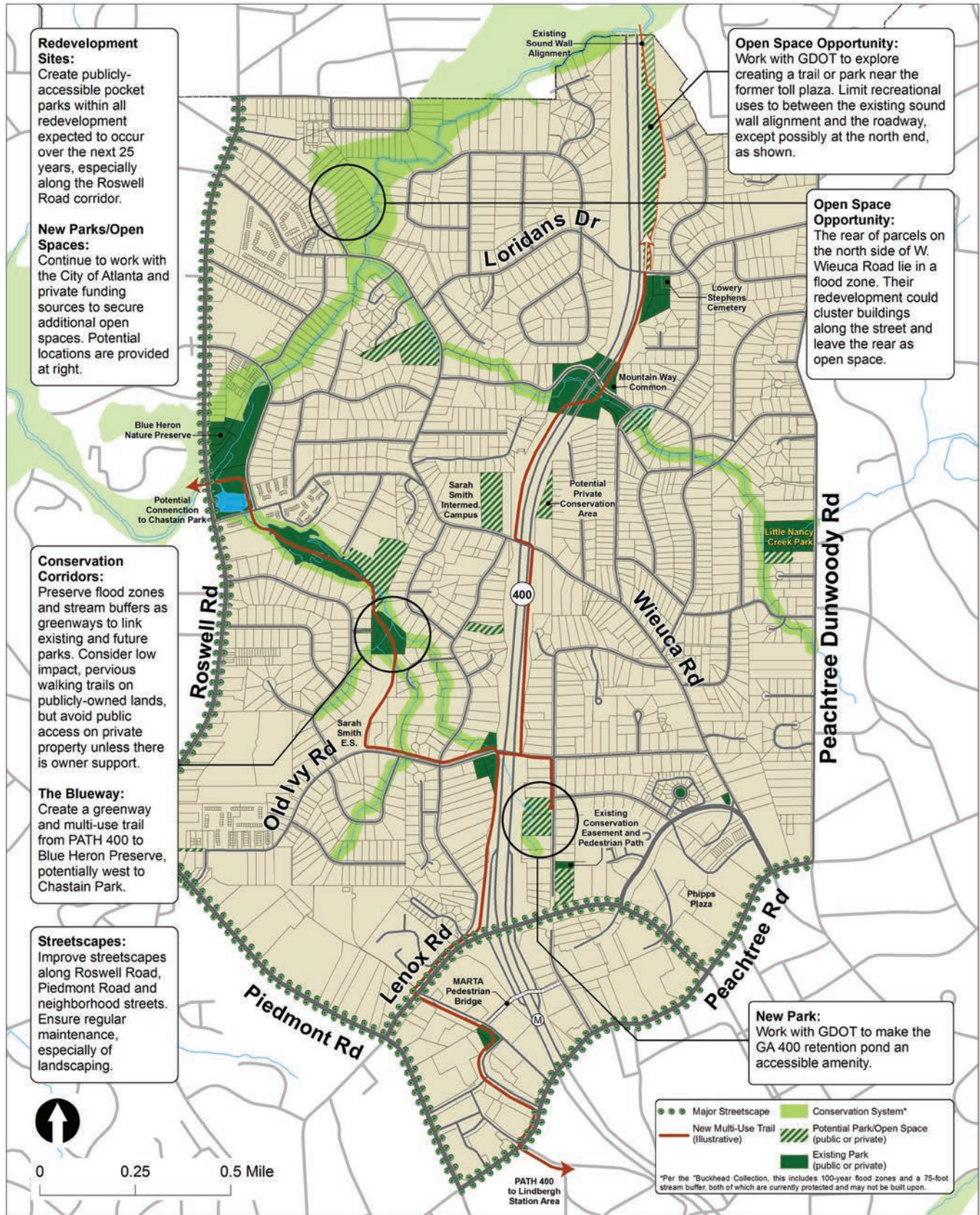


Farmers markets in North Buckhead can provide fresh food to those who don’t garden on their own, commerce for those that do, and build a sense of community.



As a result of individual park planning efforts, places like Little Nancy Creek Park, Mountain Way Common, and Blue Heron Nature Preserve continue to exist and thrive.

Figure 5.3: Open Space Framework



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

others may present themselves in the future. It is important to note that some of these sites contain houses today, and their listing is not to suggest that the City of Atlanta, the NBCA, or others should pursue acquiring them if the owners do not want to sell. Rather, the listing is to suggest that, if the homeowner decides to sell, that an open space use may be appropriate for the site.

Due to the large number of potential open spaces identified below and potential funding sources for this, it is also possible that some may not be owned or managed by the Atlanta Department of Parks and Recreation. For example, open spaces that are not intended for public access and have a stormwater management purpose could be owned by the Department of Watershed Management. Others could be privately held and placed in conservation easement or otherwise protected. Depending on access, facilities, and size, those open spaces that owned and managed by the Atlanta Parks Department could be classified in various ways as shown on page 86.

North Stratford Open Space (O-3)

Improve the area surrounding the existing GDOT retention pond as a community amenity.

Wieuca Overlook Open Space (O-4)

Two large forested lots on the west side of Wieuca Road just north of Mountain Way could be consolidated and preserved as open space.

Toll Plaza Open Space (O-5)

The removal of the Georgia 400 toll plaza represents an excellent opportunity to expand open space in North Buckhead. The NBCA, the City, GDOT, and donors should work together to assess how this can happen in a way that avoids negatively impacting adjacent residents.

Conservation Corridor Greenways (O-6)

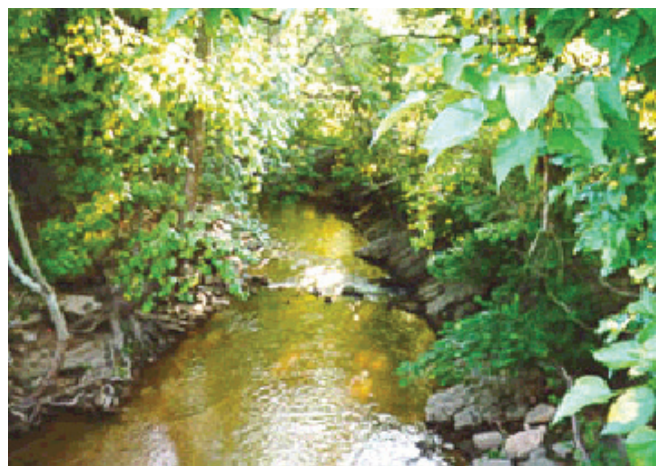
Preserve flood zones and stream buffers as greenways to link existing and future parks.



Some open spaces in North Buckhead are private, including this pocket park at Tower Place.



Mountain Way Common is becoming an important neighborhood and regional park amenity. Pedestrian connections to the park are vital.



Flood zones and stream buffers can link to form an interconnected system of greenways.

City of Atlanta Parks Classifications

The City categorizes parks into the following nine classifications based on the resources and facilities within each.

Citywide Park: Citywide parks are sites that draw users from throughout the City. They generally contain facilities that generate revenue, like the Chastain Arts Center or golf courses. Citywide parks should be 100 acres or greater in size with a service area comprising the entire City.

Community Park: Community parks support organized programming with staff. They typically contain such facilities as recreation centers, pools, large picnic shelters, or programmed athletic complexes. A small fee for the use of some facilities may be charged in order to partially offset operating costs. Community Parks should be a minimum of 35 acres in size with a drive-to service area radius of 2 miles. Sixty-five acres is recommended for park sites with athletic complexes.

Neighborhood Park: Neighborhood Parks serve local informal recreational needs. Typical amenities include picnic shelters (small to medium for family gatherings), open fields for informal sports and recreation activities, playgrounds/tot lots, basketball and tennis courts, and wooded natural areas. Neighborhood parks should be a minimum of 10 acres in size with a 0.5-mile service area radius. Five acre neighborhood park sites are acceptable in constrained, densely populated areas. To ensure maximum accessibility by neighborhood residents, neighborhood parks should be easily accessible by pedestrians via the street network.

Block Park: Block parks are small park sites containing limited amenities such as a playgrounds and tot lots. Block parks should be 2 to 5 acres in size with a 0.25-mile service area radius. To ensure maximum accessibility by neighborhood residents, block parks should be easily accessible by pedestrians via the street network.

Garden Spot: Garden spots are very small landscaped areas – typically traffic islands. These areas generally do not have amenities.

Nature Preserve: Nature preserves are primarily natural areas with amenities that facilitate environmental interpretation.

Conservation Park: Conservation parks are areas managed for environmental protection purposes. Conservation parks are publicly accessible.

Special Facility: Special facilities are park sites that contain amenities and facilities not typically associated with parks, such as historic cemeteries. They can also include stand-alone athletic complexes, recreation centers, large event venues, and community gardens.

Neighborhood Center: Neighborhood centers are stand-alone facilities leased to a community service organization providing social services.

Consider low impact, previous walking trails on publicly-owned lands, but avoid public access on private property unless there is owner support.

Little Nancy Creek Park Expansion (O-7)

Little Nancy Creek Park is highly used and its expansion is a priority.

Little Nancy Creek Park Greenway (O-8)

Several parcels exist in the flood zone west of Little Nancy Creek Park that could form a greenway between the latter and Mountain Way Common.

Wieuca-Ivy Open Space (O-9)

This proposed open space occupies land east of the Sarah Smith Elementary School. It could be a link between the PATH400 trail and the school. Such would require coordination with Atlanta Public Schools to secure access.

Old Ivy Road Shared Space (O-10)

As commercial properties on the end of Old Ivy Road (just east of Roswell Road) redevelop into more pedestrian-friendly uses, the dead-end right-of-way could convert to shared space that serves pedestrians with limited vehicular access.

Blue Heron Nature Preserve expansion (O-11)

All or some of the large lot at the western end of Emma Lane could eventually be incorporated into the Blue Heron Nature Preserve and the Blueway.

Alexander Open Space (O-12)

Land west of Post Alexander could become a small park abutting the existing conservation area.

400 East Nature Preserve (O-13)

This preserve includes the open space north of Wieuca Road adjacent to and east of Georgia 400.

400 West Nature Preserve (O-14)

This includes the right-of-way along Ivy Road that connects to Georgia 400, just north of Ivy Place.



The Little Nancy Creek Park Master Plan suggested a long-term expansion of the park to include the rear portion of the adjacent residential lot.



The Alexander Open Space would occupy the southern end of North Stratford Road, adjacent to an existing conservation area and mid-block pedestrian walkway.



Shared spaces provide vehicle access but only at low speeds and volumes that give pedestrians priority over the use of the space.

5.7 Environmental Recommendations

With historic Nancy Creek and other streams, a varying topography, and excellent tree canopy, North Buckhead should be a model for green urbanism by ensuring the protection and enhancement of its natural resources.

General Environmental Policies

Preserve and enhance the tree canopy.

Property owners should plant trees to preserve a healthy tree canopy and expand it into treeless areas. Where redevelopment occurs, developers should incorporate as many new trees as possible before paying into the tree recompense fund.

Preserve and enhance the Nancy Creek flood zone and all stream buffers.

This project could rebuild banks of creeks and restore native plantings.

Incorporate findings of City of Atlanta watershed studies into future plans.

Once the Department of Watershed Management releases its Nancy Creek Watershed Improvement Plan, its recommendations should be incorporated into this plan by reference.

Encourage xeriscaping and native species in landscape design projects.

Xeriscaping, where plant materials are native to the region and use available water, should be promoted for public and private projects.

Encourage sustainable development, including green building certification.

New buildings should strive to meet an established standard for sustainability, such as LEED (Leadership in Environmental and Energy Design).

Encourage use of renewable energy.

Renewable energy use can increase energy independence and reduce environmental impacts.



Stream buffers, wetlands, and flood plains should be preserved and enhanced, along with implementing measures to reduce flooding and erosion on an area-wide level.

Encourage green infrastructure in both private and public projects.

Many techniques exist for providing green infrastructure and managing stormwater in a less damaging way, such as use of pervious paving, bioswales, and rooftop gardens. These and other techniques should be embraced in public and private projects and are, in fact, required by the City on new development and redevelopment. They are also encouraged for existing commercial and single-family properties.

Minimize exterior light pollution.

Reducing light pollution saves energy, preserves views of the night sky, and benefits wildlife.

Environmental Projects

Neighborhood Tree Plantings (O-15)

To protect the tree canopy and improve aesthetics, the neighborhood should work with Trees Atlanta to plant trees along area streets.

Neighborhood Clean-ups (O-16)

Initially, North Buckhead should work with City Council District 7 to periodically host neighborhood clean-ups. Longer-term, the NBCA should explore options for on-going clean-up and landscape maintenance on residential streets.

5.8 Infrastructure + Facility Recommendations

North Buckhead is overall well served by utilities and infrastructure compared to other parts of the City. However, there are some power lines throughout the neighborhood and along its edges that would be beneficial to relocate underground.

General Infrastructure + Facility Policies

Encourage the burial of low voltage aboveground utility lines along Roswell Road.

While a long-term aspiration of this plan is the burial of the high voltage line that runs along the corridor, this is extremely unlikely. Nevertheless, burial of the lower voltage lines will benefit the streetscape.

Encourage underground utilities on Old Ivy Road, Wieuca Road, and with redevelopment in other areas.

Moving utilities underground improves aesthetics, safety, and power reliability.

Address crime on Roswell Road and proactively address potential locations that foster potential illegal activity.

Work with the APD and other private users to maximize communication, consistent patrols, and community relations.

Infrastructure + Facility Projects

Roswell Road Utility Art program (O-17)

Because the large overhead transmission lines on Roswell Road are unlikely to be buried, North Buckhead should partner with Georgia Power, artists, and others to explore ways to improve their aesthetic appeal. In some cities, large utility poles are treated as art, and utility boxes are painted; the same could happen here.



Neighborhood tree plantings and clean-ups will build on the existing tree canopy and foster a greater sense of community. Image courtesy of Woodley Wonderworks.



The burial of low voltage utility lines with redevelopment can make a large impact of Roswell Road's streetscape. While the high voltage lines are extremely costly to move, an art program on these poles may be considered.

Neighborhood Watch Programs (O-18)

These programs could allow neighbors to support APD's efforts and reduce crime, particularly along Roswell Road.

Walking Public Safety Audits (O-19)

Work with the APD to walk Roswell Road and any other necessary areas to identify where enhancements need to be made to lighting, clearing brush, removing blight, etc. Identifying and targeting potentially dangerous areas will improve safety and perceptions.

5.9 Urban Design + Historic Preservation Recommendations

North Buckhead has a variety of existing building types and design, which add to the neighborhood's distinction and often unique historic charm. North Buckhead should preserve and enhance its existing urban design and historic buildings, while fostering high-quality design and a reflection of existing buildings and materials in regards to new development or redevelopment.

General Urban Design + Historic Preservation Policies

Encourage quality building materials for new construction and renovations.

The following guidelines are recommended in new commercial, multifamily and mixed-use buildings:

- Encourage the use of durable materials, especially masonry, stone, and true stucco.
- Use Exterior Insulation Finish Systems (EIFS) only along facades that do not face a street or park. Additionally, its use for facade details, such as window sills, is discouraged.
- Use graffiti resistant materials.

Encourage high-quality architecture.

Quality construction and facade materials create lasting buildings that enhance the value of a community. This policy should be implemented through voluntary developer compliance and review by City of Atlanta agencies.

Preserve historic buildings where feasible.

The preservation and reuse of historic buildings is encouraged, subject to financial feasibility and historic merit.

Incorporate public art into new projects.

Public art should be included in new public and private sector projects, especially art that reflects the neighborhood's history.



Public art take many different forms, but almost always improves an area's sense-of-place and uniqueness.



Utility boxes could be painted to improve aesthetics and local character.

Conceal parking with redevelopment.

As redevelopment occurs, particularly with commercial, multifamily residential, and mixed-use areas, parking should be concealed from the road, whether in a deck or lot.

Continue "branding" the neighborhood.

"Branding" is important in promoting the identity in many Atlanta neighborhoods. North Buckhead should continue to brand their neighborhood through the use of flags, monument signs, wayfinding signs, gateways, and more.

Support Buckhead Heritage’s Interpretive Master Plan.

Buckhead Heritage is currently developing an Interpretive Master Plan to enhance the quality of life in Buckhead by identifying, preserving, and promoting its historic resources.

Urban Design + Historic Preservation Projects

Historic Preservation Neighborhood Study Committee (O-20)

Some residents are interested in better understanding options for preserving North Buckhead’s remaining historic structures. Because any historic preservation discussion can be complex and time consuming, these residents should form a committee to study these issues and determine if further protection under the City of Atlanta’s Historic Preservation Ordinance is appropriate. Given the nature of North Buckhead, it’s unlikely that this would include a neighborhood-wide City of Atlanta designated Historic or Landmark District, but individual streets may be eligible for such designation.

Lowery Stephens Cemetery Historic Assessment (O-21)

In order to understand historic resources at Lowery Stephens Cemetery and ensure its long-term preservation, a historic assessment should be undertaken.





6.1 Action Program

The Action Program outlines the next steps after adoption of this plan by the City of Atlanta. It includes a list of projects, time lines and responsible parties, and is intended to serve as a blueprint for achieving the neighborhood's vision for its future.

Stakeholders identified several efforts to assure implementation. These included continued diligence on the part of area residents, businesses, and the City of Atlanta to monitor development in North Buckhead and ensure compliance with the vision of this plan. Part of this should involve revisions to the plan as needed or warranted. Stakeholders must also work with the City to implement land use changes which support the vision of this plan.

Recommendations are provided on an aggressive schedule that has been prioritized based on stakeholder input. Projects in the near future represent those addressing areas with the most critical need for public improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the long-term success of this plan.

Implementation Steps

This document is an aggressive, but achievable, plan for building on the strengths of North Buckhead. However, for the vision contained in these pages to become a reality there must be both short and long-term commitments to its principles. The following paragraphs are intended to provide steps that guide the short and long-term implementation processes.

Short-Term

Short-term implementation should create a policy framework for the vision. Plan approval should be accompanied by updates to the 15 Year Future

Land Use Plan, as recommended herein. Plan approval is constituted by an official adoption of the plan into the CDP, making the plan an official part of the citywide plan.

Consistent with the City's practices, other short-term implementation steps are as follow:

- Funded capital projects will be identified in the Capital Improvement Program (CIP).
- Unfunded capital projects will be identified in the Community Work Program (CWP).
- NPU B will be able to review the complete plan, containing capital and other projects, online.
- NPU B will provide an ongoing review for projects and request updates as needed from the Office of Planning and City Council.
- NPU B can also add future policies supporting this plan to the CDP and NPU-specific projects to the CIP and CWP.

To ensure that this happens, the NBCA should work with the City of Atlanta on plan implementation. Without the continued involvement of residents, in partnership with the City, businesses, and property owners, even the best laid master plans often languish.

Long-Term

The realization of the vision contained herein will also require a long-term commitment. The plan's aggressive vision cannot be achieved overnight, and must be regularly reviewed to remain relevant. Any plan that does not have continual oversight risks obsolescence.

As the City of Atlanta and the neighborhood move forward with implementing the vision of this plan, it is critical that the following are kept in mind:

- **The Plan's Lasting Vision:** Of all of the components of this plan, its policies should represent its most lasting legacy. The ideas contained in Part 5: Recommendations are the results of an extensive and inclusive public

involvement process. It is highly unlikely that the general vision and goals resulting from this process will change significantly, although the steps to achieving them may.

- **The Need for Flexibility:** While the vision is unlikely to change, it is critical that the neighborhood recognizes that the ways in which the vision is achieved can and will change. The future addition or subtraction of policies or projects should not be viewed as a compromise of the plan, but rather its natural evolution in response to new and evolving conditions. Many of the assumptions used to guide this process, including the regional and national economy; land costs; transportation costs; transportation funding programs; and development trends are never fixed. The City of Atlanta must be prepared to respond to changes of these and other factors in order to ensure a fresh, relevant plan.
- **A Development Guide:** One of the greatest long-term values of this document is that it lays out a detailed land use vision. To this end, as development proposals are submitted to the City, said proposals should be reviewed for compatibility with the plan.

By being mindful of these ideas, the North Buckhead Neighborhood Master Plan can guide change in the neighborhood for years to come.

Public Project Funding

Since transportation improvements are among the highest priority projects in North Buckhead, it is also ideal that they may be funded through a variety of sources. The City of Atlanta should work with ARC and GDOT to ensure that projects that require Federal transportation funds are included in future Regional Transportation Plans (RTPs). Revisions to such plans are made every five years. Typically, federal funds require a local 20

percent match. Key sources for these funds and other project funds could include:

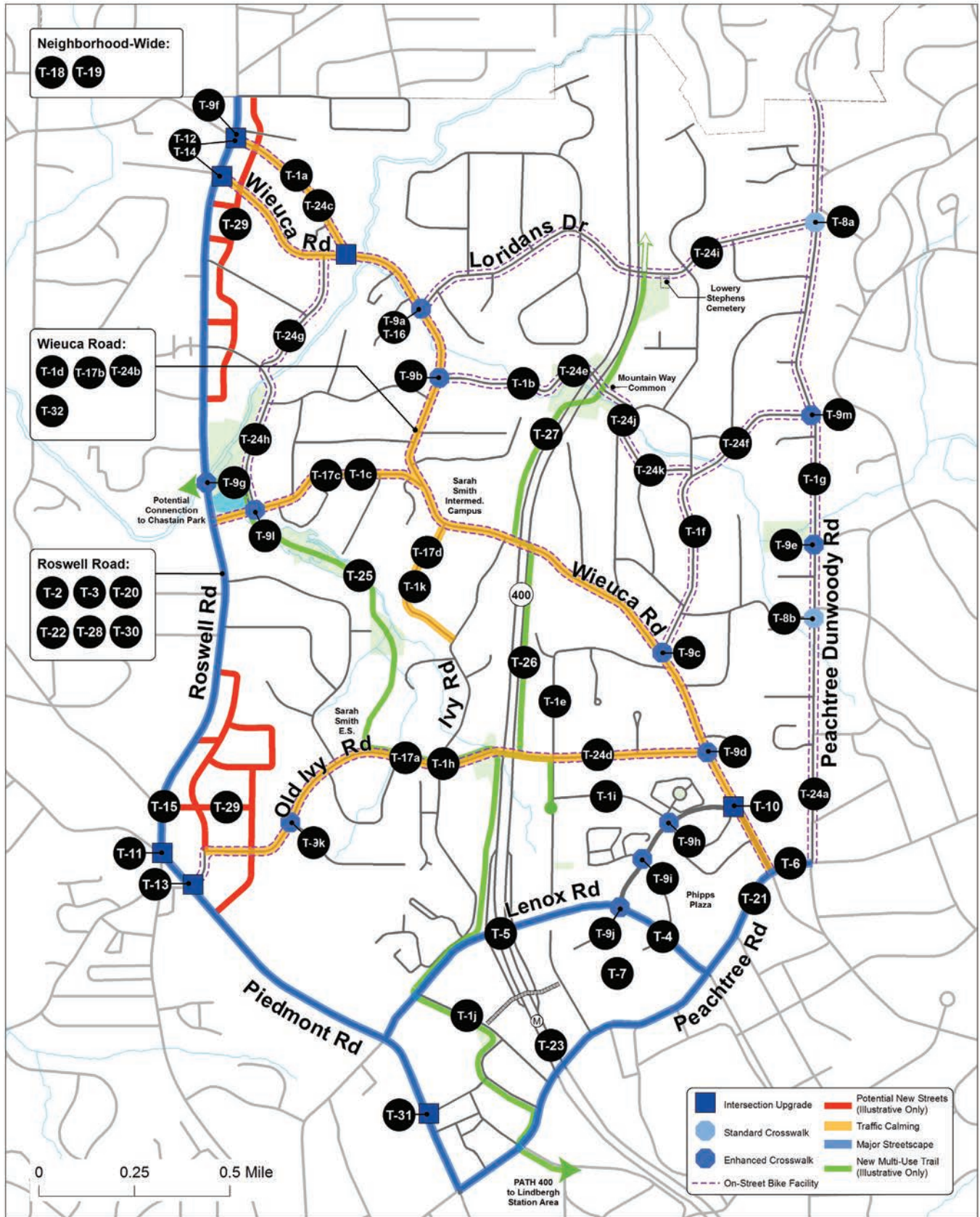
- **Development Impact Fees:** Fees generated in this service area to fund transportation, parks, and public safety improvements could be used to leverage federal funds within the neighborhood.
- **BCID/Livable Buckhead:** Fees for projects that are mutually beneficial to Livable Buckhead or BCID may be funded in part or whole by these parties. In addition, subject to state law revisions and NPU B support, the NBCA should explore options for expanding BCID. This could include expanding the CID into the Piedmont Road/Roswell Road corridors, or into residential areas.
- **Private Donations:** Local matches through NBCA could also be obtained by soliciting area property owners, businesses, and residents. For example, Park Pride supports park master plans and the PATH Foundation funds multi-use paths, including PATH400. Companies such as The Home Depot and Fiskars Garden Tools have also supported community efforts. Without an analysis that is beyond the scope of this plan, ideal local funding for each project cannot be determined. However, the City and the neighborhood should explore all options.

Cost Assumptions

As with any macro-level plan, it is impossible to perfectly assign costs to future projects. However, it is possible to estimate costs based on standard assumptions (These will vary or escalate over time and are only relevant in today's economic climate). All costs are in 2014 dollars.

The time frame for projects is divided into Short-Term (1 to 2 years); Mid-Term (3 to 7 years), and Long-Term (8 or more years).

Figure 6.1: Transportation Project Map



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

Transportation Projects

ID	Description (Connect Atlanta ID, if applicable)	Engineering Costs	Construction Timeframe	Construction Costs	Total Costs	Responsible Party	Funding Source
Pedestrian-facilitates (streetscapes, sidewalks, crosswalks)							
T-1	Neighborhood Sidewalks						
T-1a	<i>West Wieuca Road from Roswell Road to Wieuca Road; both sides</i>	\$30,000	Mid-Term	\$200,000	\$230,000	COA	Local
T-1b	<i>Mountain Way NE from Wieuca Road to North Ivy Road; one side</i>	\$19,500	Short-Term	\$130,000	\$170,000	COA	Local
T-1c	<i>Lakemore Drive from Roswell Road to Wieuca Road; one side</i>	\$19,500	Long-Term	\$130,000	\$85,000	COA	Local
T-1d	<i>Wieuca Road from Roswell Road to Phipps Boulevard; both sides as needed</i>	\$41,250	Long-Term	\$275,000	\$200,000	COA	Local
T-1e	<i>North Stratford Road from Lenox Road to Stovall Blvd; one side</i>	\$31,500	Long-Term	\$210,000	\$241,500	COA	Local
T-1f	<i>Stovall Blvd from North Stratford Road to Peachtree-Dunwoody Road; one side</i>	\$16,500	Short-Term	\$110,000	\$126,500	COA	Local
T-1g	<i>Peachtree Dunwoody Rd from Peachtree Rd to Sandy Springs; west side</i>	\$65,250	Short-Term	\$435,000	\$300,000	COA	Local
T-1h	<i>Old Ivy Road sidewalk widening from Sarah Smith E.S. to PATH 400; one side</i>	\$15,750	Long-Term	\$105,000	\$120,750	COA	Local
T-1i	<i>Longleaf Drive from Phipps to North Stratford Road; one side</i>	\$10,500	Short-Term	\$70,000	\$80,500	COA	Local
T-1j	<i>Tower Place Drive in front of Meridian Buckhead condominiums.</i>	\$2,250	Short-Term	\$15,000	\$17,250	Private	Local
T-1k	<i>Whittington Drive; one side</i>	\$13,125	Short-Term	\$87,500	\$100,625	Private	Local
T-2	Roswell Road Pedestrian Safety Project	\$60,000	Long-Term	\$400,000	\$460,000	COA	Local
T-3	Roswell Road Streetscape (both sides)	\$400,500	Long-Term	\$2,670,000	\$3,070,500	COA, GDOT	Local
T-4	Lenox Rd Streetscape (from Phipps Blvd to Peachtree Rd; both sides)	\$193,500	Long-Term	\$1,290,000	\$1,483,500	COA, BBCID	Local
T-5	GA400 / Lenox Gateway	\$750,000	Short-Term	\$5,000,000	\$5,750,000	BCID	BCID
T-6	BCID Peachtree Transformations	TBD	Long-Term	TBD	TBD	BCID	BCID
T-7	Buckhead Loop Superblock Pedestrian Project	TBD	Long-Term	TBD	TBD	BCID	BCID
Intersections							
T-8	Standard Crosswalk Projects						
T-8a	<i>Peachtree Dunwoody Road and Lolidans Drive</i>	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local
T-8b	<i>Peachtree Dunwoody Road and Stovall Boulevard</i>	\$3,804	Short-Term	\$25,360	\$29,164	COA	Local
T-9	Enhanced Crosswalk Projects						
T-9a	<i>Wieuca Road and Lolidans Drive</i>	\$12,750	Short-Term	\$85,000	\$97,750	COA	Local
T-9b	<i>Wieuca Road and Mountain Way NE</i>	\$12,750	Short-Term	\$85,000	\$97,750	COA	Local
T-9c	<i>Wieuca Road and North Stratford Road</i>	\$12,750	Short-Term	\$85,000	\$97,750	COA	Local
T-9d	<i>Wieuca Road and Old Ivy Road</i>	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local
T-9e	<i>Peachtree Dunwoody Road and Winall Down Road</i>	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local

Transportation Projects

ID	Description (Connect Atlanta ID, if applicable)	Engineering Costs	Construction Timeframe	Construction Costs	Total Costs	Responsible Party	Funding Source
T-9f	Roswell Road and West Wieuca Road	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local
T-9g	Roswell Road and future "Blueway" path	\$18,750	Mid-Term	\$125,000	\$143,750	COA	Local
T-9h	Phipps Boulevard and Longleaf Drive	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local
T-9i	Phipps Boulevard and Alexander Drive	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local
T-9j	Phipps Boulevard and Lenox Road	\$26,250	Short-Term	\$175,000	\$201,250	COA	Local
T-9k	Old Ivy Road and Allison Drive	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local
T-9l	Lakemoore Drive and Rickenbacker Drive	\$18,750	Short-Term	\$125,000	\$143,750	COA	Local
T-9m	Peachtree Dunwoody Road and North Stratford Road	\$3,804	Short-Term	\$25,360	\$29,164	COA	Local
T-10	Wieuca Rd/Phipps Blvd/Longleaf Dr Intersection Project	TBD	Short-Term	TBD	\$2.0 to \$3.0 million	COA, BBCID	Local
T-11	Roswell Rd/Piedmont Rd/Habersham Rd/Old Ivy Rd Intersection Project	TBD	Long-Term	TBD	TBD	COA, GDOT	Local
T-12	Roswell Road/Wieuca Road/W. Wieuca Road Intersection Project	TBD	Long-Term	TBD	TBD	COA, GDOT	Local
T-13	Piedmont Road to Habersham Road Additional Northbound Left Turn Lane	TBD	Short-Term	TBD	TBD	COA, GDOT	Local
T-14	Wieuca Road/West Wieuca Road Roundabout Warrant Study	\$15,000	Long-Term	\$0	\$15,000	COA	Local
T-15	Roswell Road at The Ivys and Powers Ferry Shopping Center Traffic Signal	\$15,000	Long-Term	\$100,000	\$115,000	COA, GDOT	Local
T-16	Wieuca Road at Loidans Drive Traffic Signal	\$12,000	Long-Term	\$80,000	\$92,000	COA	Local
Traffic calming							
T-17a	Old Ivy Road traffic calming	\$13,500	O	\$90,000	\$103,500	COA	Local
T-17b	Wieuca Road traffic calming	\$24,000	Short-Term	\$160,000	\$184,000	COA	Local
T-17c	Lakemoore Drive traffic calming	\$6,000	Short-Term	\$40,000	\$46,000	COA	Local
T-17d	Whittington Drive traffic calming	\$6,000	Short-Term	\$40,000	\$46,000	COA	Local
Street Resurfacing							
T-18	Neighborhood Street Pothole Repair	TBD	Ongoing	TBD	TBD	COA	Local
T-19	Neighborhood Street Resurfacing	TBD	Ongoing	TBD	TBD	COA	Local
Transit							
T-20	Roswell Road Bus Stop Upgrades	\$15,000	Mid-Term	\$100,000	\$115,000	MARTA	Local
T-21	North Peachtree Road Bus Route Upgrades	TBD	Mid-Term	TBD	TBD	MARTA	Local
T-22	Roswell Road Bus Rapid Transit	TBD	TBD	TBD	TBD	MARTA	FTA
T-23	Buckhead MARTA Station Bike Racks	\$0	Short-Term	\$3,000	\$3,000	MARTA, GRTA	MARTA/BB CID
Bicycle Facilities							
T-24	On-Street Bike Facilities						

Transportation Projects

ID	Description (Connect Atlanta ID, if applicable)	Engineering Costs	Construction Timeframe	Construction Costs	Total Costs	Responsible Party	Funding Source
T-24a	<i>Peachtree Dunwoody Road</i>	\$24,900	Mid-Term	\$166,000	\$190,900	COA	Local
T-24b	<i>Wieuca Road</i>	\$33,000	Mid-Term	\$220,000	\$253,000	COA	Local
T-24c	<i>West Wieuca Road</i>	\$5,250	Mid-Term	\$35,000	\$40,250	COA	Local
T-24d	<i>Old Ivy Road (including segment of Habersham Rd to Piedmont Rd)</i>	\$19,500	Mid-Term	\$130,000	\$149,500	COA	Local
T-24e	<i>Mountain Way</i>	\$7,500	Mid-Term	\$50,000	\$57,500	COA	Local
T-24f	<i>North Stratford Road (between Wieuca and Peachtree-Dunwoody)</i>	\$10,500	Mid-Term	\$70,000	\$80,500	COA	Local
T-24g	<i>Rickenbacker Way</i>	\$4,500	Mid-Term	\$30,000	\$34,500	COA	Local
T-24h	<i>Rickenbacker Drive</i>	\$4,800	Mid-Term	\$32,000	\$36,800	COA	Local
T-24i	<i>Loridans Drive</i>	\$14,700	Mid-Term	\$98,000	\$112,700	COA	Local
T-24j	<i>North Ivy Road (between Mountain Way and Mountain Dr)</i>	\$750	Mid-Term	\$5,000	\$5,750	COA	Local
T-24l	<i>Mountain Drive</i>	\$3,450	Mid-Term	\$23,000	\$26,450	COA	Local
T-25	Blue Heron Nature Preserve Blueway	\$534,750	Mid-Term	\$3,565,000	\$4,099,750	BHNP, PATH	BHNP, COA
T-26	PATH400 Phase 2	\$420,000	Mid-Term	\$2,800,000	\$3,220,000	PATH	PATH, BCID
T-27	PATH400 Wieuca-to-Mountain Way Phase	\$330,000	Mid-Term	\$2,200,000	\$2,530,000	PATH	PATH, BCID
Other Transportation							
T-28	Roswell Road traffic study.	\$75,000	Mid-Term	\$0	\$75,000	COA, GDOT	Local
T-29	New Streets with Redevelopment along Roswell Road	\$0	Long-Term	\$0	\$0	Private	Local
T-30	Tower Place Drive Access Redesign	\$0	Mid-Term	\$0	\$0	COA	Local
T-31	Roswell Road Traffic Signal Timing Project	\$0	Mid-Term	\$0	\$0	COA	Local
T-32	Wieuca Road Lighting Project	\$0	Mid-Term	\$35,000	\$0	COA	Local

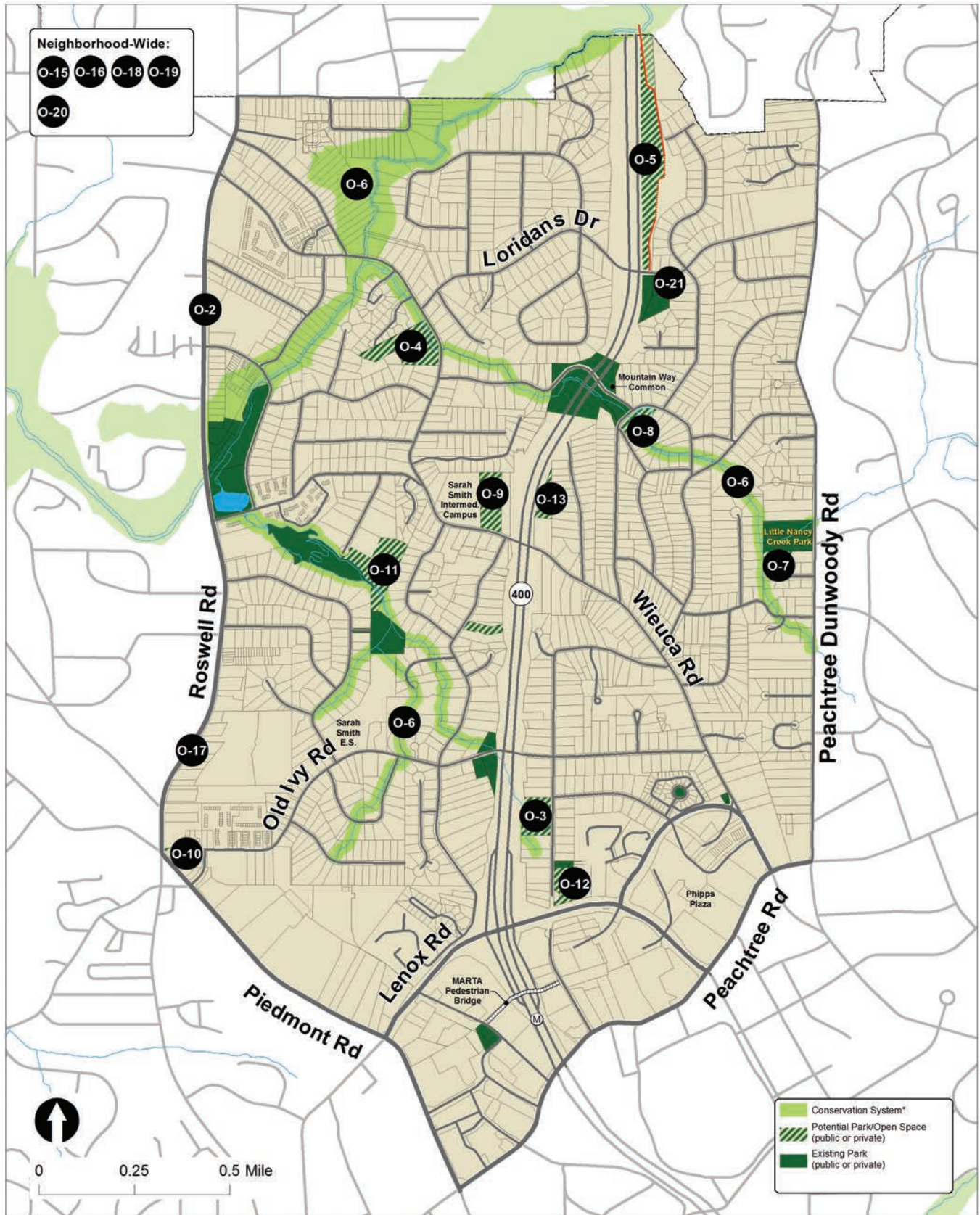
NOTES

All costs are in 2015 dollars

PVT: Private

Local funding may include bond funds, TE grants, impact fees, and other funding sources available to the City of Atlanta.

Figure 6.2: Other Project Map



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

Other Projects

ID	Description	Costs	Timeframe	Responsible Party	Funding Source
Land Use					
O-1	Amend the 15 Year Future Land Use Map	Staff Time	Short-Term	City of Atlanta	n/a
O-2	Create a Roswell Road Streetscape Overlay	Staff Time	TBD	City of Atlanta	n/a
Parks & Open Space					
O-3	North Stratford Open Space (GDOT retention pond)	\$325,000	Mid-Term	NBCA, Private, GDOT	Local
	<i>Land Acquisition - Existing</i>	\$0			
	<i>Improvements</i>	\$81,250			
O-4	Wieuca Overlook Open Space	\$785,000	On-Going	NBCA	Local
	<i>Land Acquisition - 4362 Wieuca Rd (2.9 ac)</i>	\$600,000			
	<i>Improvements</i>	\$72,500			
	<i>Land Acquisition - 0 Wieuca Road (2.5 ac)</i>	\$50,000			
	<i>Improvements</i>	\$62,500			
O-5	Toll Plaza Open Space	\$220,000	Short-Term	GDOT, NBCA, PATH	GDOT, Local, PATH
	<i>Land Acquisition - GDOT Right of Way</i>	TBD			
	<i>Improvements</i>	\$880,000			
O-6	Conservation Corridor Greenways	\$695,000	Mid-Term	NBCA, BHNP	Local
	<i>Land Acquisition - Easements</i>	TBD			
	<i>Improvements</i>	\$347,500			
O-7	Little Nancy Creek Park Expansion	\$87,500	Mid-Term	NBCA, Private	Local
	<i>Land Acquisition - Rear of 3974 Peactree Dunwoody Rd (0.7 ac)</i>	\$150,000			
	<i>Improvements</i>	\$17,500			
O-8	Little Nancy Creek Park Greenway	#VALUE!	Mid-Term		
	<i>Land Acquisition - 4131 N. Statford Rd (2.0 ac.)</i>	\$750,000			
	<i>Improvements</i>	\$50,468			
	<i>Land Acquisition - Other Easements</i>	TBD			
	<i>Improvements</i>	\$32,750			
O-9	Wieuca-Ivy Park	\$1,194,000	Long-Term	NBCA, Private	Local
	<i>Land Acquisition - 4097 Wieca Rd (3.76 ac)</i>	\$1,100,000			
	<i>Improvements</i>	\$94,000			
O-10	Old Ivy Road Shared Space	\$500,000	Long-Term	NBCA, Private	Local
	<i>Land Acquisition - Right of Way</i>	\$0			
	<i>Improvements - Right of Way</i>	\$500,000			
O-11	Blue Heron Nature Preserve Expansion	\$1,650,000	Short-Term	BHNP, Private	BHNP, Local
	<i>Land Acquisition - 1 Emma Ln (6.0 ac)</i>	\$1,500,000			
	<i>Improvements</i>	\$150,000			
O-12	Alexander Open Space	\$2,537,500	Long-Term	CID	CID
	<i>Land Acquisition - 0 N. Stratford Rd (1.0 ac)</i>	\$1,500,000			
	<i>Improvements</i>	\$25,000			

Other Projects

ID	Description	Costs	Timeframe	Responsible Party	Funding Source
	Land Acquisition - 0 N. Stratford Rd (0.5	\$1,000,000			
	Improvements	\$12,500			
O-13	400 East Nature Preserve	\$33,250	Long-Term	NBCA, Private	Local
	Land Acquisition - Easement	TBD			
	Improvements	\$33,250			
O-14	400 West Nature Preserve	\$23,000	Long-Term	NBCA, Private	Local
	Land Acquisition - Easement	\$0			
	Improvements	\$23,000			
Environment					
O-15	Neighborhood tree plantings	TBD	Short-Term	NBCA, Trees Atlantna	Local
O-16	Neighborhood clean-ups	TBD	Short-Term	NBCA, Private	Local
Infrastructure & Facilities					
O-17	Roswell Road Utility Art program.	TBD	Short-Term	NBCA, Private	Local
O-18	Neighborhood Watch Program	TBD	Short-Term	NBCA, APD	Local
O-19	Walking public safety audits	TBD	Short-Term	NBCA, APD	Local
Urban Design & Historic Resources					
O-20	Historic Preservation Neighborhood Study Committee	TBD	Long-Term	NBCA	Local
O-21	Lowery Stephens Cemetery Historic Assessment	\$20,000 - \$40,000	Short-Term	NBCA, Buckhead Heritage	Local

NOTES

All costs are in 2015 dollars

6.2: Land Use & Zoning Changes

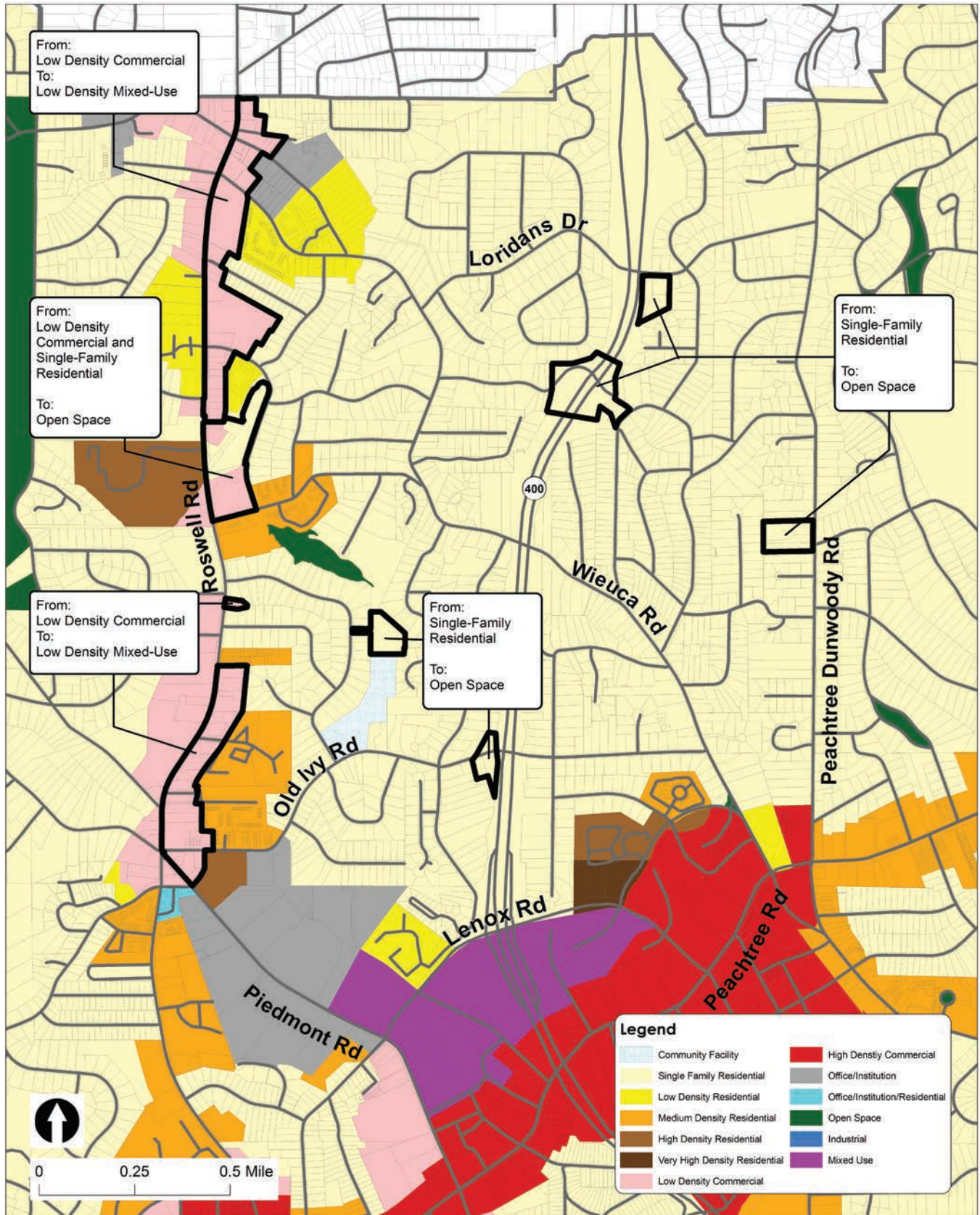
While most of the recommendations of this plan focus on preserving and protecting North Buckhead's existing single-family residential core, there are recommendations for other areas as well, especially along Roswell Road. In this corridor a key recommendation is eliminating auto-oriented land uses in favor of more urban, pedestrian- and neighborhood-oriented development patterns. Before this can occur, however, amendments to the City of Atlanta's 15 Year Future Land Use Plan Map and subsequent zoning changes must occur. Current land use designations and zoning classifications have created the auto-oriented land uses that neighborhood residents want to change.

Updating Future Land Use Plan Map to support subsequent zoning changes is a priority action for this plan. It is intended to codify recommended land uses, urban design standards, and streetscape treatments. Land use recommendations focus on increasing the Low Density Mixed-Use designation along Roswell Road, while zoning changes support use of the pedestrian-oriented Quality of Life Zoning Districts.

15-Year Future Land Use Plan Map Amendments

Prior to rezoning, the 15 Year Future Land Use Plan Map must be amended to support the plan. The map in Figure 6.3 illustrates the recommended future land use changes.

Figure 6.3: Proposed 15-Year Future Land Use Map Amendments



This map produced using data provided by the Atlanta Regional Commission, field work by TSW, and other public sources. Data are not guaranteed.

It is worth noting that the proposed map changes call for reclassifying most of the east side of Roswell Road as “Low Density Mixed-Use,” while leaving the west side as “Low Density Commercial.” From a planning perspective, this one-sided approach is not ideal, and both sides of the corridor should be considered. For this reason, the City of Atlanta and the NBCA should work with NPU B to determine if changes along the west side of the road are also appropriate.

City Initiated Zoning Changes

Current zoning in most of North Buckhead is compatible with the vision of the Framework Plan. However, along Roswell Road, current C-1 and RLC districts do not perfectly support the plan. Here, the NBCA, NPU B, the City of Atlanta, and property owners should explore pro-active zoning changes to support the plan. Among these should be assessing the feasibility of:

- **An overlay district or conditional rezoning** mandating inter-parcel access, connectivity, and the realization of the Roswell Road Streetscape Standards along both sides.

If it is determined that the overlay is not ideal, the following should also be explored, provided they can implement all of the key overlay elements:

- **Conditional Quality of Life Zoning**, or
- **Neighborhood Commercial Zoning**.

The latter would be consistent with NPU B land use policy B-8 that states:

Contain strip commercial use along Peachtree, Piedmont and Roswell Roads. Promote the redevelopment of existing commercial strips along these corridors so as to enable the reduction of curb cuts and turn lanes, as well as the improvement and consolidation of points of automobile access to the development and the utilizing of Neighborhood Commercial Zoning. Maintain existing land use and densities along the Roswell Road corridor. Encourage pedestrian connectivity and bicycle lanes along all major connections.

Property Owner Initiated Zoning Changes

In the event that City-initiated rezoning is not undertaken, privately-initiated rezoning activity will likely occur. These will give the community the opportunity to review development proposals and ensure their consistency with the vision of this plan. It will be up to the rezoning applicant, and the City, after consideration of any NBCA or NPU B recommendation, to determine the specific conditions of each application, but the use of Quality of Life Zoning Districts is critical.