

PART ONE STUDY PARAMETERS

Introduction

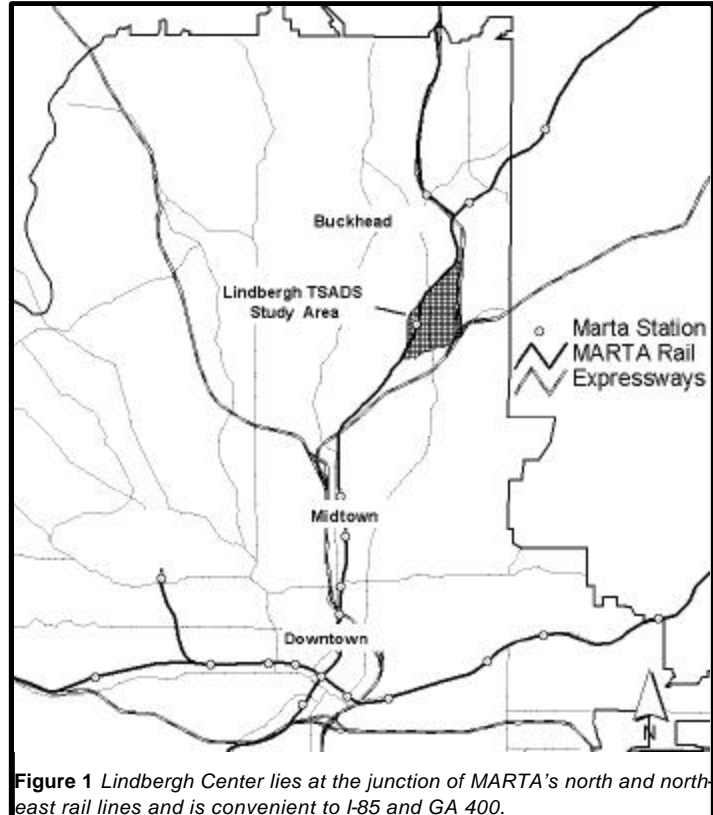
Picture, if you will, a tree-lined urban neighborhood where you can live, work, shop, and play without ever needing a car. Homes, offices, restaurants, and shops are all within a short walk of one another and are connected by a system of pleasant, tree-lined sidewalks, greenways, and bicycle facilities. Sidewalk cafes, public plazas, and other urban open space amenities beautify the area and provide opportunities for socializing with neighbors. At the center of this urban neighborhood, a MARTA transit station puts you within a few minute train ride of Downtown, Midtown, Buckhead, the airport, and Perimeter Center, and a short bus ride of Emory University, Cheshire Bridge Road, and other intown neighborhoods. This is the vision for the Lindbergh transit station area.

Purpose

The purpose of the 2000 Lindbergh Transportation Area Development Study (TSADS) is to help achieve this vision by providing a concept plan and action program for the development of a transit oriented neighborhood around the Lindbergh MARTA transit station. The study was developed by the City of Atlanta's Department of Planning, Development and Neighborhood Conservation, Bureau of Planning utilizing resources developed by Pickering Firm, Inc. and its consultants in cooperation with MARTA, and a Planning Advisory Committee (PAC). The PAC was made up of representatives from the study area neighborhoods, as well as commercial property owners and managers.

Context

The Lindbergh Transit Station Area is located in northeast Atlanta at the convergence of the North and Northeast lines along MARTA's North-South rail line. It lies between Buckhead and Midtown and is approximately one mile west of DeKalb County. The TSADS Study Area includes the area bounded by Georgia 400, Interstate 85, Peachtree Creek and the Southern Railroad Corridor and the surrounding residential neighborhoods of Peachtree Hills, Garden Hills and Peachtree Park. The TSADS Design Area is more concentrated and includes only the area bounded by Georgia 400, Interstate 85, Peachtree Creek and the Southern Railroad Corridor. See map, at left, for the study area analysis.



When it opened in 1978, the Lindbergh MARTA Station started out as one of MARTA's model cases for attracting strong commercial, retail and residential development. However, for various reasons only very few of these opportunities turned into reality. Primarily, the Lindbergh Station continued to show no significant new development until the construction of Georgia 400, except for the construction of the Buckhead Crossing Shopping center and the upgrade of one existing apartment development.

Today, automobile-oriented commercial strip development and garden-style apartment complexes primarily mark the Lindbergh Transit Station Area. Surface parking lots and single story commercial buildings abound and contribute to visual blight. A lack of pedestrian-oriented development, poor pedestrian connections from the rail station to the surrounding single family neighborhoods, and excessive vehicular speeds contribute to unsafe conditions for pedestrians and discourage walking and transit use by virtually anyone who has an alternate mode of transportation.

This pedestrian-hostile development pattern has a negative impact on both the City of Atlanta and the metropolitan region. Its auto-oriented form encourages use of the automobile, which in turns contributes to traffic congestion, air pollution, and social disenfranchisement. It also represents a highly inefficient use of land around a transit station and, in the process, results in the under-utilization of a major node in an outstanding transit system which has had millions of dollars of public money already invested in it.

Transit Oriented Development

To remedy some of the problems caused by the Lindbergh Station Area's automobile-oriented form, the 2000 Lindbergh TSADS proposes encouraging development around the Lindbergh Transit Station that supports transit ridership, provides a variety of residential, employment, commercial and recreational uses, and fosters the formation of a socially and culturally diverse community. This pattern of development was characterized by well-known planner, Peter Calthorpe, as "transit-oriented development" (or TOD). It represents the most efficient and sustainable urban form for new development around mass transit stations.

While the City of Atlanta has encouraged development around MARTA stations for over twenty years, the majority of this development has occurred in a way that is counter to the TOD philosophies necessary for the Lindbergh Station Area. In the past, orienting development towards transit meant little more than placing a primarily automobile-oriented development and parking lots near a rail station. Development around many rail stations focused on large, single use complexes such as shopping malls, office towers, or sports venues. While these developments did encourage limited transit ridership, their single-use nature created homogenous environments that failed to capture diverse ridership and were only active for a few hours a day; this prevented them from becoming the mixed-use, diverse communities necessary for a true TOD.



1974 TSADS Alternative B

Figure 2 This concept plan, from the 1974 Lindbergh Center Transit Station Area Development Plan shows large, single-use buildings with excessive parking, poor pedestrian infrastructure, and no relationship to the existing street system.

A true TOD is characterized by its design, location, mix of uses, surroundings, and building density as much as by the type of transit with which it is connected. Based on Peter Calthorpe's definition of TOD types, the Lindbergh Station can be identified as an Urban/Neighborhood Center due to its high frequency of trains, the medium density of residential development around it, and its currently existing extensive bus feeder network. TODs can be found around the nation, including Washington, DC, San Diego, CA, Boston, MA, and Portland, OR. Before the trolleys were removed in Atlanta, even the Virginia-Highland, Inman Park, West End, and Grove Park neighborhoods were developed based on TOD principles.

Within a TOD, pedestrian infrastructure must be provided throughout. Within a one-half mile radius of transit (the maximum most people will walk from a rail station to a destination if a pleasant walking environment is provided) there must be the greatest concentration of this infrastructure. This includes continuous, wide sidewalks efficiently connecting buildings to transit facilities, pronounced and safe street crossings for pedestrians, street furniture, adequate lighting, and street trees. Beyond this one-half mile radius sidewalks may be narrower and fewer pedestrian amenities may be provided, although in

the Lindbergh area it is expected that many existing and future residents east of Piedmont Road will readily walk further distances. Bicycle options are also expected to play a role in reducing reliance on automobile trips.

Buildings in a TOD must promote pedestrian activity through design and programming. Buildings must come up close to the sidewalk and provide pedestrian entrances and active street-level uses, such as shops, to create a vibrant walking environment. Parking lots must not be located near public sidewalks and parking spaces must be limited, but there also must be adequate parking to ease the transition away from lenders and tenants' customary expectations and ensure that the surrounding neighborhoods are not burdened with a parking overflow.

TODs must be mixed use and provide office, retail and residential uses for a variety of users. Uses with the highest trip generating capacity, such as major office buildings and large retail developments should be located as close to the transit station as possible to encourage transit use. This will create a focus for the neighborhood, provide easy access to goods and services for transit riders from other parts of the region, and allow commuters to make purchases before leaving the neighborhood via train, bus, bicycle, or car.

Residential uses within a TOD must allow a variety of housing options accommodating the range of incomes present in the TOD's workforce. TODs should be communities that can sustain people of varying economic means through the course of their lives by providing housing types that allow people to live in the same community as children, young adults, families, empty nesters, and seniors.

Public open space must also be created to build a sense of place and community as part of a successful neighborhood. Community playgrounds, greenways and urban scaled parks and plazas are required to attract residents, visitors and workers to transit-oriented development and, therefore, will increase transit ridership. These same parks and plazas also encourage human interactions and strengthen neighborhood bonds.



Figure 3 *This TOD in Bethesda, MD, provides an environment that is conducive to walking and bicycling.*

PART TWO RECOMMENDATIONS

The following recommendations encourage the transformation of the Lindbergh area into a transit-oriented neighborhood. Recommendations are divided into three functional categories: Land Use, Urban Design, and Transportation.

Land Use

Goal *Establish a land use pattern that will support an urban, mixed-use, resident-oriented community, centered on transit access.*

Introduction

The guiding principles for land use changes are derived from TOD fundamentals listed earlier in this study. These include providing urban, connective open space, locating the most intensive uses closest to the transit infrastructure, and providing a mix of uses. These land use recommendations are designed to encourage the redevelopment of the current automobile-oriented commercial strip development that exists, while at the same timing preserving and improving the existing positive features of the study area.

Land Use

Objective

Provide a diverse mix of civic, residential, retail, office, and entertainment options.

The location of land uses is of the utmost importance in creating a successful TOD. To achieve the composition necessary to encourage transit ridership and foster a sense of community, the Land Use plan proposes focusing the highest trip generating uses in the areas closest to the MARTA rail station and Piedmont Road. At the same time, it proposes promoting less intense trip generating uses in the areas more than one-half mile from the rail station. It also supports the protection of the single-family neighborhoods that currently exist to the north and west of the Southern Railroad.

Focusing the most intense trip generating uses around rail access includes locating most of the commercial development in the station area to alleviate the high peak hour traffic volumes these activities attract. Commercial uses provide employment options and community goods and services. They attract workers and visitors and increase the area's visibility as well. Retail uses on the ground floors of primarily medium to high density residential or office developments contribute to an active street life and provide important services. However, large commercial users, particularly offices, without street level activities to serve and attract the general public can have a detrimental impact on the creation of a TOD and, therefore, large single-use developments are discouraged.

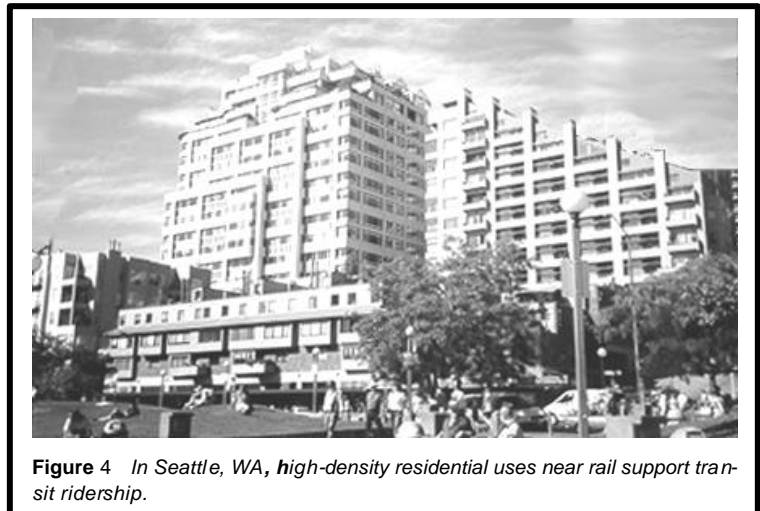


Figure 4 *In Seattle, WA, high-density residential uses near rail support transit ridership.*

Residential uses should also be concentrated close to transit, but they need not be as close as large office and retail uses. Residential uses generate less traffic than similar sized commercial uses, and people will walk further from a transit station to access their home than they will to access office or retail uses. As such, residential uses should be provided throughout the TSADS Design Area. Residential units at a variety of cost options support the creation of a vibrant, diverse, and urbane community. Residents tend to increase safety after business hours and contribute to street retail activity, as well. Residents living near a transit station are also more likely to use transit than those living far from it.

Greater than about one-half mile from the rail station, land uses should be primarily residential, with only limited amounts of resident-serving commercial uses. In the TSADS Study Area, these areas include the existing multi-family housing and commercial uses adjacent to Georgia 400 and I-85, as well as the single-family residential neighborhoods to the west and north of the MARTA station.

In the long term, the single and multi-family residential areas greater than one-half mile of the rail station should be sustained close to their current densities. The commercial uses, unless they are dependant on Interstate access and serve a regional market, should not be encouraged and should ideally revert to residential uses. In any event, residential units should be developed near and in conjunction with businesses if feasible.

In order to guide future development as envisioned by this plan, the Comprehensive Development Plan (CDP), Zoning Map and Zoning ordinances will need to be amended.


The following are proposed changes to the 15-Year Land Use Plan Map of the CDP (see Map B):

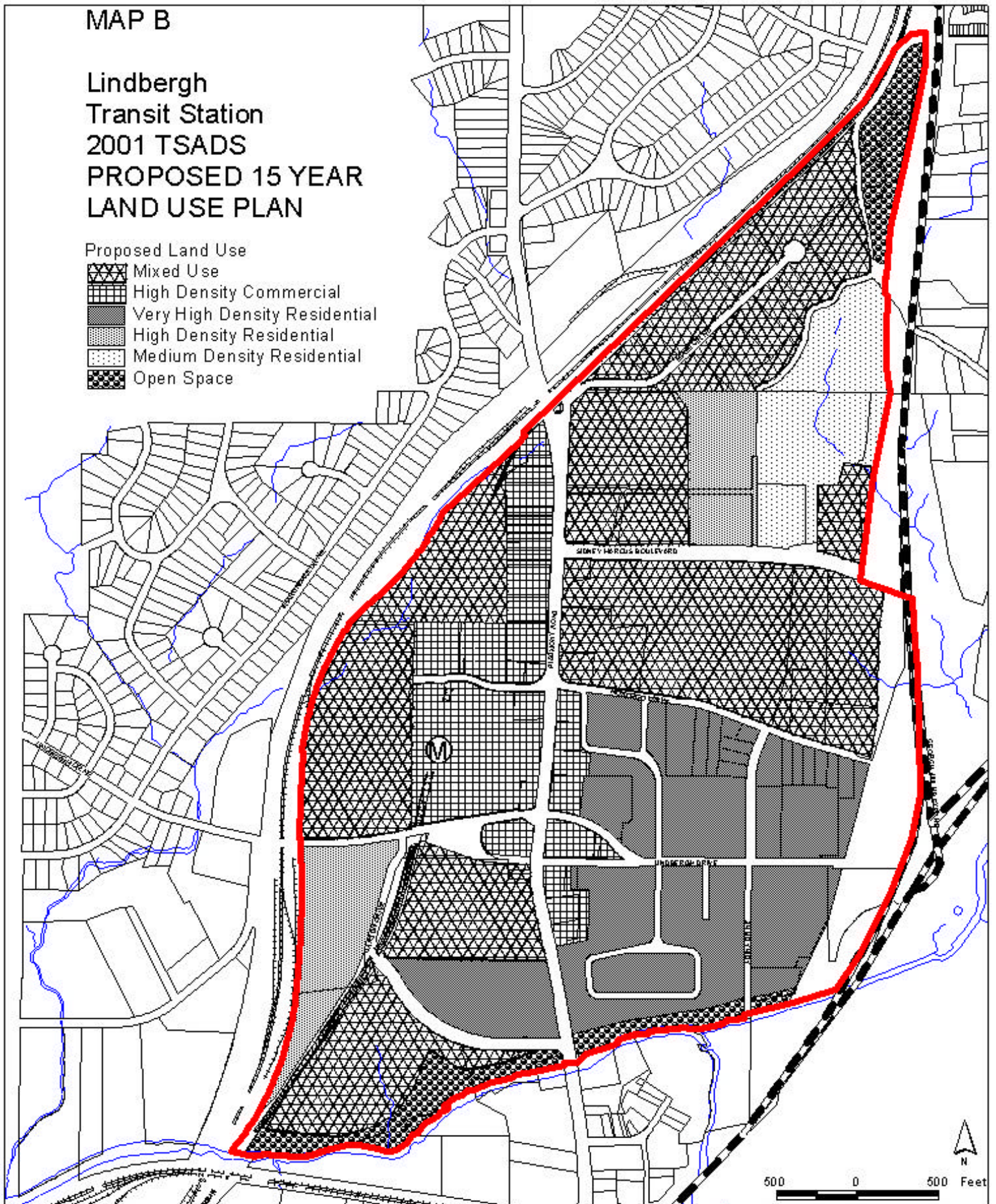
- The "Industrial" areas along Miami Circle should be changed to "Mixed Use."
- The area to the north east of Miami Circle should be changed from "Low Density Residential" to "Open Space".
- 2520, 2540, 2580, 2608, 2612, 2628, 2632, and 2646 Piedmont Road should remain "High Density Commercial".
- The area defined by the MARTA rail line to the west, Lindbergh Way to the north, Piedmont Road to the east, and Peachtree Creek to the south should be changed from "Low Density Commercial" and "High Density Commercial" to "Mixed Use", with the exception below.
- The vacant property south of Garson Drive proposed for a park and primarily in a floodplain should be changed from "Low Density Commercial" to "Open Space".
- The "High Density Commercial" parcel east of Piedmont Road at Lindbergh Drive should be changed to "Very High Density Residential".
- The area bounded by Morosgo Drive to the north, Georgia 400/I-85 to the east, Peachtree Creek to the south, and Piedmont Road to the west that are currently "Medium Density Residential" should be changed to "Very High Density Residential".
- The proposed open space north of Peachtree Creek and east of Piedmont Road should be changed from "Medium Density Residential" to "Open Space".
- Buckhead Crossing Shopping Center should be changed from "Low Density Commercial" to "Mixed Use".
- Lindbergh Plaza and the Home Depot site should be changed from "High Density Commercial" to "Mixed Use".
- The parcel west of the Georgia 400 southbound exit should be changed from "Low Density Commercial" to "Mixed Use".

MAP B

Lindbergh Transit Station 2001 TSADS PROPOSED 15 YEAR LAND USE PLAN

Proposed Land Use

-  Mixed Use
-  High Density Commercial
-  Very High Density Residential
-  High Density Residential
-  Medium Density Residential
-  Open Space



Open Space

Objective

Provide safe, attractive and convenient recreation and open space opportunities.

Open space plays a significant role in the future of the Lindbergh Study Area. When the City of Atlanta undertook an analysis of citywide open space in 1993 which analyzed the amount of open space per 1,000 residents, it found that the Lindbergh area has the greatest need for open space of anywhere in the City. As such, the open space concept provides active and passive recreation spaces, greenways, and open space corridors including strong linkages between the City's existing bikeway and greenway system, the adjacent neighborhoods, and the Lindbergh station itself. This open space concept provides attractive amenities and facilities which appeal to intown residents and office users, contributes to a pedestrian and bicycle oriented environment and promotes alternative modes of transportation.

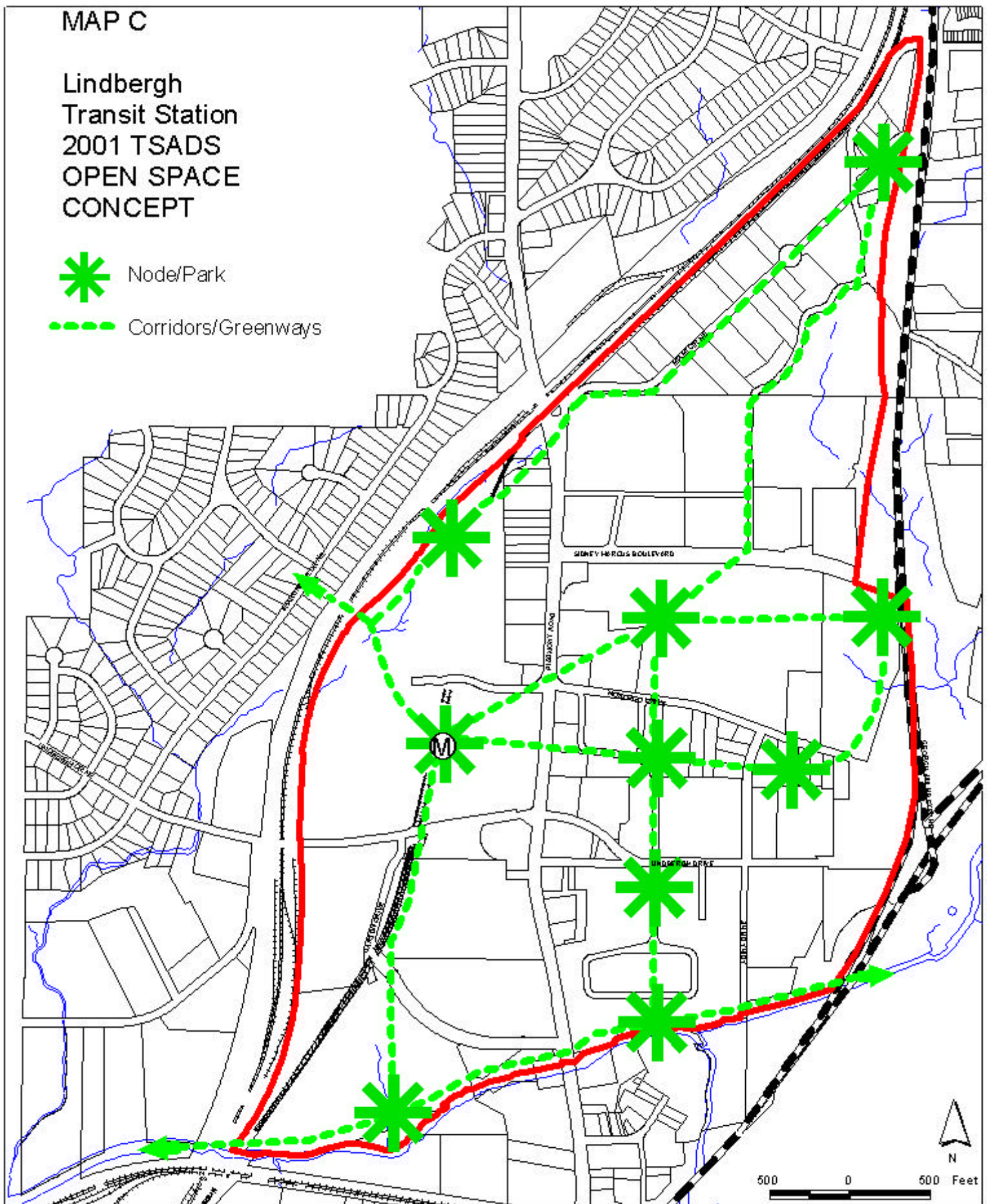


Figure 5 Multi-use trails provide opportunities for recreation and social interaction.

The primary elements of the open space concept are:

- A linear greenway and bike path along the northern edge of Peachtree Creek, between I-85 and the Southern Railroad right-of-way.
- A possible park in the floodplain next to the former Sam's Club, which could accommodate a soccer field and a community center.
- A linear park parallel to the Southern Railroad in the northern portion of the MARTA superblock.
- A "green" or plaza within the mixed-use area around the MARTA station.
- A public plaza and pocket park located within the present site of Lindbergh Plaza.
- An active park area to the northeast of Miami Circle, which could include a soccer field option of about 6 acres.
- A greenway and open space behind the Home Depot store connected by green corridors to Peachtree Creek and the proposed open space to the north east of Miami Circle.
- An urban plaza/park south of the present location of the Lindbergh Drive and Lindmont Circle intersection.
- An urban plaza/park located southeast of the present location of the Morosgo Drive and Adina Drive intersection.
- A linear park running north/south between Morosgo Drive and Lindbergh Drive approximating the current location of Morosgo Way.
- Street trees and landscaping along all streets.

See Map C.



Urban Design

Goal *Create a safe, attractive, convenient, and delightful pedestrian scale environment.*

The Lindbergh Study Area is currently characterized by automobile-oriented development, with resulting visual blight and pedestrian-hostile environment. This study proposes transforming the area into an attractive and pleasant urban environment. By improving the visual character and physical design of the area, pedestrian activity and transit use will increase and the community will be strengthened through increased human interaction.

In order to achieve this transformation, several key objectives must be accomplished. Buildings must be designed and situated in such a way as to encourage walking and create an attractive streetscape. Retail uses and activities at the street level must be provided in certain areas to serve the diversity of needs of the residential, employment, and entertainment population. Wide sidewalks, adequate pedestrian amenities, development oriented towards the MARTA rail station, and elimination of visual clutter must also be provided.

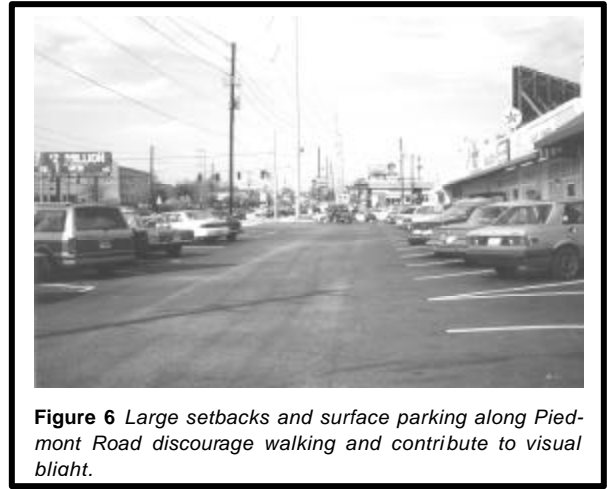


Figure 6 *Large setbacks and surface parking along Piedmont Road discourage walking and contribute to visual blight.*

Streetscape and Urban Form

Objective

Provide an attractive, pedestrian scale, urban streetscape.

The streetscape of a TOD must be attractive and encourage street level activity. Buildings must relate to the street in a way that activates, supports and nurtures walking and human interaction. Visual clutter and automobile-oriented development must be minimized. Recommendations for achieving this include:

- Develop a storefront appearance along sidewalks in commercial and mixed-use areas.
- Orient primary pedestrian entrances of buildings and entrances to individual businesses providing a range of convenience services and general consumer goods to the street.
- Provide pedestrian oriented spaces, such as outdoor dining, between buildings and the sidewalk.
- Provide sidewalks adjacent to commercial uses to include: a clear zone with a minimum width of fifteen (15) feet on Piedmont Road and Sidney Marcus Boulevard, and a clear zone with a minimum width of ten (10) feet adjacent to all other commercial uses, with the exception below.
- Provide sidewalks on the block bounded by Piedmont Road, Lindbergh Way, and Lindbergh Drive to include: a clear zone with a minimum width of fifteen (15) feet on Piedmont Road, and a clear zone with a minimum width of five (5) feet on all other streets.
- Provide sidewalks adjacent to street level residential uses to include: a clear zone with a minimum width of six (6) feet on streets with two

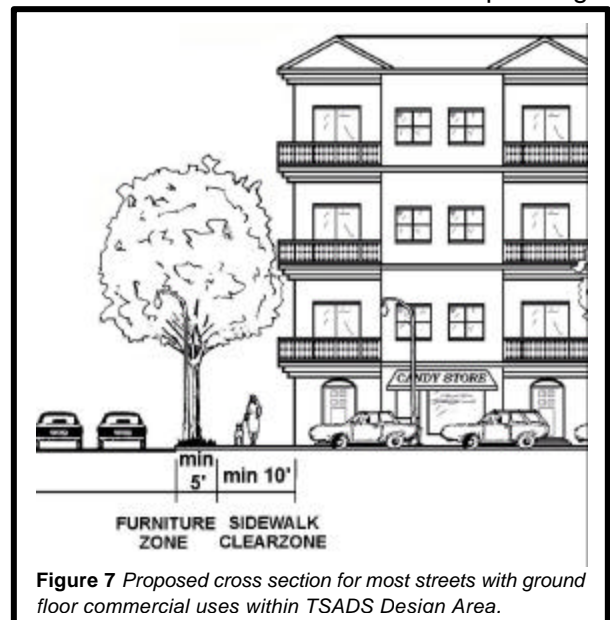


Figure 7 *Proposed cross section for most streets with ground floor commercial uses within TSADS Design Area.*

travel lanes or less, and a clear zone with a minimum width of ten (10) on streets with greater than two travel lanes.

- In addition to the above-referenced clear zone, provide a street furniture and tree-planting zone adjacent to the curb with a minimum width of five (5) feet on all streets.
- Provide landscaping in the clear zone adjacent to street level residential uses.
- Establish maximum building façade lines of thirty (30) feet from the curb for all commercial or mixed-use areas, with the exception of Piedmont Road, which should have building façade lines no greater than thirty-five (35) feet.
- Allow greater building façade lines for a limited number of public plazas and parks.
- Establish front yards adjacent to street level primarily residential uses that are at least five (5) feet in width and no greater than fifteen (15) feet.
- Prohibit parking areas between buildings and the public sidewalk.
- Provide on-street parking when possible.
- Provide street level commercial/residential uses in parking structures adjacent to the public sidewalk, with the exception below. Said uses should have entrances opening directly to the sidewalk.
- Provide street level commercial/residential uses or a five (5) foot wide landscaped buffer between parking structures and the public sidewalk for parking structures fronting Lindbergh Way and Lindbergh Drive on the block bounded by Piedmont Road, Lindbergh Way, and Lindbergh Drive.
- Prohibit walls and fences greater than four feet in height between buildings and the street.
- Prohibit elevated walkways over streets.
- Encourage and facilitate underground utilities.
- Encourage small-scale blocks and pedestrian midblock street level walkways to increase opportunities for convenient pedestrian access.
- Limit the number and widths of curb cuts.
- Provide sidewalks extensions or “bulb-outs” at intersections on streets with on-street parking.
- Provide textured pavement or other pedestrian priority treatment where public sidewalks cross driveways.
- Prohibit additional drive-through facilities.
- Minimize intersection radii or other devices to reduce the distance of pedestrian street crossings.
- Employ traffic calming devices such as traffic circles, intersection “neckdowns”, narrow driving lanes, on street parking, street trees, raised pedestrian crossings, and two-way streets, as appropriate.
- Maximize visibility into parks and open space from buildings and streets.



Figure 8 At Post Riverside in Atlanta a pedestrian scale urban environment encourages human interaction.



Figure 9 This new condominium building entrance in Downtown Atlanta encourages walking and enlivens the streetscape.

- Require street level residences to have front doors facing the streets.
- Locate garage doors for residential uses facing alleys or driveways, not public sidewalks.
- Eliminate billboards as sites are redeveloped.
- Promote an overall way finding and unifying business identification signage program.
- Screen existing parking lots with shrubs not to exceed 30 inches in height, and with shade trees.
- Implement the Atlanta Parking Lot Landscape Ordinance in proposed and existing parking lots.
- Require parking garages to appear as horizontally storied buildings with bay spacing consistent with a retail environment.
- Screen refuse and loading areas from the public sidewalk.
- Discourage the proliferation of auto-oriented, commercial strip development.
- Public plazas should be developed adjacent to MARTA station entrances and fronted by retail.
- Buildings should be a minimum height of twenty-four (24) feet, with the exceptions below.
- Buildings along Miami Circle should have a minimum height of eighteen (18) feet.

The development of a Special Public Interest district (SPI) will enable the City of Atlanta to ensure than future development in the area is compatible with the Urban Design Concept.

Surrounding Neighborhoods

Objective

Connect surrounding single family neighborhoods with the MARTA station, while protecting them from visual and physical encroachment.

The single-family neighborhoods surrounding the Lindbergh Transit Station are great assets to the area and must be protected at their current densities. Detached single-family homes provide a housing type not readily available in the higher density node envisioned around the transit station. As such, they contribute to the variety of housing types necessary for a diverse community. At the same time, however, they must be carefully integrated into the TOD concept while minimizing potential negative impacts of such action.

Recommendations to achieve this include:

- Establish improved transit service to neighborhoods to the west of the Lindbergh Center Station.
- Provide for the possibility of a future pedestrian/bike bridge over the Southern Railroad into the Garden Hills neighborhood, at such time as the neighborhood may desire such a connection.
- Prevent shadows from buildings within the TOD from being cast onto single-family homes west of the Southern Railroad.
- Prevent high-rise development adjacent to the Southern Railroad corridor, across from single-family homes.
- Protect the edges of single-family residential neighborhoods from commercial encroachment.
- Provide traffic calming measures and streetscape, pedestrian and bicycle treatments along streets in single-family neighborhoods to slow and discourage additional through traffic, improve the visual quality of the public ways, and encourage pedestrian access to MARTA, workplace, and shopping.



Figure 10 *The single-family neighborhoods surrounding the transit station area are valuable assets that must be protected from commercial encroach-*

Transportation and Parking

Goal *Provide a balanced transportation system throughout the Lindbergh Study Area.*

The Lindbergh Study area represents one of the best opportunities in the Atlanta region to create a neighborhood with a holistic transportation system which includes a balanced mix of transit, bicycle, pedestrian and vehicular modes. The proximity to the Lindbergh MARTA rail station, I-85, Georgia 400, and existing single family residential neighborhoods presents tremendous transportation opportunities.

Street Grid

Objective

Develop a comprehensive street grid around the Lindbergh MARTA station.

Central to all transportation improvements with the study area is the development of a comprehensive grid of small streets and blocks in the area bounded by I-85, Georgia 400, Peachtree Creek and the Southern Railroad line. A grid street pattern not only provides more opportunities for automobile movement in the area by reducing the impact on arterials, it also provides an environment which supports pedestrian, transit, and bicycle use.

The following recommendations support the development of a comprehensive grid of streets:

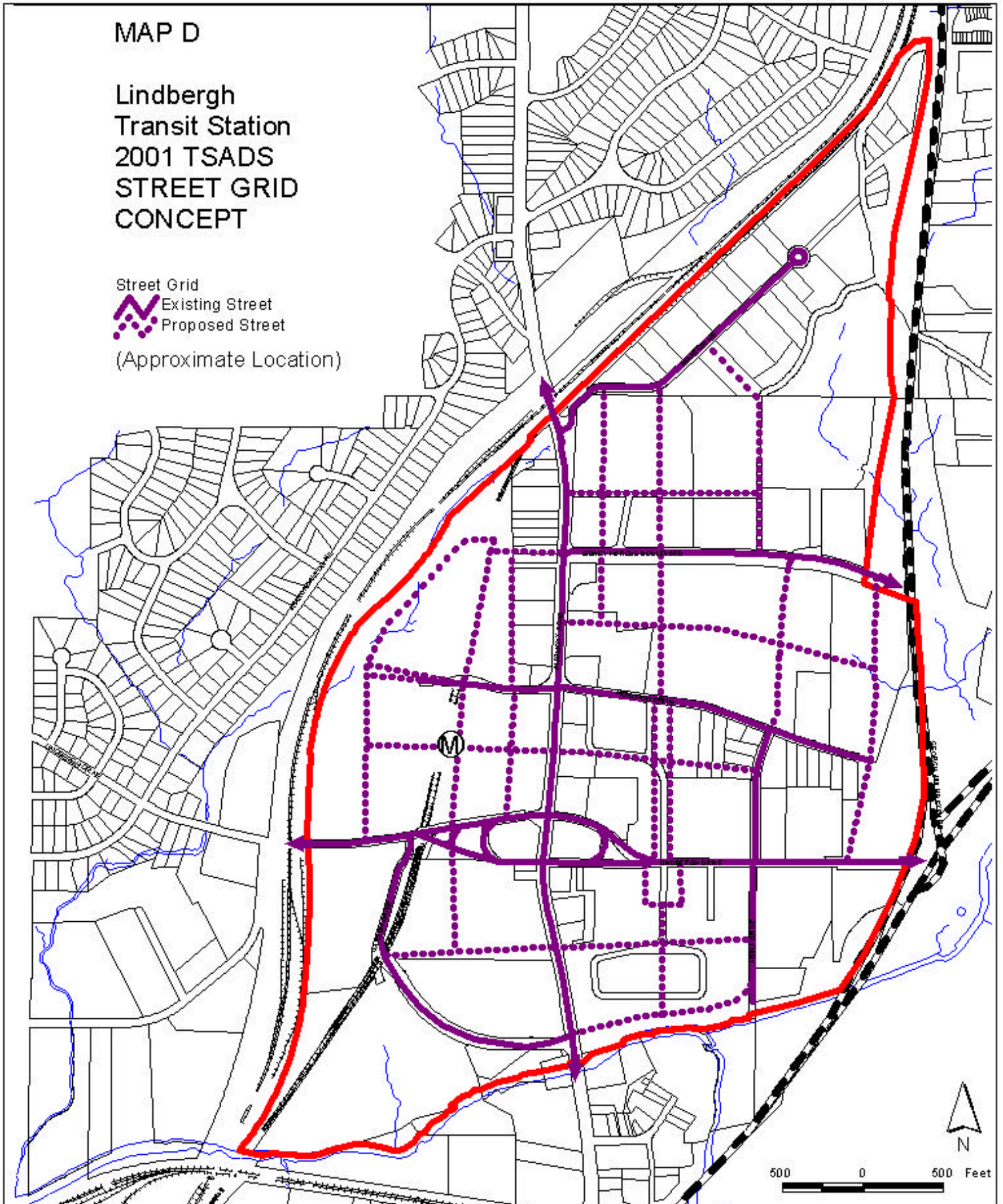
- Limit block lengths to no greater than 500 feet without providing through access near the midpoint by a local street.
- Plan and develop Piedmont Road as a significant and model urban street by framing the street right of way with suitably scaled buildings and street level activities, as well as improved intersections, a continuous median, and intersection crossings that assume the achievement of increased transit ridership.
- Classify the drive area between the Home Depot and K-mart as a public access street corresponding to an extension of Adina Drive.
- Develop new public access streets as part of the development of the MARTA super block.
- Develop a new public access street running north/south from Miami Circle to Morosgo Drive as parcels are redeveloped.
- Develop new public access streets in the block bounded by Garson Drive, Lindbergh Drive, and Piedmont Road as the block is redeveloped.
- Develop public access streets running east/west and north/south through Lindbergh Plaza at such time as it is redeveloped.
- Develop public access streets running east/west from Piedmont Road to Adina Drive in the blocks south and north of Lindbergh Drive.
- Develop a public street running east/west through Buckhead Crossing Shopping Center at such time as it is redeveloped.
- Develop a public access street running north/south from Sidney Marcus Boulevard to connect the proposed east/west street at Buckhead Crossing Shopping Center.
- Develop a public access street running north/south along the west side of Georgia 400 from Sidney Marcus Boulevard to Lindbergh Drive.
- Develop a public access street running north/south from Morosgo Drive to Lindbergh Drive.

See Map D for conceptual street grid.

MAP D

Lindbergh Transit Station 2001 TSADS STREET GRID CONCEPT

Street Grid
Existing Street
Proposed Street
(Approximate Location)



Bicycles

Objective

Encourage the use of bicycles.

While research indicates that most of the bicycling currently done in the Lindbergh Study Area is recreational, improved bicycling facilities, higher development densities, and increase employment and entertainment options will increase the use of the bicycle as a primary means of transportation for some segments of the population.

To achieve this the following actions must be undertaken:

- Install bike racks at convenient locations, as required by the City Zoning ordinance.
- Provide signs indicate bike routes and bike parking around the MARTA station.
- Develop wide curb lanes or five (5) feet wide bike lanes on primary routes through the Lindbergh Station development.
- Develop a bicycle trail in the greenway along the north side of Peachtree Creek.
- Stripe bike lanes along Lindbergh Drive to connect the single-family residential areas to the east and west to the MARTA rail station.
- Provide for a bicycle bridge from the MARTA rail station to Sharondale Drive, at such time as the neighborhood may wish to seek implementation.
- Provide bike lanes along Piedmont Road and Lindbergh Drive east of Piedmont Road.
- Establish a bicycle route along Lindbergh Drive west of Piedmont Road.

Pedestrians

Objective

Provide adequate pedestrian infrastructure through the study area.

With the increase in pedestrian-oriented, mixed-use development around the MARTA Lindbergh Station, pedestrian activity will increase. If pedestrian activity is to extend through the study area, several key improvements are necessary.

Pedestrian improvements necessary in the area include:

- Construct sidewalks along Morosgo Drive east of Piedmont Road.
- Construct sidewalks along Lindbergh Drive.
- Construct sidewalks along the unofficial street aligned with Adina Drive running between the Home Depot and K-mart.
- Construct a median along Piedmont Road to provide a pedestrian refuge while crossing the street.
- Include pedestrian walkways in the proposed greenway trail and pocket park system.
- Improve sidewalk connections into adjacent single family neighborhoods

Transit

Objective

Increase transit use.

While most of the transit trips with the study area are made by MARTA rail, there are still a significant number of riders who board MARTA buses, both within the Lindbergh Center rail station and along Piedmont Road and Morosgo Drive. As development in the area increases, these boardings will also likely increase.

The improvements that must be made to transit facilities include:

- Improve MARTA bus stops along Piedmont Road, Morosgo Drive and Lindbergh Drive to include: lighted shelters, benches, maps and schedules, changeable message signs with bus status information, and telephones to MARTA for security and information.
- Orient new development towards the MARTA rail station and bus stops.

Vehicular Traffic

Objective

Calm traffic while ensuring a safe and efficient flow.

Even within transit-oriented development, the automobile continues to be the primary means of transportation for a portion of the population. Not all destinations outside of the neighborhood may be reached by transit, and many people cannot or will not take transit when visiting the neighborhood. As such, the automobile must be provided for with a transit-oriented development, but to a progressively lesser extent than would occur in a typical, automobile-oriented development.

Traffic in the Lindbergh Study Area can be addressed through a variety of techniques that include:

- Support for completing a full interchange between I-85 and Georgia 400 as soon as possible as a way of reducing congestion on the TSADS area streets.
- Traffic calming measures such as:
 - Parallel parking
 - Textured crosswalk treatments
 - Street trees
 - Street lighting
 - Medians
 - Sidewalk crossing areas that reduce the pedestrian crossing distances
 - Traffic calming measures on Lindbergh Drive
 - Traffic calming measures on Peachtree Hills Avenue
 - Traffic calming measures on East Wesley Road
 - Retimed traffic signals along Piedmont Road and other devices to provide for reduced but consistent travel speeds

Parking

Objective

Provide the proper amount of parking necessary to discourage automobile use while not burdening the surrounding residential neighborhoods with parking overflow.

Within a transit-oriented development parking should be limited to encourage transit ridership. It should not, however, be limited to such an extent that drivers are forced to park in adjacent neighborhoods and negatively impact the quality of life of the residents there. For the Lindbergh Study Area a graduated system of parking requirements is recommended to provide the least amounts of parking closest to the MARTA rail station and gradually increase the amounts as the distance from the station increases. It is expected,

too, that the reduction of parking and the establishment of maximum parking standards will be progressive as the investment and user markets first adjust to, and then embrace, the new emphasis on other travel modes than the car.

Recommendations for achieving this include:

- Establishment of maximum parking ratios within the TSADS Study Area as follow:
 - 2.5 spaces per 1,000 square feet of office space.
 - 3.7 spaces per 1,000 square feet of retail space.
 - 1 space per unit of residential in mixed-use developments
 - 1.5 spaces per unit residential in primarily residential developments
 - 0.5 space per 4 seats in cinemas
 - 0.5 space per room in hotels.
- Implementation of a shared parking strategy throughout the TSADS Study Area to reduce the total number of parking spaces provided.
- Inclusion into the Buckhead Area Transportation Management Association (BATMA), for the purpose of coordinating the efficient and cost-effective utilization of all transportation modes in a comprehensive manner.

PART THREE

Action Plan

The Action Plan is intended to serve as a blueprint for undertaking the recommendations of this plan. The Action Plan is divided into recommendations that can be undertaken by the Public Sector, which includes MARTA, the City of Atlanta, the Georgia Regional Transportation Authority, and the Georgia Department of Transportation, and the private sector.

Public Sector

- Amend the City of Atlanta Comprehensive Development Plan following the above land use change recommendations.
- Create and adopt a Special Public Interested District (SPI) for the area bounded by Peachtree Creek, the Southern Railroad, I-85, and Georgia 400 (Should the developer of the MARTA property bound by Piedmont Road, Lindbergh Drive and the Southern Railroad determine that the current zoning conditions for the property are unsuitable, then the proposed SPI may be expanded to include this property).
- In conjunction with the adoption of the SPI, establish a Lindbergh Development Review Committee (DRC) composed of neighborhood representatives, property owners and business owners to serve as a vehicle for reviewing and commenting on proposed developments within the district.
- Implement a sidewalk repair and construction program to create a continuous sidewalk network through the study area, focusing on the connection with the MARTA station. This program shall include improvements at crossings and intersections for pedestrians.
- Utilize Development Impact Fee monies from the proposed MARTA super block development to pay for traffic calming and pedestrian improvements in affected neighborhoods.
- Support the Georgia Department of Transportation or Georgia Regional Transportation Authority in developing the streetscape improvements along Piedmont Road.
- Require membership in the Buckhead Area Transportation Management Authority for any building or portion thereof with more than 25,000 square feet of gross leasable commercial floor space.
- Work with developers to ensure affordable housing through bond financing programs.
- Work with the Atlanta Police Department and the Atlanta Fire Department to sustain an appropriate presence in the area.

Private Sector

- Reduce billboards and signage with new development.
- Create a business association.
- Utilize public bonds to finance projects which include an affordable housing component.
- Provide a public greenway along the Southern Railroad within the proposed redevelopment of the MARTA super block.
- Provide a public greenway along the north side of Peachtree Creek as part of redevelopment plans.
- Provide open space and a street grid in the area east of Piedmont Road and south of Sidney Marcus Boulevard as part of redevelopment plans.
- Create a Transportation Management Authority in conjunction with the public sector.