ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

TABLE OF FIGURES

TABLE OF TABLES

EXECUTIVE SUMMARY

The North Druid Hills Livable Centers Initiative (LCI) study was commissioned by DeKalb County and the office of Commissioner Jeff Rader in conjunction with the Atlanta Regional Commission. The intent of the study is to improve the quality of life in the North Druid Hills Road Corridor and create a unique identity for the area by linking transportation improvements and land use recommendations.

The LCI study was managed by DeKalb County. A Core Team of area stakeholders was formed to provide guidance and input during the course of study. Institutions, land owners, developers, and neighborhood associations with interests in the North Druid Hills LCI study area comprised the membership of the Core Team. In addition to the stakeholder group, public input opportunities including a design workshop, survey, comment forms, and study website were provided throughout the process, with a total of four public meetings held.

Working with DeKalb County and the Core Team, a consultant team led by ARCADIS in collaboration with Pond & Company, Sycamore Consulting, and Huntley Partners conducted the study and prepared this report.

The North Druid Hills LCI study area is located in northern DeKalb County along North Druid Hills Road and roughly bounded by Buford Highway to the northwest and the rail line east of Clairmont road to the southeast.

Study Goals

The Core Team and the public were instrumental in developing a set of goals for the corridor that guided the development of the concept plan and study recommendations. The goals are as follows.

- GOAL: Make walking and bicycling a convenient and safe choice through complete networks.
- GOAL: Improve traffic flow along North Druid Hills Road by addressing access, safety, connectivity, mode choice, and street hierarchy.
- GOAL: Adopt street hierarchy requirements with specific landscape treatment, access management, open space, and building design standards.
- GOAL: Encourage compatible infill development and redevelopment of underutilized buildings and parcels, as well as dated office complexes.

Nodes and Corridors

Based on the DeKalb County Comprehensive Plan, which adopted a nodes and corridors approach to development, the study area was split into four nodes and one corridor. The sub areas created are as follows: Interstate 85 Node, Briarcliff Node, Residential Corridor, Toco Hill Node, and Mason Mill Park Nodes. Each node and corridor has a unique character and transportation and land use recommendations were customized for each node, while recognizing their interconnectedness within the overall North Druid Hills Road corridor.

Concept Plan

The goal of the concept plan is to create a vibrant and sustainable community with an identity and sense of place. The concept plan incorporates land use recommendations and transportation infrastructure projects. The concept plan for the Corridor is based on the vision and goals of the community: residents, businesses, property owners, stakeholders, county and other civic, religious and social institutions.

The concept plan was developed through the following four step process.

1. The key issues were identified through visioning exercises and analysis.

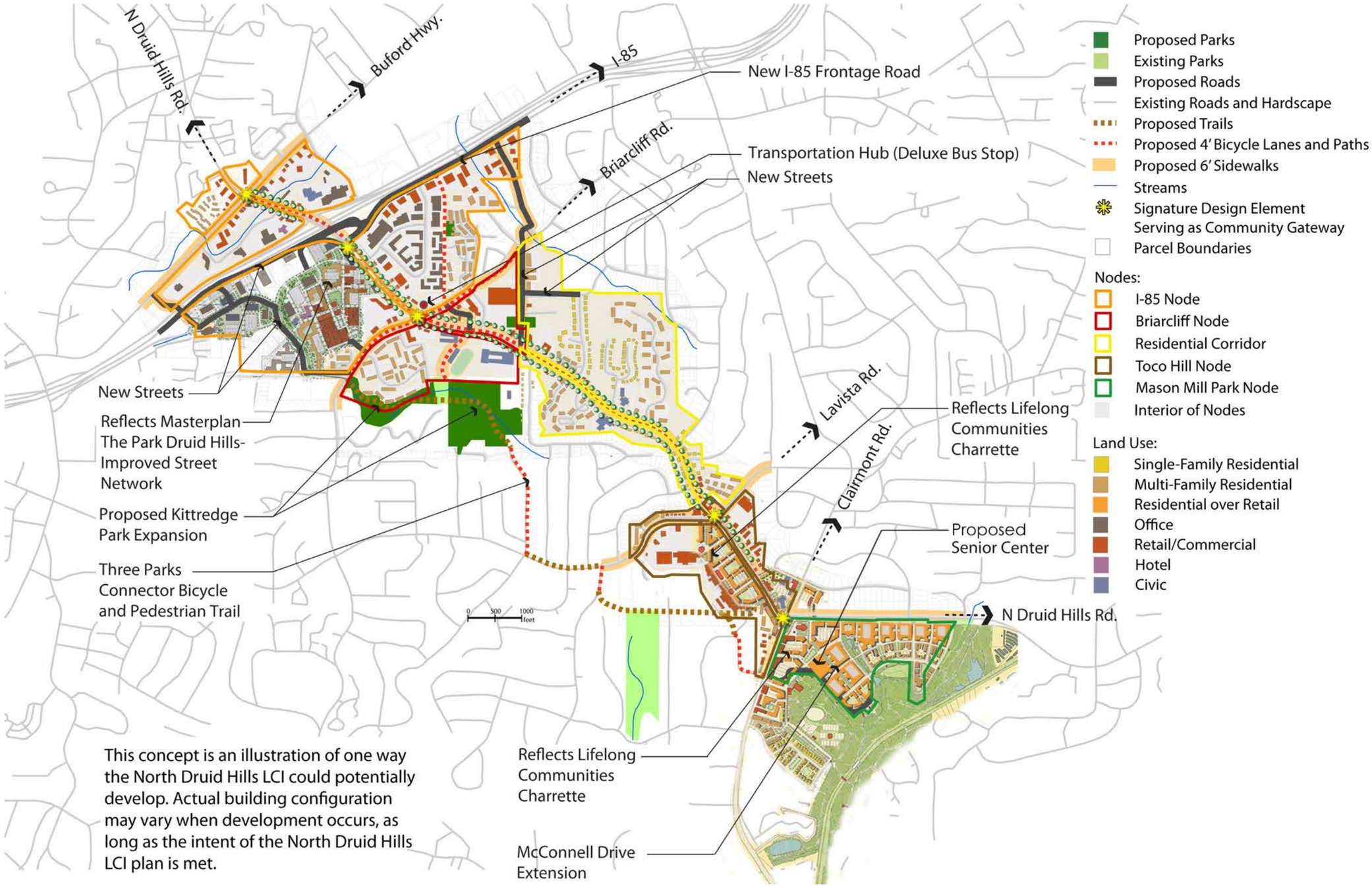
2. Needs, preferences and desires of the community and DeKalb County were determined through stakeholder interviews, a character preference survey and the established goals for the study.

3. Market demand and potential were determined through a market analysis.

4. A public workshop was conducted to solicit the community vision for the Corridor Study Area in order to develop the Plan.

The following map illustrates the concept plan.

Concept Plan



This concept is an illustration of one way the North Druid Hills LCI could potentially develop. Actual building configuration may vary when development occurs, as long as the intent of the North Druid Hills LCI plan is met.

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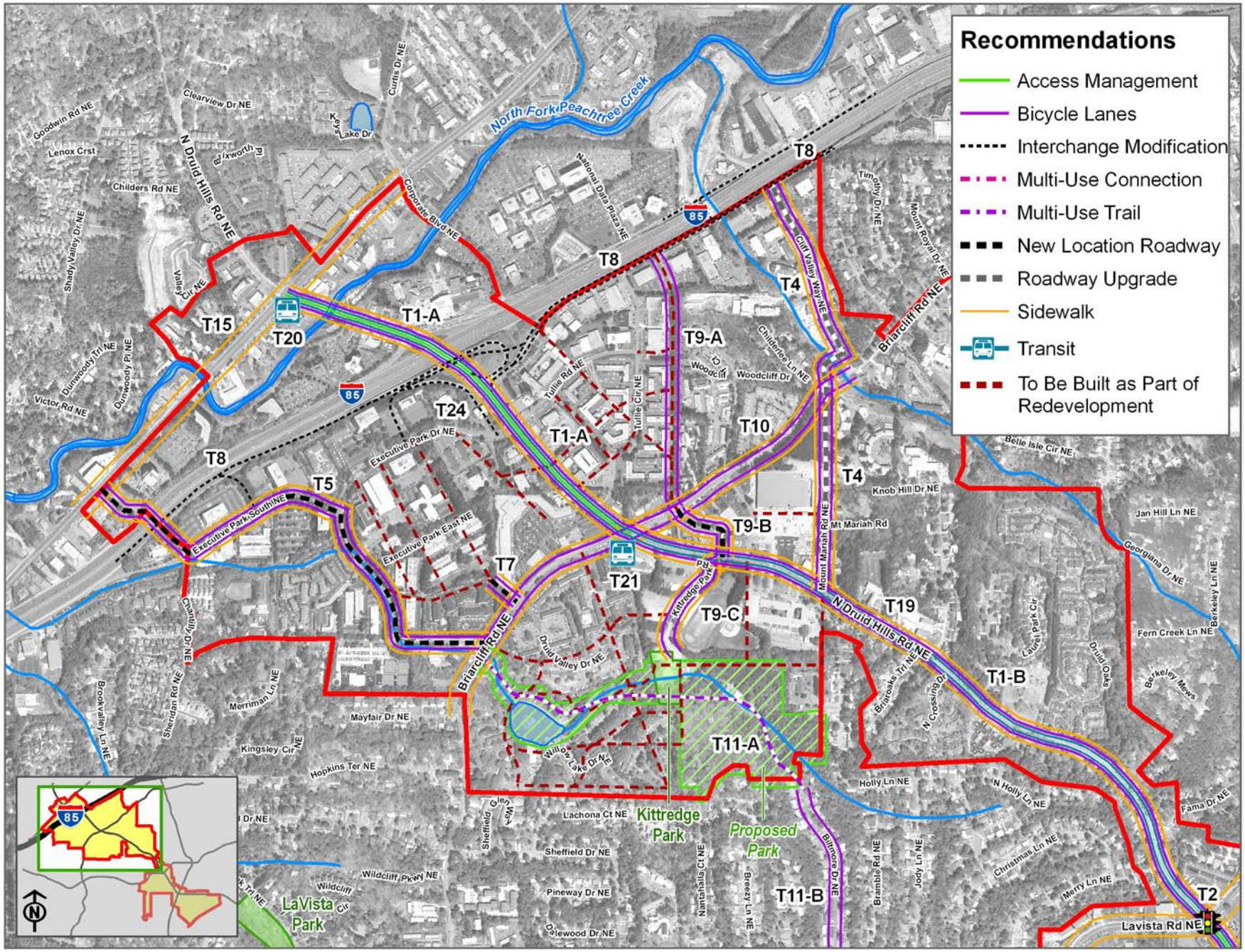
Transportation Recommendations

Transportation recommendations include the following projects, with projects T6 and T10 being the two transportation priority projects:

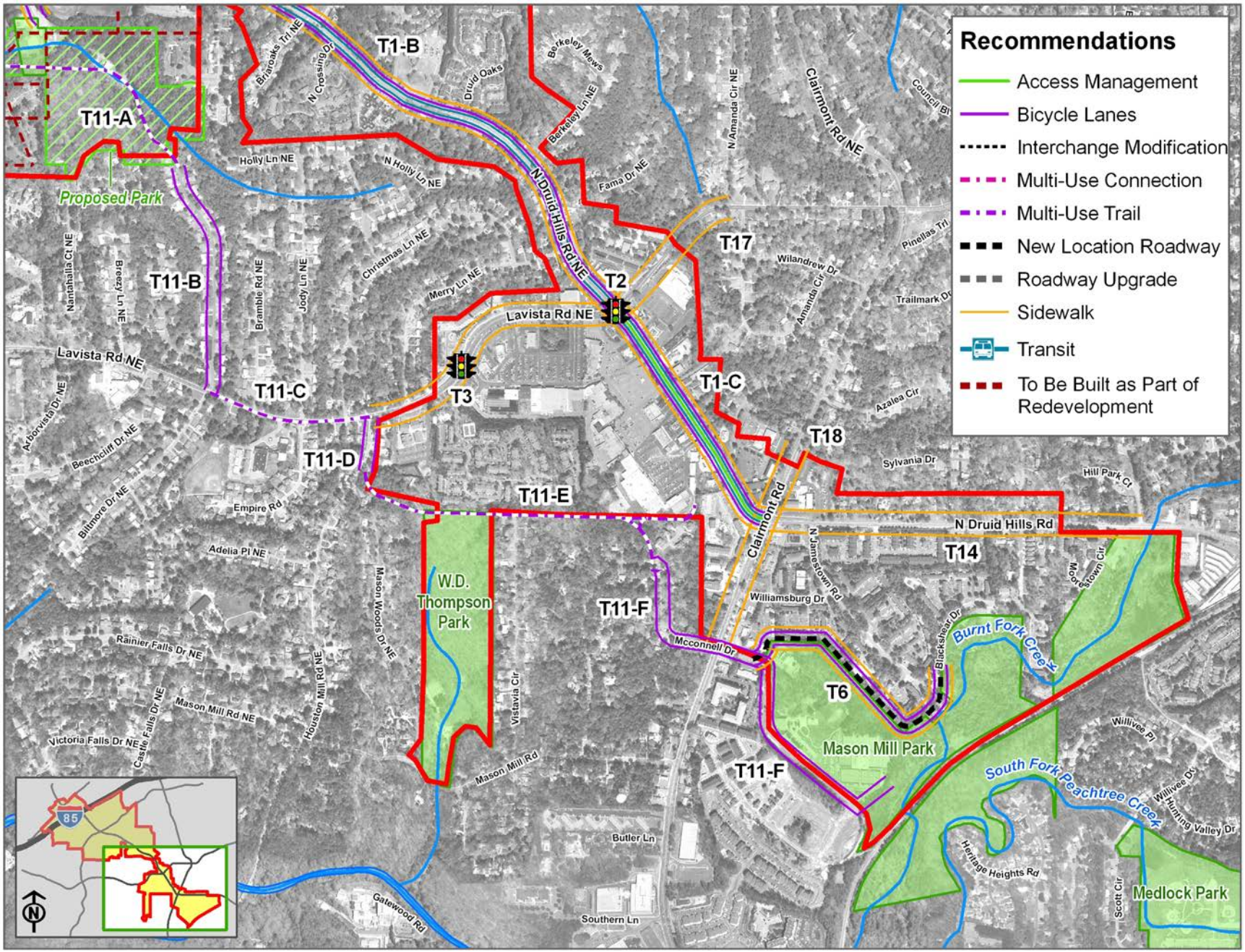
- T1-A, Raised and planted median along North Druid Hills Road, 6-foot sidewalks with 5-foot planted buffers, and 4-foot, on-street bicycle lanes from Buford Highway to Briarcliff Road.
- T1-B, Six-foot sidewalks with 5-foot planted buffers and 4-foot, on-street bicycle lanes along North Druid Hills Road from Briarcliff Road to LaVista Road
- T1-C, Raised and planted median along North Druid Hills Road, 6-foot sidewalks with 5-foot planted buffers, and 4-foot, on-street bicycle lanes from LaVista Road to Clairmont Road
- T2, Intersection improvement at North Druid Hills Road, including a median on LaVista Road across from the Toco Hill shopping center at LaVista Road
- T3, New signal on LaVista Road; realign driveways at townhomes/Toco Hill driveways
- T4, Upgrade Cliff Valley Way and realign the southern end with Knob Hill Drive with a new crossing of Fern Creek. Realign Childerlee Lane to a T intersection with Cliff Valley Way. Upgrade Knob Hill and Mount Mariah roads with new location roadway between them. Six-foot sidewalks with 5-foot planted buffers and 4-foot, on-street bicycle lanes are included on all facilities except the access road. This project extends from the I-85 Frontage Road underpass to North Druid Hills Road.
- T5, Four-lane ring road along the southern side of Executive Park following Chantilly Drive, Executive Park South, Executive Park Drive, and Sheridan with a new crossing of I-85. Tie into Briarcliff Road at Sheridan, including 6-foot sidewalks with 5-foot planted buffers and an adjacent multi-use path from Buford Highway to Briarcliff Road. Includes a new crossing of I-85 parallel to North Druid Hills Road and a direct connection between Buford Highway and Executive Park and Briarcliff Road.
- T6, McConnell Drive extension; two-lane roadway including 6-foot sidewalks, 4-foot planted buffers, and 4-foot, on-street bicycle lanes from Clairmont Road to North Jamestown Road
- T7, Executive Park connector along the southern end of Loehmann's Plaza; two-lane roadway includes 6-foot sidewalks with 4-foot buffers and 4-foot, on-street bicycle lanes from Executive Park Internal Street (to be built as part of redevelopment) to Briarcliff Road at apartment complex driveway.
- T8, I-85 access road modification and additional ramps. New exit ramp from the I-85 access road to Chantilly Drive, and a new entrance ramp from Executive Park Drive to the I-85 access road. Convert the southern side access road to two-way operation from Tullie Circle to Cliff Valley Way. Convert the northern side access road to two-way operation from the underpass to Briarwood Road. This project extends from 3,700 feet south of North Druid Hills Road to Briarwood Road.
- T9-A, On-street bicycle lanes along new road to be built as part of redevelopment from I-85 Frontage Road to Kittredge Park.
- T9-B, New location roadway with 6-foot sidewalks, 4-foot planted buffers, and 4-foot bike lanes from Briarcliff Road to North Druid Hills Road.
- T9-C, Six-foot sidewalks, 4-foot planted buffers, and 4-foot, on-street bicycle lanes from North Druid Hills Road to Kittredge Park.

- T10, Extension of existing Briarcliff Road on-street bicycle lanes and 6-foot sidewalks with 5-foot planted buffers from current endpoint near the southern driveway to Loehmann's Plaza to Cliff Valley Way.
- T11-A, Multi-use path through Kittredge Park expansion from Briarcliff Road to Biltmore Drive
- T11-B, On-street bicycle lanes along Biltmore Drive from Kittredge Park Multi-Use Trail to LaVista Road
- T11-C, Bi-directional multi-use trail along one side of LaVista Road from Biltmore Drive to Houston Mill Road
- T11-D, On-street bicycle lanes along Houston Mill Road from LaVista Road to just south of Intown Community School
- T11-E, Multi-use trail along the southern side of the Intown Community School property to W.D. Thompson Park and then east/west through the northern end of the park extending to McConnell Drive from just south of the Intown Community School to McConnell Drive/the Toco Hill shopping center
- T11-F, On-street bicycle lanes along McConnell Drive from McConnell Drive/Toco Hill shopping center to the PATH Foundation Multi-Use Trail terminus in Mason Mill Park
- T14, Six-foot sidewalk with 5-foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of North Druid Hills Road from Clairmont Road to Hill Park Court
- T15, Six-foot sidewalk with 5-foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Buford Highway from South Executive Park Ring Road (proposed) to Corporate Boulevard
- T17, Six foot sidewalk with 5-foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of LaVista Road from Houston Mill Road to the Northern Study Area Boundary.
- T18, Six-foot sidewalk with 5-foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Clairmont Road from McConnell Drive to Sylvania Drive
- T19, Implementation funds for recommendations along North Druid Hills Road that come out of the MARTA Clifton Corridor Transit Initiative from Buford Highway to Clairmont Road.
- T20, Transit transfer hub at North Druid Hills Road and Buford Highway
- T21, Transit transfer hub at North Druid Hills Road at Briarcliff Road
- T23, BRT Feasibility Sub-area Study in the Briarcliff, LaVista, and Clairmont Roads is a study of higher capacity transit in the mentioned corridors, which all intersect North Druid Hills Road and carry substantial volumes of traffic. This is intended as a follow on study to the MARTA Clifton Corridor Transit Initiative.
- T24, Add a dedicated right-turn lane from I-85 into Executive Park. A low-cost alternative to project T8 with limited benefits. While project T24 will enhance access from I-85 northbound into Executive Park, it does not address traffic from Executive Park to I-85 northbound or distribution issues north of North Druid Hills Road.

North Druid Hills LCI Recommended Transportation Projects (North)



North Druid Hills LCI Recommended Transportation Projects (South)



Land Use Recommendations

Land use recommendations include the following:

Interstate 85 Node:

- Town Center Mixed-Use District
    - Maximum building height: 8 Stories
    - Maximum density 60 units/acre
    - Other: Transitional height plane
    - Uses:
        - Residential
        - Office
        - Commercial
        - Institutional
        - Civic
        - Lodging

Briarcliff Node:

- Neighborhood Center Mixed-Use District
    - Maximum building height: 4 Stories
    - Maximum density 24 units/acre
    - Other: Transitional height plane
    - Uses:
        - Residential
        - Office
        - Commercial
        - Institutional
        - Civic
        - Lodging

Residential Corridor:

- Suburban Corridor
    - Maximum building height: 3 Stories
    - Maximum density 8 units/acre
    - Other: Transitional height plane
    - Uses:
        - Single Family Residential
        - Townhomes

Toco Hill Node:

- Neighborhood Center Mixed-Use District
    - Maximum building height: 4 Stories
    - Maximum density 24 units/acre
    - Other: Transitional height plane
    - Uses:
        - Residential
        - Office
        - Commercial
        - Institutional
        - Civic
        - Boutique Lodging

Mason Mill Park Node:

- Neighborhood Center Mixed-Use District
    - Maximum building height: 4 Stories
    - Maximum density 24 units/acre
    - Other: Transitional height plane
    - Uses:
        - Residential
        - Office
        - Commercial
        - Institutional
        - Civic
        - Lodging

INTRODUCTION

The North Druid Hills Livable Centers Initiative (LCI) study was developed under the direction of DeKalb County with collaboration from the Atlanta Regional Commission (ARC), the office of Commissioner Jeff Rader, and area stakeholders. The North Druid Hills LCI study outlines a long-term development vision through land use and transportation improvements that seek to sustain and enhance the area as a high-quality place for residents, businesses, employees, and shoppers. The creative and comprehensive solutions presented will improve the quality of life and create a sense of identity for the corridor.

LIVABLE CENTERS INITIATIVE

The Livable Centers Initiative is a program offered by ARC to encourage the creation and implementation of plans that link transportation improvements with land use development strategies. The intent of the program is to encourage planning and investment in existing activity centers, town centers, and corridors to create sustainable, livable communities consistent with regional development policies.

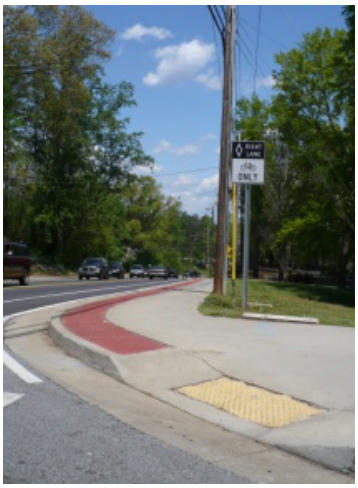
Planning grants are awarded on a competitive basis to promote the preparation of plans for the enhancement of existing centers and corridors. Plans resulting from the LCI program should leverage existing infrastructure and private investments in these communities and should aim to achieve more balanced regional development, reduced sprawl and vehicle miles traveled, and improved air quality. The primary goals of the program are to:

1. Encourage a diversity of mixed-income residential neighborhoods, employment, shopping, and recreation choices at the activity center, town center, and corridor level.

2. Provide access to a range of travel modes, including transit, roadways, walking, and biking, to allow access to all uses within the study area.

3. Develop an outreach process that promotes the involvement of all stakeholders.

STUDY PURPOSE



The primary purpose of this study is to create an integrated land use and transportation vision with implementable steps that promotes livability, improves mobility, and provides for residential and commercial development alternatives within the North Druid Hills (NDH) corridor. The study area has faced enormous development pressures along North Druid Hills Road, where large-scale development would drastically change the character of the area and further contribute to the deterioration of the existing transportation infrastructure. Previous studies completed for the area have addressed the public realm and lifelong communities. DeKalb County's Comprehensive Plan emphasizes "walkable communities" and linking transportation and land use. The agenda of the Comprehensive Plan seeks specifically to use small-area focused planning, such as the LCI program, to implement the future development map and make it less susceptible to frequent amendments. The Comprehensive Plan embraces the concept of "centers and corridors," in which intense activity centers are concentrated at key crossroads with multiple transportation options.

STUDY GOALS

DeKalb County seeks to develop a long-term land use, transportation, and connectivity plan for the corridor that meets the requirements of the LCI program established by ARC, addresses the relationship between land use development patterns and transportation investment, builds from previous studies completed for the area, and involves the community in the decision-making process. Through visualization and public outreach activities, a long-term vision will be created for the corridor with a set of goals and objectives, supporting policies, strategies, and projects.

Specific goals for the study were defined through outreach from the LCI core team and area stakeholders:

GOAL: Make walking and bicycling a convenient and safe choice through complete networks.

GOAL: Improve traffic flow along North Druid Hills Road by addressing access, safety, connectivity, mode choice, and street hierarchy.

GOAL: Adopt street hierarchy requirements with specific landscape treatment, access management, open space, and building design standards.

GOAL: Encourage compatible infill development and redevelopment of underutilized buildings and parcels, as well as dated office complexes.

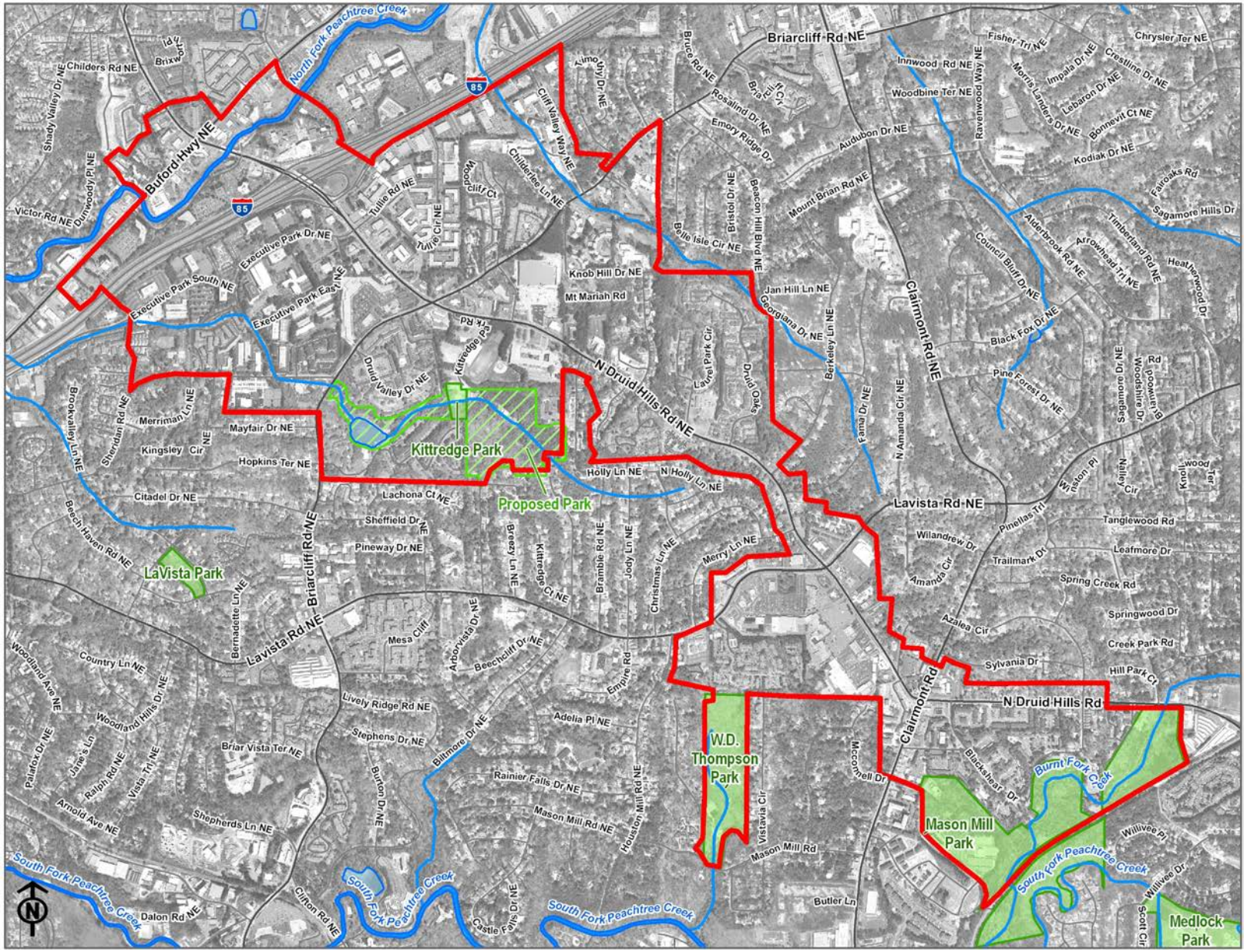
STUDY AREA

The North Druid Hills LCI study area is located in northern DeKalb County along North Druid Hills Road, bounded to the northwest by the intersection of North Druid Hills Road and Buford Highway near Interstate 85 (I-85) and to the southeast near the intersection of Azalea Circle and the rail line east of Clairmont Road. The study area is bisected by I-85, Briarcliff Road, Lavista Road, and Clairmont Road. North Druid Hills Road, along with Briarcliff Road, Lavista Road, and Clairmont Road, is part of ARC's Regional Strategic Transportation System. The study area represents a diversity of land uses and includes Kittredge, W.D. Thompson, and Mason Mill parks.

The study area is located less than half a mile from the city of Atlanta, a mile from the city of Decatur, and less than 3 miles from the city of Chamblee. The study area includes the North Druid Hills Road interchange with I-85, a major exchange point for individuals traveling into central DeKalb County and the city of Decatur. The Buckhead employment center is at one end of North Druid Hills Road, and the Stone Mountain Freeway and eastern suburbs are on the other end. North Druid Hills Road is part of the regional transportation network and intersects an interstate, a national highway, and several state highways. Through its interchange with I-85 and intersection with U.S. 23 (Clairmont Road), North Druid Hills Road provides access to the national highway network. The study area is also located in proximity to many of the largest employers within the region, including Emory University, Emory University Hospital, Wesley Woods Geriatric Center, Atlanta Veterans Hospital, and the U.S. Centers for Disease Control.

The North Druid Hills LCI study area was designated to include land uses adjacent to the corridor and extends from just northeast of Buford Highway to the rail line east of Clairmont Road. Single-family homes without access on North Druid Hills Road were specifically excluded from the land use study area.

Figure 1: North Druid Hills LCI Study Area



EXISTING CONDITIONS

This section provides an overview of the existing demographic, market, land use, and transportation conditions in the North Druid Hills LCI study area. This analysis creates a baseline against which the potential benefit of land use changes and transportation projects can be assessed.

DEMOGRAPHIC OVERVIEW

SUMMARY OF DEMOGRAPHIC PROFILE

Table 1: North Druid Hills Corridor and Market Area Summary Profile

	Summary Profile				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
Population	**6,692**	62,330	262,383	798,897	753,083
Households	**3,751**	28,892	124,623	301,820	282,923
Avg Household Income	**$ 84,772**	$ 93,061	$ 106,790	$ 77,250	$ 82,325
Per Capita Income	**$ 46,399**	$ 43,414	$ 51,159	$ 29,772	$ 31,215
Avg Home Value	**$ 251,614**	$ 274,399	$ 353,906	$ 209,633	$ 177,123
Housing Units	**4,123**	33,007	141,967	342,162	311,691
Owner Households	**27.6%**	29.0%	41.4%	39.8%	52.2%
Renter Households	**63.4%**	58.5%	46.4%	48.4%	38.6%
Vacant Housing Units	**9.0%**	12.5%	12.2%	11.8%	9.2%

Table 2: North Druid Hills Corridor and Market Area Annual % Growth: 10-Year Summary Profile

	Summary Profile				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
Population	**1.02%**	0.93%	1.57%	1.29%	1.20%
Households	**1.06%**	0.97%	1.70%	1.37%	1.23%
Avg Household Income	**0.93%**	1.06%	1.37%	0.98%	0.77%
Per Capita Income	**0.97%**	1.10%	1.50%	1.06%	0.80%
Avg Home Value	**0.29%**	0.15%	0.33%	0.40%	0.25%
Housing Units	**1.10%**	0.96%	1.74%	1.40%	1.22%

Table 3: North Druid Hills Corridor and Market Area # Growth: 10-Year Summary Profile

	Summary Profile				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
Population	**715**	**6,058**	**44,791**	**109,126**	**95,554**
Households	**418**	**2,925**	**22,904**	**44,007**	**36,739**
Avg Household Income	**$ 8,201**	**$ 10,350**	**$ 15,589**	**$ 7,895**	**$ 6,572**
Per Capita Income	**$ 4,701**	**$ 5,028**	**$ 8,218**	**$ 3,313**	**$ 2,589**
Avg Home Value	**$ 7,340**	**$ 4,134**	**$ 11,895**	**$ 8,509**	**$ 4,484**
Housing Units	**478**	**3,316**	**26,744**	**50,948**	**40,209**

This description and assessment of existing conditions within the North Druid Hills corridor activity center provide an inventory and analysis of demographic and real estate market trends affecting current and potential development patterns in the study area (the North Druid Hills Road corridor itself) as well as in its larger Primary Market Area, defined for purposes of this analysis as an area within a 2-mile radius of the intersection of North Druid Hills Road and Briarcliff Road. Emphasis is placed on the redevelopment potential of the study area itself and immediately adjacent areas over the next 10 years (2010 to 2020), although population, household, and employment projections through 2035 are included. This analysis provides the framework for future recommendations regarding land use and transportation improvements that together will create a vibrant, balanced mix of uses benefiting local residents, employees, and businesses. The report includes the following:

Market Area Demographic and Income Characteristics: The first section provides an inventory of population, households, and housing stock in the North Druid Hills corridor study area (study area), the 2mile Primary Market Area, the 2- to 5-mile Secondary Market Area, and the 10-mile Regional Market Area. In addition, it presents information on businesses and employment within the study area.

Current Market Area Conditions and Trends: The second section includes an analysis of the current inventory and recent market trends for residential, retail, hotel, office, and industrial uses within the study area.

PRIMARY SOURCES OF INFORMATION/DATA

Numerous sources of information were surveyed to identify and assess the study area's current conditions and projected potential market-based development potential over the next 10 years. Principal sources of information include the following:

- DeKalb County
- ESRI, a national proprietary census-based database
- CoStar Retail, Office, and Industrial Reports
- Dorey's Retail, Office, and Industrial Guides
- Zimmerman/Volk Associates' February 2009 Residential Market Analysis for Smart Growth Development, made available by DeKalb County

STUDY AREA AND ASSOCIATED MARKETS

The analysis of market conditions covered a 2.78-square-mile area approximately bisected by North Druid Hills Road from Buford Highway on the west and the rail line at Spring Creek Road (near Burnt Fork Creek and a Georgia Power substation) on the east, as reflected in the following map. For the purposes of the market overview, data was compiled for the study area, the 2-mile Primary Market Area (within a 2-mile radius from the intersection of North Druid Hills Road and Briarcliff Road), the 2- to 5-mile Secondary Market Area, a 10-mile Regional Market Area, and for comparative purposes, DeKalb County.

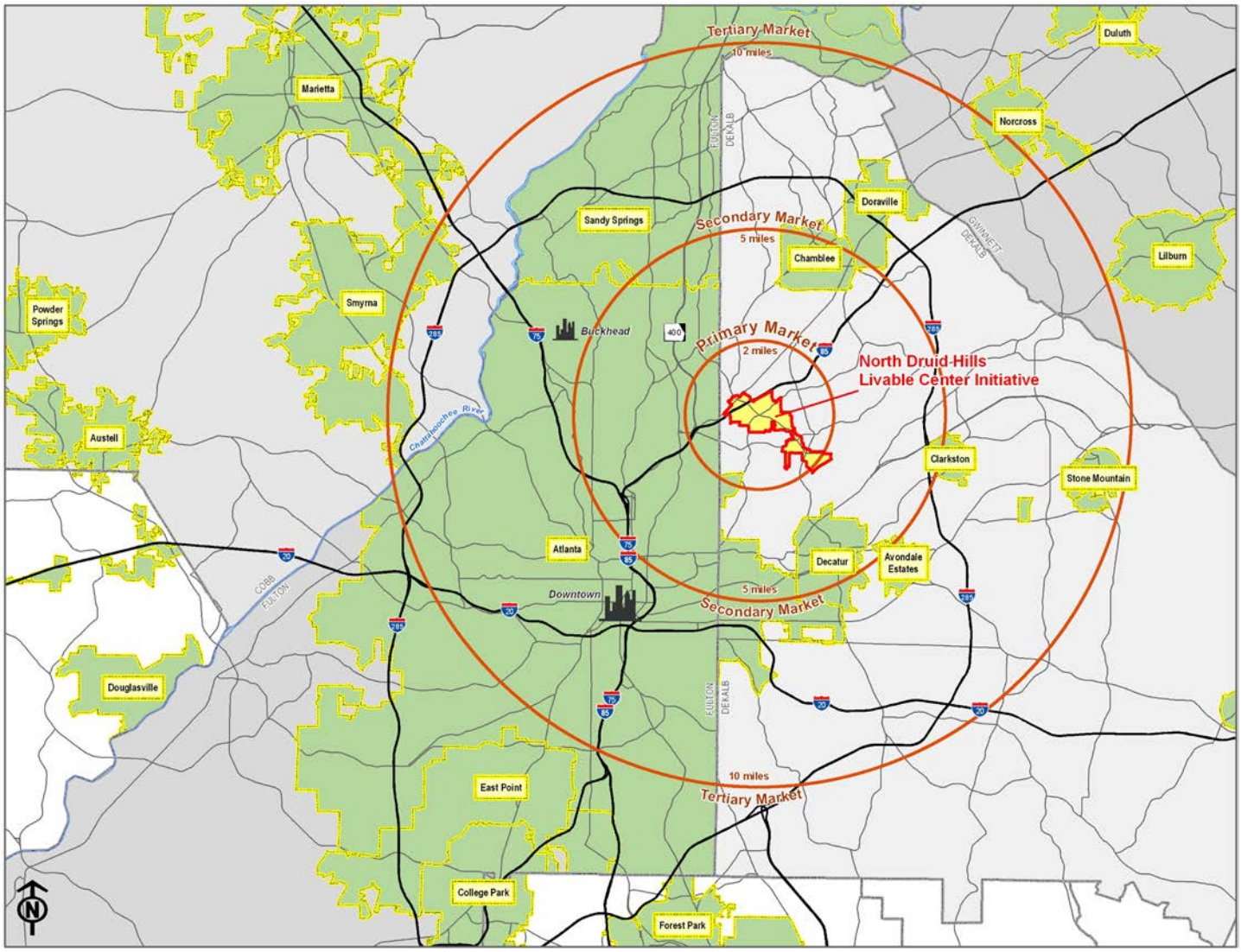
The **"Primary Market Area"** refers to an area that a given residential and, in particular, retail project should dominate given its proximity to households and consumers within 2 miles of the project. The more significant the convenience factor of getting to and from the retail center/store is to the consumer with respect to a certain cat-

egory of retail, the greater share of potential consumer spending in that particular category that retail can expect to attract.

The **"Secondary Market Area"** is the area between the 2-mile radius Primary Market Area "ring" and the 5mile radius "ring." A retail store/center can expect to attract a reasonable share of consumer dollars within that area 2 to 5 miles away, but cannot expect to dominate as in its 2-mile primary market. Similarly, current residents in this area seeking new homes or apartments will be more likely to look at offerings in the general vicinity of their current housing.

The **"Tertiary Market Area"** is the area between the 5-mile radius "ring" and the 10-mile radius "ring." As stated above, this area functions as a significant potential market base for both commercial (retail and office) and residential development, given the study area's proximity to I-85, which greatly extends its market reach.

Figure 2: North Druid Hills LCI Market Areas



A. POPULATION CHARACTERISTICS AND TRENDS

The following section describes the population living in the Primary (2 miles), Secondary (2 to 5 miles), and Tertiary (5 to 10 miles) market areas of the North Druid Hills Road corridor study area. It includes an analysis of population growth, race and ethnicity, age distribution, and educational attainment. The data source is ESRI, a nationally recognized socioeconomic and demographic information source.

POPULATION GROWTH

Low to moderate population growth is projected in the study area as well as in its associated market areas and the county overall. This is to be expected in heavily developed areas, particularly where (1) industrial and commercial development dominated the first generation of development and (2) fewer developable sites remain.

Of interest regarding future market potential is the somewhat higher rate of growth in the Secondary Market Area (2 to 5 miles), projected to be at 1.6 percent annually over at least the next 5 years and more likely the next 10 years. This rate of population growth in reasonably close proximity to the NDH corridor will provide the majority of the additional retail and residential consumers the corridor can be anticipated to attract in its combined market areas by 2019.

Table 4: Market Area Population Trends and Forecasts (2000 – 2019)

	Population				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	6,077	56,927	224,628	708,188	665,865
2009	**6,692**	**62,330**	**262,383**	**798,897**	**753,083**
2014	7,041	65,295	284,156	851,656	799,502
2019	7,407	68,388	307,174	908,023	848,637
2000-09 Annual Growth	1.08%	0.99%	1.71%	1.31%	1.34%
2009-14 Annual Growth	1.02%	0.93%	1.57%	1.29%	1.20%
2009-14 Net Growth	349	2,965	21,773	52,759	46,419
2014-19 Net Growth	366	3,093	23,018	56,367	49,135
2009-19 Net Growth	715	6,058	44,791	109,126	95,554

AGE

As a group, study area residents are slightly older than residents of the overall 2-mile Primary Market Area or 5- to 10-mile Tertiary Market Area. At a median age of 33.9, they are younger than residents of the 2- to 5-mile Secondary Market Area (35.4 years) and essentially the same median age as the county overall (33.6). Younger median ages usually indicate average or above-average numbers of children within area households. However, as seen in the following Household section, the low average household size in the study area indicates a high proportion of younger, childless households or older, empty-nest households.

Table 5: Market Area Median Age Current and Forecast (2009 – 2014)

	Median Age				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2009	**33.9**	**33.0**	**35.4**	**32.5**	**33.6**
2014	34.8	33.3	35.2	32.5	33.7

RACE AND ETHNICITY

The study area is less ethnically diverse than any of its market areas or the county overall, where 30.7 percent of residents identify themselves as white. According to ESRI estimates, in 2009, 72.4 percent of study area residents identified themselves as white, 10.8 percent as African-American, and 7.4 percent as of Hispanic origin.

Table 6: Market Area Ethnicity, Current and Forecast (2009 – 2014)

	Ethnicity				
Ethnicity: 2009	***Study Area***	***2-mile***	***2-5 miles***	***5-10 miles***	***County***
White alone	**72.4%**	60.4%	65.8%	32.1%	30.7%
Black alone	**10.8%**	14.1%	18.7%	54.4%	56.5%
Hispanic origin	**7.4%**	28.5%	13.7%	11.4%	10.4%
Ethnicity: 2014					
White alone	68.1%	56.2%	61.7%	29.8%	28.3%
Black alone	11.7%	14.3%	20.5%	54.8%	57.2%
Hispanic origin	9.6%	32.5%	16.0%	13.1%	12.0%

The portions of study area residents identifying themselves as either African-American or Hispanic will increase slightly over the next five years.

B. HOUSEHOLD AND HOUSING CHARACTERISTICS AND TRENDS

HOUSEHOLD GROWTH

Household growth projections for most of metropolitan Atlanta, as in the nation overall, have decreased dramatically over the past year as a result of the economic downturn. In the NDH Residential Market Area, however, growth is projected to continue over the next 5 to 10 years at approximately the same annual levels as were experienced during the overall strong period since 2000. Annual household growth in the study area is projected to slow from the 1.20 percent annual growth of 2000 to 2009 to 1.06 percent over the next 5 to 10 years. The NDH corridor's Secondary Market is projected to continue growing at a relatively strong annual rate of 1.70 percent.

Table 7: Market Area Household Trends and Forecasts (2000 – 2019)

	Households				
	Study Area	***2-mile***	***2-5 miles***	***5-10 miles***	***County***
2000	3,368	26,657	105,744	266,623	249,339
2009	**3,751**	**28,892**	**124,623**	**301,820**	**282,923**
2014	3,955	30,318	135,602	323,081	300,708
2019	4,169	31,817	147,527	345,827	319,662
2000-09 Annual Growth	1.20%	0.87%	1.79%	1.35%	1.41%
2009-14 Annual Growth	1.06%	0.97%	1.70%	1.37%	1.23%
2009-14 Net Growth	204	1,426	10,979	21,261	17,785
2014-19 Net Growth	214	1,499	11,925	22,746	18,954
2009-19 Net Growth	418	2,925	22,904	44,007	36,739

Growth in housing units themselves will generally track projected household growth, which itself is based essentially on projections of employment growth and correlating population growth.

Table 8: Market Area Housing Unit Trends and Forecasts (2000 – 2019)

	Housing Units				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	3,519	28,750	113,788	287,587	261,231
2009	**4,123**	**33,007**	**141,967**	**342,162**	**311,691**
2014	4,356	34,629	154,769	366,711	331,198
2019	4,601	36,323	168,711	393,110	351,900
2000-09 Annual Growth	1.78%	1.55%	2.49%	1.95%	1.98%
2009-14 Annual Growth	1.10%	0.96%	1.74%	1.40%	1.22%
2009-14 Net Growth	233	1,622	12,802	24,549	19,507
2014-19 Net Growth	245	1,694	13,942	26,399	20,702
2009-19 Net Growth	478	3,316	26,744	50,948	40,209

HOUSEHOLD SIZE

Household size in the study area is projected to continue to remain significantly lower than in any of its market areas or the county overall, indicating a continuing trend toward childless households. Childless households in affluent areas, as is the case in this study area, usually reflect a large base of singles and unmarried couples, as well as dual incomes.

Table 9: Market Area Household Size Trends and Forecasts (2000 – 2014)

	Household Size				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	1.77	2.07	2.04	2.54	2.62
2009	**1.75**	**2.09**	**2.03**	**2.54**	**2.61**
2014	1.74	2.09	2.02	2.53	2.61

HOUSING UNIT VACANCIES

The level of vacancies in housing units has risen sharply from 2000 to 2009 in all submarkets, primarily in 2008 and 2009 as a result of the dramatic downturn in the residential market and related capital markets. Residential construction not only has slowed over the past 18 months, but has effectively disappeared, except in scattered communities that have continued to show strength.

Table 10: Market Area Housing Unit Occupancy Status (2009)

	Housing Units: 2009 Occupancy Status				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
Owner-occupied	**1,137**	9,584	58,786	136,206	162,590
Renter-occupied	**2,614**	19,307	65,837	165,614	120,333
Vacant	**372**	4,116	17,344	40,342	28,768
Owner-occupied	**27.6%**	29.0%	41.4%	39.8%	52.2%
Renter-occupied	**63.4%**	58.5%	46.4%	48.4%	38.6%
Vacant	**9.0%**	12.5%	12.2%	11.8%	9.2%

OWNERSHIP/RENTAL PREFERENCE

By looking only at occupied housing units, the "own-or-rent" housing preferences within each submarket can be more accurately identified. Admittedly, "preference" with respect to renters may be more a financial necessity than a true choice. Nonetheless, the preferences shown by the occupied-housing data probably provide a reasonably good indication of the type of new housing development – owned or rented – that would be acceptable in each submarket.

Table 11: Market Area Housing Unit Ownership Status (2009 - 2014)

	Occupied Housing Units				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2009 Owned	**30.3%**	**33.2%**	**47.2%**	**45.1%**	**57.5%**
2014 Owned	30.3%	32.9%	46.1%	44.5%	57.4%
2009 Rented	**69.7%**	**66.8%**	**52.8%**	**54.9%**	**42.5%**
2014 Rented	69.7%	67.1%	53.9%	55.5%	42.6%

HOUSING PREFERENCE

At this point in time, indications are that the potential residential market for the study area lies more in rental housing than owner-occupied housing. This, too, may reflect a mobile, young, professional household of one to two wage-earners with no children but, given the generally high level of household affluence, considerable disposal income.

HOME VALUES

At $227,326, median home values within the study area are significantly above those of the county ($137,800) overall or the 5- to 10-mile Tertiary Market ($127,827). They are slightly less than those of the Primary or Secondary market areas. Median home values are projected to increase slowly in the study area and all market areas over the next 10 years.

Table 12: Market Area Median Home Value Trends and Forecasts (2000 – 2019)

	Median Home Value				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	$ 221,134	$ 227,081	$ 247,906	$ 124,505	$ 133,489
2009	**$ 227,326**	**$ 233,946**	**$ 261,585**	**$ 127,827**	**$ 137,800**
2014	$ 231,711	$ 237,937	$ 268,746	$ 132,421	$ 140,768
2019	$ 236,147	$ 242,010	$ 276,081	$ 137,189	$ 143,821
2000-09 Annual Growth	0.31%	0.33%	0.60%	0.29%	0.35%
2009-14 Annual Growth	0.38%	0.34%	0.54%	0.71%	0.43%
2009-14 Net Growth	$ 4,385	$ 3,991	$ 7,161	$ 4,594	$ 2,968
2014-19 Net Growth	$ 4,436	$ 4,073	$ 7,335	$ 4,768	$ 3,053
2009-19 Net Growth	$ 8,821	$ 8,064	$ 14,496	$ 9,362	$ 6,021

Average home value may be a better indicator of home values within a community. In this measure, the study area fares slightly better than median home values may indicate, and annual growth over the next 10 years is projected to compare favorably to the Primary Market or county overall.

Table 13: Market Area Average Home Value Trends and Forecasts (2000 – 2019)

	Average Home Value				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	$ 237,418	$ 260,235	$ 313,255	$ 188,893	$ 169,624
2009	**$ 251,614**	**$ 274,399**	**$ 353,906**	**$ 209,633**	**$ 177,123**
2014	$ 255,232	$ 276,453	$ 359,825	$ 213,831	$ 179,354
2019	$ 258,954	$ 278,533	$ 365,801	$ 218,142	$ 181,607
2000-09 Annual Growth	0.65%	0.59%	1.36%	1.16%	0.48%
2009-14 Annual Growth	0.29%	0.15%	0.33%	0.40%	0.25%
2009-14 Net Growth	$ 3,618	$ 2,054	$ 5,919	$ 4,198	$ 2,231
2014-19 Net Growth	$ 3,722	$ 2,080	$ 5,976	$ 4,311	$ 2,253
2009-19 Net Growth	$ 7,340	$ 4,134	$ 11,895	$ 8,509	$ 4,484

C. INCOME CHARACTERISTICS AND TRENDS

Based on current and projected median and average household income, the study area should be considered affluent. Moreover, that affluence is projected to increase at a reasonably strong rate.

Table 14: Market Area Median Household Income Trends and Forecasts (2000 – 2019)

	Median Household Income				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	$ 45,980	$ 49,979	$ 54,354	$ 42,541	$ 49,163
2009	**$ 66,509**	**$ 69,101**	**$ 73,809**	**$ 57,983**	**$ 65,065**
2014	$ 70,701	$ 74,293	$ 78,236	$ 59,879	$ 68,408
2019	$ 75,157	$ 79,877	$ 82,921	$ 61,851	$ 71,933
2000-09 Annual Growth	4.19%	3.67%	3.46%	3.50%	3.16%
2009-14 Annual Growth	1.23%	1.46%	1.17%	0.65%	1.01%
2009-14 Net Growth	$ 4,192	$ 5,192	$ 4,427	$ 1,896	$ 3,343
2014-19 Net Growth	$ 4,456	$ 5,584	$ 4,685	$ 1,972	$ 3,525
2009-19 Net Growth	$ 8,648	$ 10,776	$ 9,112	$ 3,868	$ 6,868

Table 15: Market Area Average Household Income Trends and Forecasts (2000 – 2019)

	Average Household Income				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	$ 58,569	$ 67,902	$ 82,541	$ 61,770	$ 63,066
2009	**$ 84,772**	**$ 93,061**	**$ 106,790**	**$ 77,250**	**$ 82,325**
2014	$ 88,768	$ 98,100	$ 114,330	$ 81,093	$ 85,552
2019	$ 92,973	$ 103,411	$ 122,379	$ 85,145	$ 88,897
2000-09 Annual Growth	4.19%	3.56%	2.90%	2.52%	3.01%
2009-14 Annual Growth	0.93%	1.06%	1.37%	0.98%	0.77%
2009-14 Net Growth	$ 3,996	$ 5,039	$ 7,540	$ 3,843	$ 3,227
2014-19 Net Growth	$ 4,205	$ 5,311	$ 8,049	$ 4,052	$ 3,345
2009-19 Net Growth	$ 8,201	$ 10,350	$ 15,589	$ 7,895	$ 6,572

While household income – both median and average – in the study area may appear to be modest in relation to its associated market areas and the county overall, per capita income with respect to those other areas and the county reflects the true relative affluence of the NDH corridor and its Primary and Secondary market areas when compared to the outlying Tertiary Market or the county overall. The small household size somewhat artificially lowers the household income within the study area, but the per capita income levels more accurately show the study area's affluence.

Table 16: Market Area Per Capita Income Trends and Forecasts (2000 – 2019)

	Per Capita Income				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
2000	$ 32,950	$ 32,288	$ 39,430	$ 23,789	$ 23,968
2009	**$ 46,399**	**$ 43,414**	**$ 51,159**	**$ 29,772**	**$ 31,215**
2014	$ 48,692	$ 45,863	$ 55,117	$ 31,386	$ 32,484
2019	$ 51,100	$ 48,442	$ 59,377	$ 33,085	$ 33,804
2000-09 Annual Growth	3.88%	3.34%	2.94%	2.52%	2.98%
2009-14 Annual Growth	0.97%	1.10%	1.50%	1.06%	0.80%
2009-14 Net Growth	$ 2,293	$ 2,449	$ 3,958	$ 1,614	$ 1,269
2014-19 Net Growth	$ 2,408	$ 2,579	$ 4,260	$ 1,699	$ 1,320
2009-19 Net Growth	$ 4,701	$ 5,028	$ 8,218	$ 3,313	$ 2,589

D. EDUCATION CHARACTERISTICS

The educational level of study area residents is extremely high, with 66.4 percent of residents holding four-year college and advanced degrees.

Table 17: Market Area Educational Attainment (2009)

	Educational Achievement				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
High School Graduate	**10.9%**	13.8%	12.4%	24.1%	23.6%
4-yr College Degree	**35.5%**	32.9%	35.2%	23.4%	23.3%
Advanced Degree	**30.9%**	23.5%	26.0%	12.8%	14.6%

In 2009, the educational attainment of the population aged 25 years or older in the market area was distributed as follows:

- Only 3.8 percent had not earned a high school diploma (16.2 percent nationwide)
- 10.9 percent were high school graduates only (29.8 percent nationwide)
- 5.5 percent had completed an Associate's degree (7.2 percent nationwide)
- 35.5 percent had a Bachelor's degree (17.0 percent nationwide)
- 30.9 percent had earned a Master's/Professional/Doctorate Degree (9.8 percent nationwide)

E. EMPLOYMENT CHARACTERISTICS AND TRENDS

Within the 2.78-square-mile NDH LCI corridor study area, there are a total of 626 businesses and 6,890 employees.

Currently, 91.2 percent of the civilian labor force in the study area is employed and 8.8 percent is unemployed. In comparison, 89.4 percent of the U.S. civilian labor force is employed, and 10.6 percent is unemployed. In five years, the rate of employment in the study area will be 94.4 percent of the civilian labor force, and unemployment will be 5.6 percent. The percentage of the U.S. civilian labor force that will be employed in five years is 92.9 percent; 7.1 percent will be unemployed. In 2000, 71.2 percent of the population aged 16 years or older in the study area participated in the labor force. In the current year, the occupational distribution of the employed population is as follows:

- 86.3 percent in white collar jobs (compared to 61.5 percent of U.S. employment)
- 9.5 percent in service jobs (compared to 17.1 percent of U.S. employment)
- 4.2 percent in blue collar jobs (compared to 21.4 percent of U.S. employment)

Table 18: Market Area Occupational Distribution (2009)

	Employment				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
White Collar	**86.3%**	73.0%	77.7%	66.8%	68.8%
Services	**9.5%**	14.8%	12.8%	13.7%	15.3%
Blue Collar	**4.2%**	12.1%	9.4%	16.5%	15.9%

With respect to the industries in which residents of each area work, the following breakdown indicates a high proportion of residents working within service industries. The "Services" industries definition may be somewhat misleading. In the study area, the "Services" incorporate high percentages of Professional and Business Services.

Table 19: Market Area Employment by Industry (2009)

	Employment by Industry				
	Study Area	*2-mile*	*2-5 miles*	*5-10 miles*	*County*
Construction	**2.8%**	8.0%	5.5%	6.5%	5.9%
Manufacturing	**2.8%**	3.9%	3.7%	5.3%	4.8%
TCU	**9.8%**	8.4%	7.8%	9.8%	10.4%
Wholesale	**1.4%**	2.3%	2.6%	3.0%	2.7%
Retail	**8.5%**	8.4%	7.6%	10.4%	9.4%
FIRE	**9.8%**	9.0%	10.0%	9.4%	8.8%
Services	**59.1%**	55.8%	58.6%	50.9%	52.0%
Government	**5.8%**	3.9%	4.1%	4.4%	5.9%

TOTAL	**3,579**	**32,727**	**133,726**	**331,306**	**339,106**
Construction	100	2,618	7,355	21,535	20,007
Manufacturing	100	1,276	4,948	17,559	16,277
TCU	351	2,749	10,431	32,468	35,267
Wholesale	50	753	3,477	9,939	9,156
Retail	304	2,749	10,163	34,456	31,876
FIRE	351	2,945	13,373	31,143	29,841
Services	2,115	18,262	78,363	168,635	176,335
Government	208	1,276	5,483	14,577	20,007

In 2000, 82.6 percent of the study area population drove alone to work, and 2.8 percent worked at home. The average travel time to work in 2000 was 23.2 minutes in the study area, compared to the U.S. average of 25.5 minutes.

Projections of employment trends within the NDH corridor, as well as related demand for retail and office space, are contained in the following Market Conditions and Demand Analysis section.

JOBS-TO-HOUSING BALANCE

According to ESRI, the jobs-to-housing ratio in the NDH corridor study area is 1.03.

ECONOMIC OVERVIEW AND MARKET TRENDS

MARKET CONDITIONS AND DEMAND ANALYSIS

This section examines the performance of the NDH corridor market area in terms of several key land uses: retail, office, residential, and hotel. There appears to be no reason to examine potential industrial development within the area. The purpose of this section is to present an overview of the area's real estate market to serve as the basis for that market demand analysis, which will project growth and redevelopment potential within the study area and, to a lesser extent, its overall 2-mile Primary Market Area.

Table 20: Summary of Demand within North Druid Hills Road Corridor Study Area

NDH Corridor Net New Demand Projections: 2010-2020		
Office: Corporate, Business Park	2,523,301	SF
Office: Neighborhood Services	378,864	SF
Retail	3,199,780	SF
Residential: Total Units	7,715	Units
Single-family Detached	2,674	Units
Townhouses	351	Units
Multi-family Rental/Apartments	4,690	Units

STUDY AREA AND MARKET AREA STRENGTHS

Strengths are those attributes that currently do, or potentially could, attract people – consumer markets – to residential and commercial (retail, services, office, hotel) offerings within the community, city or, in this case, the NDH corridor study area. Strengths can be a source of new or additional consumers. They can attract entirely new consumer markets. They can provide the foundation for facilitating redevelopment – both private development and public improvements – that improves a community and the people and businesses within it. Study area strengths include the following:

- High traffic volume: High traffic volumes on I-85, North Druid Hills Road, Buford Highway, Briarcliff Road, Lavista Road, and Clairmont Road, as well as I-285, Lawrenceville Highway/Scott Boulevard, and Lenox Road – all of which generate traffic that enters the study area – provide a strong "passerby" market for retail and service-oriented businesses.

- "Brand-name" retail: Target, Publix, Kroger, Loehmann's, Office Max, Longhorn Steakhouse, Outback Steaks, and Pike's Nursery, among others, are within the study area, creating a strong brand-name presence in the NDH corridor.

- Higher education and medical complexes: Anticipated growth at Emory University, the Emory University Medical Center, and the Centers for Disease Control (CDC) could generate significant additional retail and residential demand.

- Good housing stock: A relatively high percentage of the housing units within the study area are in good to excellent shape and offer long-term potential for increasing values in the existing residential community.

- High household incomes: Household income and corresponding disposable income are high, not only in the study area itself, but more importantly, in the larger Primary and Secondary market areas that generate retail, residential, and office demand.

- Proximity to Buckhead, midtown, downtown, Emory University, and northeast intown neighborhoods: The proximity of the study area to the North Druid Hills corridor's downtown area – its Historic Downtown District in particular – offers tremendous potential for mutual positive impacts.

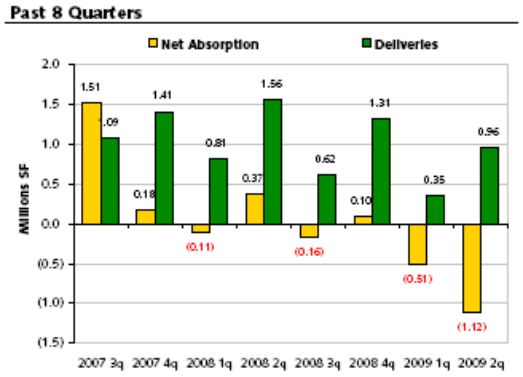
A. OFFICE MARKET CONDITIONS AND DEMAND ANALYSIS

METRO ATLANTA

As with the retail sector, metro Atlanta has experienced – and is still experiencing – the same adverse economic conditions that have been seen throughout the nation over the past two years.

The Atlanta office market ended the second quarter of 2009 with a vacancy rate of 16.0 percent. The vacancy rate was up over the previous quarter, with net absorption totaling –1,118,466 square feet in the second quarter. Vacant sublease space increased in the quarter, ending the quarter at 3,678,198 square feet. Rental rates ended the second quarter at $19.56, a decrease over the previous quarter. A total of 17 buildings were delivered to the market in the quarter totaling 962,282 square feet, with 3,258,848 square feet still under construction at the end of the quarter.

Figure 3: Office Space Absorptions and Deliveries: Metro Atlanta



Source: CoStar

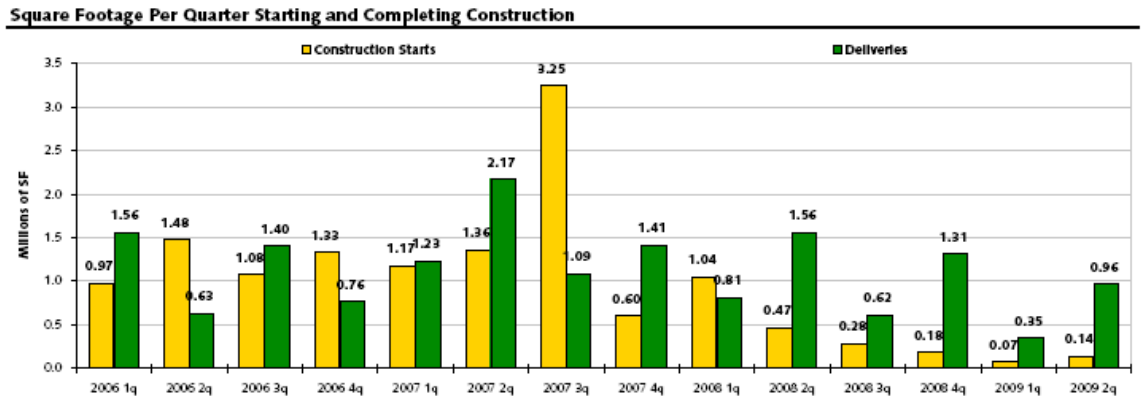
Absorption: Net absorption for the overall Atlanta office market was –1,118,466 square feet in the second quarter of 2009. That compares to –506,527 square feet in first quarter 2009, 99,620 square feet in fourth quarter 2009, and –155,756 square feet in third quarter 2009.

The Class-A office market recorded net absorption of –138,881 square feet in second quarter 2009, compared to 16,291 square feet in first quarter 2009, 401,260 square feet in fourth quarter 2009, and 80,121 square feet in third quarter 2009.

The Class-B office market recorded net absorption of –647,962 square feet in second quarter 2009, compared to –346,164 square feet in first quarter 2009, –191,556 square feet in fourth quarter 2009, and –60,594 square feet in third quarter 2009.

The Class-C office market recorded net absorption of –331,623 square feet in the second quarter of 2009 compared to –176,654 square feet in first quarter 2009, –110,084 square feet in fourth quarter 2009, and –175,283 square feet in third quarter 2009.

Figure 4: Historical Office Space Construction Starts and Deliveries: Metro Atlanta



Source: CoStar

Vacancy: The office vacancy rate in the Atlanta market area increased to 16.0 percent at the end of the second quarter of 2009. The vacancy rate was 15.2 percent at the end of first quarter 2009, 14.9 percent at the end of fourth quarter 2009, and 14.6 percent at the end of third quarter 2009.

Class-A projects reported a vacancy rate of 17.2 percent at the end of the second quarter of 2009, 16.5 percent at the end of first quarter 2009, 16.4 percent at the end of fourth quarter 2009, and 16.0 percent at the end of third quarter 2009.

Class-B projects reported a vacancy rate of 15.5 percent at the end of the second quarter of 2009, 14.8 percent at the end of first quarter 2009, 14.3 percent at the end of fourth quarter 2009, and 13.9 percent at the end of third quarter 2009.

Class-C projects reported a vacancy rate of 14.2 percent at the end of the second quarter of 2009, 13.4 percent at the end of first quarter 2009, and 13.0 percent at the end of fourth quarter 2009. The vacancy rate in the suburban markets increased to 16.2 percent in second quarter 2009. The vacancy rate was 15.5 percent at the end of the first quarter of 2009, 15.2 percent at the end of fourth quarter 2009, and 14.7 percent at the end of third quarter 2009.

Rental Rates: The average quoted asking rental rate for available office space, all classes, in the Atlanta market area was $19.56 per square foot per year at the end of the second quarter of 2009. This represented a 2.4 percent decrease in quoted rental rates from the end of the first quarter of 2009, when rents were reported at $20.05 per square foot.

The average quoted rate within the Class-A sector was $22.45 at the end of the second quarter of 2009, while Class-B rates stood at $17.27 and Class-C rates at $15.16. At the end of first quarter 2009, Class-A rates were $22.93 per square foot, Class-B rates were $17.45, and Class-C rates were $15.54. The average quoted asking rental rate in Atlanta's central business district (CBD) was $19.81 at the end of second quarter 2009, and $19.54 in the suburban markets. In the first quarter of 2009, quoted rates were $19.98 in the CBD and $20.06 in the suburbs.

Deliveries and Construction: During the second quarter of 2009, 17 buildings totaling 962,282 square feet were completed in the Atlanta market area. This compares to 28 buildings totaling 349,643 square feet that were completed in first quarter 2009, 35 buildings totaling 1,313,150 square feet completed in fourth quarter 2009, and 616,903 square feet in 35 buildings completed in third quarter 2009. There were 3,258,848 square feet of office space under construction at the end of second quarter 2009.

Inventory: Total office inventory in the Atlanta market area amounted to 268,335,853 square feet in 11,169 buildings as of the end of the second quarter of 2009. The Class-A office sector consisted of 108,102,677 square feet in 489 projects. There were 4,487 Class-B buildings totaling 116,102,510 square feet, and the Class-C sector consisted of 44,130,666 square feet in 6,193 buildings.

Within the office market, there were 520 owner-occupied buildings accounting for 29,481,578 square feet of office space. Total office building sales activity in 2009 was down compared to 2008. In the first three months of 2009, the market saw seven office sales transactions with a total volume of $19,484,739. The price per square foot averaged $84.54. In the same first three months of 2009, the market posted 24 transactions with a total volume of $252,142,170. The price per square foot averaged $144.14. Cap rates have been lower in 2009, averaging 7.10 percent compared to the same period in 2008 when they averaged 7.73 percent.

Table 21: Summary Conditions: Total Metro Atlanta Office Market (mid-year 2009)

Office Market Conditions: Metro Atlanta Office Market							
Period	Total RSF	Vacant RSF	Vacancy Rate	Net Absorption	Delivered RSF	RSF Under Construct	Quoted Rates
2009 2Q	268,335,853	42,834,481	16.0%	(1,118,466)	962,282	3,258,848	$ 19.56
2009 1Q	267,373,571	40,753,733	15.2%	(506,527)	349,642	4,079,812	$ 20.05
2008 4Q	267,037,397	39,911,032	14.9%	99,620	1,313,150	4,360,619	$ 20.38
2008 3Q	265,724,247	38,697,502	14.6%	(155,756)	616,903	5,490,190	$ 20.46
2008 2Q	265,107,344	37,924,843	14.3%	366,570	1,564,831	5,826,611	$ 20.50
2008 1Q	263,542,513	36,726,582	13.9%	(111,858)	814,092	6,925,991	$ 20.57
2007 4Q	262,937,732	36,009,943	13.7%	3,722,779	5,898,683	6,695,588	$ 20.27
2007 3Q	257,613,039	34,408,059	13.4%	5,075,410	4,361,976	6,220,869	$ 18.78
2007 2Q	253,471,170	35,341,570	13.9%	5,214,760	3,671,829	5,716,627	$ 18.45
2007 1Q	250,156,985	37,242,146	14.9%	5,035,064	2,762,510	4,226,907	$ 18.07
2006 4Q	247,776,767	39,896,992	16.1%	1,942,530	4,102,901	3,144,515	$ 18.16
2006 3Q	243,781,672	37,844,427	15.5%	1,160,657	9,371,025	4,178,055	$ 19.00
2006 2Q	237,431,647	32,655,059	13.8%	(87,883)	11,414,503	8,148,302	$ 20.00
2006 1Q	226,143,998	21,279,527	9.4%	9,010,915	9,596,691	13,924,100	$ 19.76
2005 4Q	216,595,307	20,741,751	9.6%	9,320,975	11,257,931	10,936,793	$ 18.98

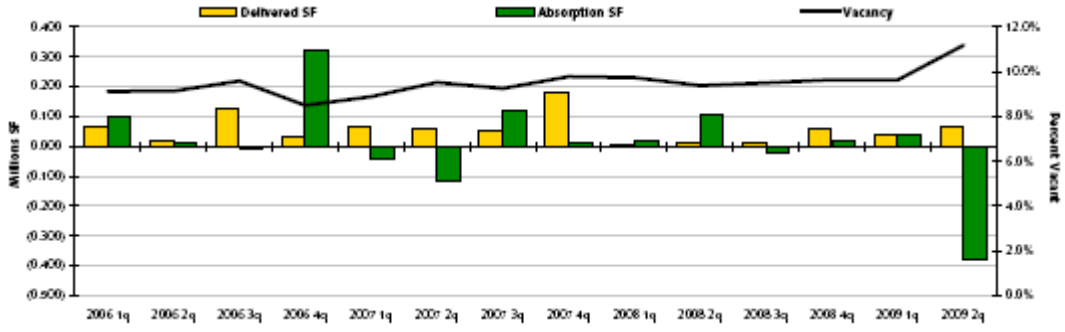
Source: CoStar

NORTHLAKE MARKET

As with retail, existing office market conditions in the NDH corridor area reflect the same basic conditions that exist in both the overall metro Atlanta market and the Northlake major submarket. Over the past two years, the office sector has adjusted to adverse market conditions in the three basic ways that markets everywhere adjust:

1. Deliveries of new office space have plummeted in response to absorption that slowed dramatically in 2009 and plunged into negative territory in the first half of 2009.

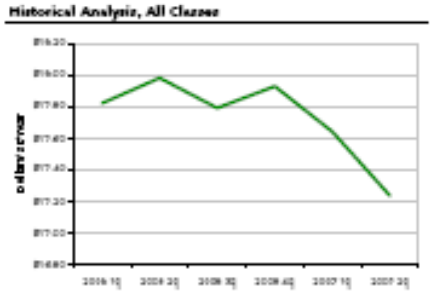
Figure 5: Office Space Absorptions and Deliveries: Northlake Market



Source: CoStar

2. Average annual quoted rental rates per square foot have dropped.

Figure 6: Quoted Rental Rate Trend: Northlake Market



Source: CoStar

3. Construction starts have effectively zeroed out.

Similar construction trends can be seen in the Summary Conditions table for the Northlake market.

Table 22: Summary Conditions: Northlake Office Market

Office Market Conditions: Northlake Office Submarket							
Period	Total RSF	Vacant RSF	Vacancy Rate	Net Absorption	Delivered RSF	RSF Under Construct	Quoted Rates
2009 2Q	27,898,979	3,118,394	11.2%	(376,919)	62,400	17,839	$ 17.23
2009 1Q	27,836,579	2,679,075	9.6%	40,317	40,400	62,400	$ 17.64
2008 4Q	27,796,179	2,678,991	9.6%	18,239	61,800	60,800	$ 17.93
2008 3Q	27,734,379	2,635,431	9.5%	(20,856)	13,200	122,600	$ 17.79
2008 2Q	27,721,179	2,601,375	9.4%	106,091	10,395	115,800	$ 17.98
2008 1Q	27,710,784	2,697,071	9.7%	17,516	5,000	100,095	$ 17.82
2007 4Q	27,705,784	2,709,587	9.8%	14,378	176,625	22,895	$ 17.75
2007 3Q	27,529,159	2,547,340	9.3%	118,327	49,326	192,020	$ 17.43
2007 2Q	27,479,833	2,616,341	9.5%	(118,167)	62,119	223,951	$ 17.36
2007 1Q	27,417,714	2,436,055	8.9%	(45,596)	65,721	202,034	$ 17.52
2006 4Q	27,351,993	2,324,738	8.5%	323,508	28,701	243,166	$ 17.30
2006 3Q	27,323,292	2,619,545	9.6%	(8,414)	125,990	178,741	$ 17.13
2006 2Q	27,197,302	2,484,141	9.1%	11,755	18,339	255,612	$ 17.09
2006 1Q	27,178,963	2,478,557	9.1%	98,290	64,746	259,130	$ 17.03
2005 4Q	27,114,217	2,512,101	9.3%	(7,265)	132,040	244,275	$ 17.00

Source: CoStar

A more detailed and perhaps more accurate reflection of current conditions within the NDH corridor office market can be seen in an examination of conditions within the three submarkets of the Northlake office market combined with one of the Buckhead submarkets, as follows:

Northlake Market: Relevant Submarkets

- Chamblee/Doraville/North Druid Hills
- Northlake/Lavista
- Decatur

Buckhead Market: Relevant Submarket

- Upper Buckhead

Current office inventory and other conditions within this NDH LCI market area are summarized in the following table, which includes total rentable square feet (RSF), vacant square feet (VAC SF), vacancy rate (VAC %), year-to-date net absorption of space (ABSORP), square feet of new office space delivered year-to-date (DELIVER), space currently under construction (U/C), and quoted rent rates per square foot (RATES).

Table 23: Summary Conditions: NDH LCI Market Area Office Inventory

NDH LCI Market Area: Office Inventory							
	RSF	VAC SF	VAC %	ABSORP	DELIVER	U/C	RATES
Class A	14,860,075	2,192,771	14.8%	54,772	-	1,980,731	$ 25.76
Ch/Dor/NDH	804,027	31,263	3.9%	1,003	-	-	$ 19.16
Decatur	911,859	74,176	8.1%	7,065	-	-	$ 22.21
N'lake/Lav	446,825	90,616	20.3%	(11,851)	-	-	$ 18.74
Upper Buck	12,697,364	1,996,716	15.7%	58,555	-	1,980,731	$ 26.68
Class B	18,386,562	2,142,935	11.7%	(239,766)	116,714	-	$ 18.14
Ch/Dor/NDH	8,193,247	830,401	10.1%	14,412	102,800	-	$ 17.31
Decatur	3,220,403	210,722	6.5%	(30,394)	-	-	$ 19.94
N'lake/Lav	3,851,669	671,963	17.4%	(229,056)	-	-	$ 16.80
Upper Buck	3,121,243	429,849	13.8%	5,272	13,914	-	$ 20.12
Class C	7,428,878	720,954	9.7%	(100,406)	-	-	$ 17.95
Ch/Dor/NDH	2,830,256	398,669	14.1%	(39,539)	-	-	$ 15.25
Decatur	2,004,816	112,611	5.6%	(53,238)	-	-	$ 19.88
N'lake/Lav	933,881	79,440	8.5%	3,116	-	-	$ 13.27
Upper Buck	1,659,925	130,234	7.8%	(10,745)	-	-	$ 22.85
TOTAL	40,675,515	5,056,660	12.4%	(285,400)	116,714	1,980,731	$ 21.24
Ch/Dor/NDH	11,827,530	1,260,333	10.7%	(24,124)	102,800	-	$ 16.87
Decatur	6,137,078	397,509	6.5%	(76,567)	-	-	$ 20.37
N'lake/Lav	5,232,375	842,019	16.1%	(237,791)	-	-	$ 16.61
Upper Buck	17,478,532	2,556,799	14.6%	53,082	13,914	1,980,731	$ 25.89

Quoted rates within the NDH corridor office market are higher by class than the overall metro Atlanta office rates. An additional sign of the relative strength of the NDH corridor office market is that vacancy rates in each class and overall are significantly lower than in the overall metro office market.

Table 24: NDH LCI Market and Metro Atlanta Quoted and Vacancy Rates Comparison

	QUOTED RATES		VACANCY RATES	
	NDH Market	METRO	NDH Market	METRO
Class A	$ 25.76	$ 22.45	14.8%	17.2%
Class B	$ 18.14	$ 17.27	11.7%	15.5%
Class C	$ 17.95	$ 15.16	9.7%	14.2%
TOTAL	$ 21.24	$ 19.56	12.4%	16.0%

OFFICE DEMAND PROJECTIONS

The Atlanta Regional Commission is the source of employment estimates for the metro region. The North Druid Hills corridor (LCI study area) office market comprises the ARC "Superdistricts" listed below.

Table 25: NDH LCI Office Market Area ARC Superdistricts

NDH LCI Office Market Area
ARC Superdistrict
Atlanta-DeKalb
NE DeKalb
NW DeKalb
Decatur
NE Atlanta
Buckhead

Sources: ARC, Huntley Partners

Applying growth projections to the 2008 base numbers, projected employment in the NDH market area through 2035 is as follows:

Table 26: North Druid Hills LCI Market Area Employment

NDH LCI Market Area: Employment									
Year	CONST	MFG	TCU	WHOL	RETL	FIRE	SVCS	GOV	TOTAL
2008	9,749	9,021	29,620	12,327	30,340	27,536	171,509	45,732	335,834
2010	9,213	8,998	30,365	12,513	31,103	28,368	173,397	46,189	340,146
2015	11,424	8,903	35,540	14,363	35,186	32,882	203,933	48,545	390,776
2020	12,613	8,814	39,239	15,096	41,790	39,053	242,208	53,598	452,412
2025	13,926	8,727	43,323	15,866	49,633	46,383	287,667	59,177	524,702
2030	15,376	8,640	47,832	16,675	58,949	55,089	341,658	65,336	609,554
2035	16,976	8,554	52,810	17,526	70,013	65,428	405,783	72,136	709,225

Sources: ARC, GSU Economic Forecasting Center, Huntley Partners

Of the eight major employment categories, four generate demand for office space:

- TCU (Transportation, Communications, Utilities) – only 20 percent of TCU employment generates demand for office space
- FIRE (Finance, Insurance, Real Estate)
- SVCS (Business and Professional Services)
- GOV (Government, including Education)

The other categories of employment, with the exception of Construction (CONST), also generate demand for space, but generally that space is considered Industrial Space. Retail (RETL) employment generated space is considered in the Retail Demand section.

Five-year gains in office-related employment in the market area are reflected below, with the majority of gains being in Business and Professional Services.

Table 27: NDH LCI Market Area Office-related Job Gain/Loss Projections (2010 – 2035)

NDH LCI Market Area: Office-related Job Gain/-Loss						
Year	TCU	FIRE	SVCS	GOV	TOTAL	CUMULATIVE
2010						
2015	1,035	4,514	30,535	2,356	38,441	38,441
2020	740	6,171	38,275	5,053	50,239	88,680
2025	817	7,330	45,459	5,579	59,184	147,864
2030	902	8,705	53,991	6,159	69,758	217,622
2035	996	10,339	64,125	6,800	82,260	299,882

Based on space (square feet) requirements per employee within each job category ("SF/Employ"), employment gains within the overall NDH corridor office market (the six ARC Superdistricts listed above) will generate the following demand for new net office space in five-year increments through 2035:

Table 28: NDH LCI Market Area Office-Space Gain/Loss Projections (2010 – 2035)

NDH LCI Market Area: Office Space (SF) Demand Gain/-Loss							
Year	TCU	FIRE	SVCS	GOV	TOTAL	CUMULATIVE	ANNUAL AVG
SF/Employ	306.8	362.8	334.4	311.0			
2010							
2015	317,558	1,637,805	10,210,003	732,753	12,898,119	12,898,119	2,579,624
2020	226,995	2,239,016	12,798,007	1,571,374	16,835,392	29,733,511	3,367,078
2025	250,621	2,659,249	15,200,018	1,734,923	19,844,811	49,578,322	3,968,962
2030	276,706	3,158,353	18,052,853	1,915,496	23,403,408	72,981,731	4,680,682
2035	305,506	3,751,133	21,441,127	2,114,862	27,612,627	100,594,358	5,522,525

Based on the amount – or share of market – of total new office demand the NDH corridor study area itself can be expected to attract purely from location attributes, the table below reflects the office demand for the NDH corridor through 2035:

Table 29: NDH LCI Market Area Office-Space Demand Gain/Loss Projections (2010 – 2035)

NDH LCI Market Area: Office Space (SF) Demand Gain/-Loss							
Year	TCU	FIRE	SVCS	GOV	TOTAL	CUMULATIVE	ANNUAL AVG
NDH SOM	5.0%	8.0%	9.0%	5.0%			
2010							
2015	15,878	131,024	918,900	36,638	1,102,440	1,102,440	220,488
2020	11,350	179,121	1,151,821	78,569	1,420,860	2,523,301	284,172
2025	12,531	212,740	1,368,002	86,746	1,680,019	4,203,319	336,004
2030	13,835	252,668	1,624,757	95,775	1,987,035	6,190,354	397,407
2035	15,275	250,152	1,793,863	100,660	2,159,950	8,350,304	431,990

SOM Assumptions: Huntley Partners

Thus, over the next five years, demand for additional office space in the NDH corridor study area based on office-related employment growth is projected to total 1,102,440 square feet. An additional 1,420,860 square feet in demand will be generated in the five-year 2010–2015 period, for a total of 2,523,301 square feet over the next 10 years. Through 2035, demand for office space within the NDH corridor study area will total 8,350,304 square feet.

On average, demand will be sufficient to support the addition of one to two medium-sized office buildings annually.

B. RETAIL MARKET CONDITIONS AND DEMAND PROJECTIONS

As mentioned previously, metro Atlanta is experiencing the same adverse economic conditions that have been seen throughout the nation over the past two years. The DeKalb County submarket reflects these metro-wide conditions.

Table 30: Summary Conditions: Total Metro Atlanta Retail Market (mid-year 2009)

Retail Market Conditions: Metro Atlanta Retail Market							
Period	Total RSF	Vacant RSF	Vacancy Rate	Net Absorption	Delivered RSF	RSF Under Construct	Quoted Rates
2009 2Q	293,152,211	31,645,775	10.8%	(2,016,169)	418,647	1,321,274	$ 15.32
2009 1Q	292,733,564	29,210,959	10.0%	(1,246,611)	1,677,567	1,425,190	$ 15.50
2008 4Q	291,055,997	26,286,781	9.0%	177,239	2,050,424	2,938,199	$ 15.84
2008 3Q	289,008,787	24,416,810	8.4%	332,178	1,178,409	4,727,590	$ 16.01
2008 2Q	287,830,378	23,570,579	8.2%	53,272	1,347,551	5,458,982	$ 15.87
2008 1Q	286,491,385	22,284,858	7.8%	930,856	1,576,502	4,774,284	$ 15.82
2007 4Q	284,904,883	21,629,212	7.6%	426,847	1,318,742	4,673,637	$ 15.69
2007 3Q	283,596,039	20,747,215	7.3%	2,452,286	2,027,675	4,447,142	$ 15.29
2007 2Q	281,590,287	21,193,749	7.5%	573,475	1,524,682	4,932,054	$ 15.31
2007 1Q	280,138,605	20,315,542	7.3%	1,706,632	1,607,449	5,400,680	$ 15.34
2006 4Q	278,543,610	20,427,179	7.3%	8,180,975	10,059,595	4,740,288	$ 14.48
2006 3Q	268,529,083	18,593,627	6.9%	6,471,901	9,327,837	6,947,485	$ 14.02
2006 2Q	259,284,294	15,821,739	6.1%	4,967,448	6,885,554	8,677,386	$ 14.32
2006 1Q	253,110,108	14,614,001	5.8%	5,314,709	5,814,134	6,464,064	$ 13.88
2005 4Q	247,294,974	14,114,576	5.7%	8,224,987	7,847,239	6,096,894	$ 11.39

Source: CoStar

Table 31: Summary Conditions: DeKalb Market

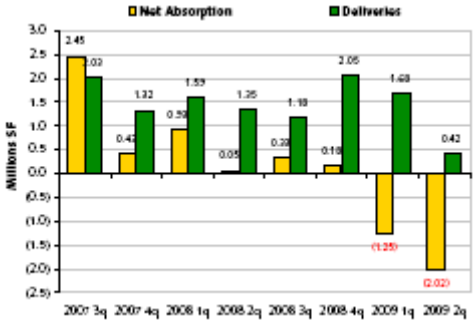
Retail Market Conditions: DeKalb Retail Submarket							
Period	Total RSF	Vacant RSF	Vacancy Rate	Net Absorption	Delivered RSF	RSF Under Construct	Quoted Rates
2009 2Q	29,247,493	2,438,784	8.3%	(448,248)	-	28,881	$ 13.82
2009 1Q	29,247,493	1,990,536	6.8%	(90,402)	59,600	-	$ 13.58
2008 4Q	29,187,893	1,840,534	6.3%	(231,852)	110,723	59,600	$ 13.49
2008 3Q	29,077,170	1,497,959	5.2%	(46,064)	-	170,323	$ 13.87
2008 2Q	29,077,170	1,451,895	5.0%	18,625	20,000	155,803	$ 14.12
2008 1Q	29,057,170	1,450,519	5.0%	(114,700)	22,000	175,803	$ 14.33
2007 4Q	29,035,170	1,313,819	4.5%	218,338	-	195,320	$ 14.57
2007 3Q	29,035,170	1,532,157	5.3%	123,471	21,779	42,000	$ 13.11
2007 2Q	29,013,391	1,633,849	5.6%	551,732	435,008	53,779	$ 13.08
2007 1Q	28,578,383	1,750,573	6.1%	193,657	261,615	488,787	$ 12.67
2006 4Q	28,323,768	1,789,615	6.3%	510,738	261,325	281,615	$ 12.15
2006 3Q	28,062,443	2,038,028	7.3%	126,090	23,002	522,940	$ 12.45
2006 2Q	28,039,441	2,142,116	7.6%	(245,980)	31,558	471,828	$ 11.66
2006 1Q	28,011,083	1,867,778	6.7%	(22,523)	19,609	790,206	$ 12.90
2005 4Q	27,991,474	1,825,646	6.5%	(173,754)	13,365	277,649	$ 12.39

Source: CoStar

Existing retail market conditions in the study area reflect the same basic conditions that exist in both the overall metro Atlanta market and the DeKalb Retail Submarket. Over the past two years, the retail sector has adjusted to adverse market conditions in the three basic ways that markets everywhere adjust:

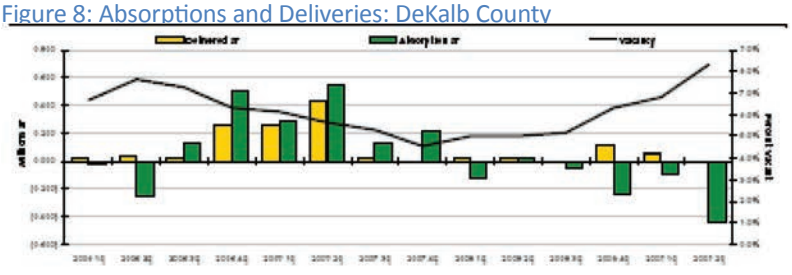
1. Deliveries of new retail space have plummeted in response to absorption that slowed dramatically in 2009 and plunged into negative territory in the first half of 2009.

Figure 7: Absorptions and Deliveries: Metro Atlanta



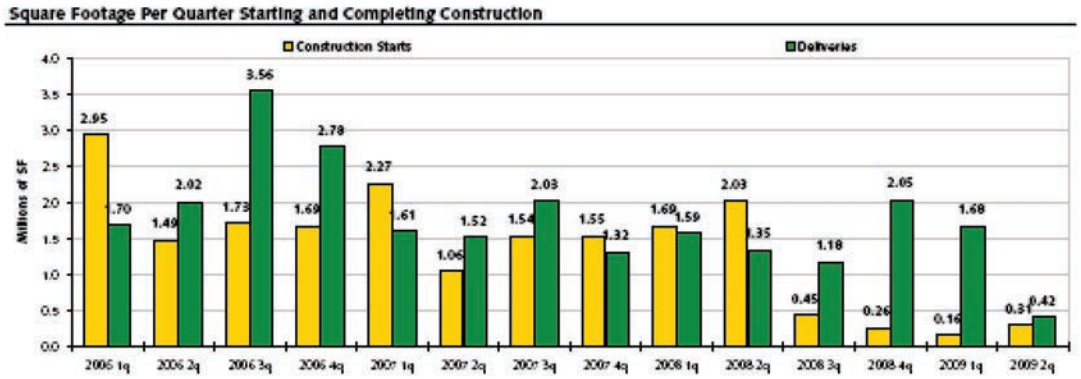
Source: CoStar

Figure 8: Absorptions and Deliveries: DeKalb County



2. Construction starts have effectively zeroed out.

Figure 9: Historical Construction Starts and Deliveries: Metro Atlanta



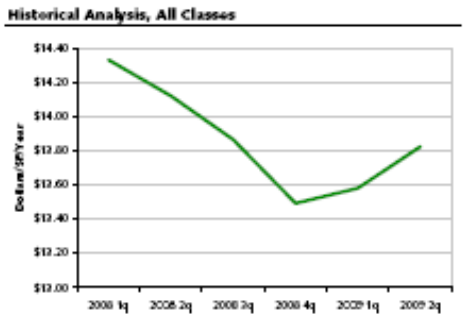
Source: CoStar

Similar construction trends can be seen in the Summary Conditions table for the DeKalb County market.

3. Average annual quoted rental rates per square foot have dropped.

In fact, rental rates in the south metro market have shown a dramatic downward trend that is even more dramatic than that of the overall metro Atlanta market.

Figure 10: Quoted Rental Rate Trend: DeKalb Market



Source: CoStar

Currently, no retail development is under way in the study area itself. Major area shopping centers include the following:

Table 32: North Druid Hills LCI Major Retail Inventory

Retail Center	Leasable SF	Year Built	Major Anchor
Toco Hill	140,000	1955	Publix
Toco Hill II	144,358	1964	Kroger
Williamsburg Village Center	86,000	1963	
Loehmann's Plaza	137,879	1985	Loehmann's Office Max

RETAIL MARKET DEMAND PROJECTIONS

Current Unmet Retail Demand: NDH Corridor Market Areas

The analysis suggests that there is potential for increasing the share of retail expenditures made by NDH corridor market area residents, who have increasing levels of disposable income. However, with respect to some major categories of goods, they have little retail in their immediate communities in which to spend that income.

The categories of retail that are particularly relevant to the study area include those that (1) exhibit a significant excess of demand over supply, resulting in a "leakage" of residents' consumer spending out of the community, and (2) generally are found within taxable facilities – stores, restaurants, malls, and other physical buildings.

This excess demand is known as "leakage" in that money that would be spent by an area's residents on retail goods and services if they were available in the area itself is spent outside the area in communities where such retail does exist – i.e., consumer dollars "leak" out of a community because of a lack of retail supply. The list of such major retail categories incorporated into the chart below is used throughout this analysis of current unmet retail demand within the Primary (0 to 2 miles), Secondary (2 to 5 miles), and Tertiary (5 to 10 miles) market areas.

Current Unmet Retail Demand: Primary Market Area

A lack of retail sufficient to meet demand within the Primary Market (within a 2-mile radius) is apparent in several major retail categories that have potential as stores within the community (as opposed to "vending machine operators," auto dealers, and other non-store categories). Demand is relatively strong in the following "major-category" retail areas, where available expenditures by households within the area exceed available supply:

Table 33: Primary Market Unmet Retail Demand

0-2 Mile Primary Market Area Current Unmet Retail Demand					
	Total Area Sales	Area Share of Sales			
Category - Retail	Leakage	Share	Additional Spending	Sales Per SF	Additional SF
	A	B	C	D	E
Full-service Restaurants	$ 4,096,750	60%	$ 2,458,050	$ 350	7,023
Limited-service Eating	37,597,568	90%	33,837,811	350	96,679
Special Food Services	6,030,284	70%	4,221,199	350	12,061
Specialty Food Stores	245,790	70%	172,053	350	492
Drinking Places	-	70%	-	350	-
Grocery Stores	-	75%	-	350	-
Bldg Material, Lawn, Garden	10,748,578	80%	8,598,862	300	28,663
HH Furnishings/Equipment	17,273,048	50%	8,636,524	300	28,788
Electronics & Appliances	13,261,199	50%	6,630,600	300	22,102
Office Supply/Stationary	-	80%	-	300	-
Sports, Hobbies, Books, Music	1,851,758	65%	1,203,643	300	4,012
Dept. Stores	22,430,869	50%	11,215,435	300	37,385
Clothing & Shoes	27,701,993	75%	20,776,495	300	69,255
Misc. General Merchandise	49,730,105	65%	32,324,568	300	107,749
RETAIL TOTALS	$ 190,967,942	68%	$ 130,075,239	$ 314	414,208

Sources: ESRI, Huntley Partners

This table shows the basic formula used to determine how much additional retail in certain categories is needed in the NDH corridor immediately to meet existing excess demand. The formula, with the corresponding column indicated in parentheses, is as follows both for this projection and those used in following sections:

Total Area Sales Leakage by Retail Category (A)

X Share (of sales leakage that the NDH area can be expected to capture) (B)

= Additional Spending (C)

Additional Spending (C) / Sales per SF (industry standard sales per square foot) (D)

= Supportable Additional Retail SF within Identified Retail Categories (E)

Industry standards are also used in the sales-per-square-foot assumptions. The Dollars and Cents of Shopping Centers is the industry standard and a good source of these basic measures.

The table includes the entire list of major retail categories incorporated into this analysis. Those without any "sales leakage" indicated are categories in which an adequate supply of retail currently exists in the given (e.g., Primary) market area. The highlighted categories are those with sales leakage, indicating a lack of adequate retail of that type in the market area. The entire list is shown for informational purposes.

Applying these measures to the leakage amounts from the Primary Market Area alone results in additional sales of $190,967,942 based purely on disposable income from Primary Market Area residents that is currently spent outside the Primary Market Area because of a lack of suitable retailers within the Primary Market Area. Applying assumptions about how much of those retail dollars currently spent outside the Primary Market Area could

be expected to be spent in retail stores within the 3-mile Primary Market Area if such suitable retail supply were available, it can be projected that the area could retain more than half (68 percent) of those expenditures – or $130,075,239. Applying industry sales-per-square-foot measures to this amount on a category-by-category basis, this amount is sufficient to support an additional 414,208 square feet of retail stores in the NDH corridor area.

Current Unmet Retail Demand: Secondary Market Area

The 2- to 5-mile Secondary Market Area has $383,224,821 in excess retail demand. Applying the anticipated percentage "shares-of-market" to those expenditures within each category, it can be projected that this Secondary Market Area should be able to support an additional $297,018,362 in spending, generating a need for approximately 945,330 square feet of new retail.

Table 34: Secondary Market Unmet Retail Demand

2-5 Mile Secondary Market Area Current Unmet Retail Demand					
	Total Area Sales	Area Share of Sales			
Category - Retail	Leakage	Share	Additional Spending	Sales Per SF	Additional SF
	A	B	C	D	E
Full-service Restaurants	$ -	75%	$ -	$ 350	-
Limited-service Eating	98,878,819	95%	93,934,878	350	268,385
Special Food Services	-	85%	-	350	-
Specialty Food Stores	-	75%	-	350	-
Drinking Places	-	75%	-	350	-
Grocery Stores	-	75%	-	350	-
Bldg Material, Lawn, Garden	73,034,332	90%	65,730,899	300	219,103
HH Furnishings/Equipment	23,915,319	65%	15,544,957	300	51,817
Electronics & Appliances	49,802,503	65%	32,371,627	300	107,905
Office Supply/Stationary	-	90%	-	300	-
Sports, Hobbies, Books, Music	-	90%	-	300	-
Dept. Stores	-	65%	-	300	-
Clothing & Shoes	-	75%	-	300	-
Misc. General Merchandise	137,593,848	65%	89,436,001	300	298,120
STORE RETAIL TOTALS	$ 383,224,821	78%	$ 297,018,362	$ 314	945,330

Sources: ESRI, Huntley Partners

It can be reasonably assumed that approximately 50 percent of retail expenditures currently made outside the Secondary Market would be spent within the 2-mile NDH corridor Primary Market Area if suitable retail stores were available. This relatively high market share is a result of the corridor's proximity to I-85, I285, and a number of major roadways. This 50 percent share of currently unmet retail demand within the Secondary Market would support an additional 472,665 square feet of retail in certain categories within the NDH corridor area.

Current Unmet Retail Demand: Tertiary Market Area

The NDH corridor area can reasonably be expected to draw a significant share of retail consumers and unmet demand from the 5- to 10-mile Tertiary Market, again a result of its highway and major roadway access and egress.

Table 35: Tertiary Market Unmet Retail Demand

5-10 Mile Tertiary Market Area Current Unmet Retail Demand					
	Total Area Sales	Area Share of Sales			
Category - Retail	Leakage	Share	Additional Spending	Sales Per SF	Additional SF
	A	B	C	D	E
Full-service Restaurants	$ -	75%	$ -	$ 350	-
Limited-service Eating	31,199,589	95%	29,639,610	350	84,685
Special Food Services	-	85%	-	350	-
Specialty Food Stores	-	75%	-	350	-
Drinking Places	7,762,194	75%	5,821,646	350	16,633
Grocery Stores	186,131,020	75%	139,598,265	350	398,852
Bldg Material, Lawn, Garden	33,860,121	90%	30,474,109	300	101,580
HH Furnishings/Equipment	52,356,924	65%	34,032,001	300	113,440
Electronics & Appliances	-	65%	-	300	-
Office Supply/Stationary	-	90%	-	300	-
Sports, Hobbies, Books, Music	5,912,991	90%	5,321,692	300	17,739
Dept. Stores	32,282,682	65%	20,983,743	300	69,946
Clothing & Shoes	-	75%	-	300	-
Misc. General Merchandise	27,853,139	65%	18,104,540	300	60,348
STORE RETAIL TOTALS	$ 377,358,660	75%	$ 283,975,605	$ 329	863,224

Sources: ESRI, Huntley Partners

Unmet demand found in the Tertiary Market Area would support 863,224 square feet of additional retail. Based on the assumption that the NDH corridor area could attract 25 percent of this unmet demand, it could support an additional 215,806 square feet of retail from unmet retail demand in the 5- to 10-mile Tertiary Market Area.

Total Current Unmet Retail Demand: All Markets

Combining these three sources of unmet retail demand – the Primary, Secondary, and Tertiary market areas – the NDH corridor area could support additional retail sales sufficient to support an additional 1,102,679 square feet of retail today.

Table 36: Potential New Retail From Current Unmet Demand

Potential New Retail From Current Unmet Demand				
Primary Market Area			**414,208**	SF
Total Secondary Market Area	945,330	SF		
Total Tertiary Market Area	863,224	SF		
Into Primary Market Area from Secondary Market Area @	50%		**472,665**	SF
Into Primary Market Area from Tertiary Market Area @	25%		**215,806**	
Current Unmet Retail Demand in Primary Area			**1,102,679**	**SF**

Anticipated Growth-Generated New Retail Demand: 2009–2019

Projected increases in population and households within the three NDH corridor market areas are particularly relevant to the retail demand analysis. Estimates of incremental demand over the 2009–2019 period for retail and related services incorporate available demographic and income data, as well as growth projections over that 10-year time frame.

New Retail Demand: Primary Market

As shown in the chart below, an increase of 5,160 households is projected to occur within the Primary Market Area between 2009 and 2019.

Table 37: Primary Retail Market Area Growth (2009 – 2019)

2-mile Primary Retail Market Area Growth 2009-2019						
	2009	*2019*	*ARG**	*Incr %*	*Incr #*	*Incr/Yr*
Population	62,330	68,388	0.93%	10%	6,058	606
Households	26,657	31,817	0.97%	19%	5,160	516
Med Home Value	$ 233,946	$ 242,010	0.34%	3%		
Per Capita Inc	$ 43,414	$ 48,442	1.10%	12%		
Med HH Income	$ 69,101	$ 79,877	1.46%	16%		
Med Disp Inc	$ 54,023	$ 62,448	1.46%	16%		
Disp %of HH	78%	78%				

Source: ESRI

The net additional consumer spending over the next 10 years can be determined by incorporating census-based population, household, and per-household spending in selected retail categories into a simple mathematical equation: the projected net increase in household expenditures within major retail categories multiplied by the net increase in households between 2009 and 2019. The results of this calculation are shown in the following chart for the Primary Market Area.

Within the selected major retail categories and based on a projected (by ESRI) per-household retail spending in 2019 of $26,665, a total of $848,411,572 will be spent within these major retail categories in 2019 – an increase of $233,487,896 over the $614,923,676 spent in 2009. This additional spending is reflected in the Total Additional Spending column below.

Table 38: Additional Primary Retail Market Area Demand From Household Growth (2009 – 2019)

Additional Retail Demand from Household Growth: 2009-19 2-Mile Primary Market Area				
	2009 Retail Spending		2019 Retail Spending	
Selected Retail Categories	Per HH	Total	Per HH	Total
Food Away from Home	$ 4,608	$ 122,835,456	$ 5,327	$ 169,476,354
Food at Home	6,097	162,527,729	7,048	224,239,872
HH Furnishings/Equipment	2,496	66,535,872	2,885	91,799,692
Computers & Accessories	322	8,583,554	372	11,842,749
TV/Video/Sound Equipment	1,645	43,850,765	1,902	60,500,999
Entertainment/Recreation	4,173	111,239,661	4,824	153,477,609
Apparel & Accessories	2,507	66,829,099	2,898	92,204,258
Vehicle M & R	1,220	32,521,540	1,410	44,870,042
SELECTED RETAIL TOTALS	$ 23,068	$ 614,923,676	$ 26,665	$ 848,411,572
All Retail Goods	$ 31,471	$ 838,922,447	$ 36,379	$ 1,157,463,178

Sources: ESRI, Huntley Partners

Note: While the focus of this market study is on the major retail categories that are most likely to distribute their goods through rented or purchased facilities – stores, restaurants, malls, taxable facilities of some sort – the projected spending by residents within the Primary Market Area is worth noting also. Based on these projections, a total of $1,157,463,178 will be spent on "All Retail Goods" in 2019 – an increase of $318,540,731 over the amount spent on "Selected Retail" in 2019. This increase generally parallels the "Selected Retail Goods" (major retail categories) but is included simply to recognize that not all retail spending occurs in stores or other taxable facilities.

Applying to the retail demand projections the same industry measures regarding (1) anticipated shares of market for selected retail purchases and (2) sales-per-foot for those same retail categories as were applied in the analysis of current unmet retail demand, one produces the net new retail demand over the next five years as reflected in the following tables.

Table 39: Total Additional Primary Retail Market Area Demand From Household Growth (2009 – 2019)

Additional Retail Demand from Household Growth: 2009-19 2-Mile Primary Market Area					
	Total Area	Area Share of Sales			
Selected Retail Categories	Additional Spending	Share	Additional Spending	Sales Per SF	Additional SF
Food Away from Home	$ 46,640,898	80%	$ 37,312,718	$ 350	106,608
Food at Home	61,712,143	95%	58,626,535	350	167,504
HH Furnishings/Equipment	25,263,820	65%	16,421,483	300	54,738
Computers & Accessories	3,259,195	50%	1,629,597	300	5,432
TV/Video/Sound Equipment	16,650,234	75%	12,487,675	300	41,626
Entertainment/Recreation	42,237,948	75%	31,678,461	300	105,595
Apparel & Accessories	25,375,159	65%	16,493,853	300	54,980
Vehicle M & R	12,348,502	60%	7,409,101	300	24,697
SELECTED RETAIL TOTALS	$ 233,487,896	78%	$ 182,059,424	$ 324	561,179
All Retail Goods	$ 318,540,731	78%	$ 248,378,365	$ 324	765,601

Sources: ESRI, Huntley Partners

The projected growth in demand from Primary Market Area household growth alone is sufficient to support an additional 561,179 square feet of retail in the selected, major retail categories by 2019 based on residents within the Primary Market Area spending a total of $233,487,896 more in 2019 than in 2009.

New Retail Demand: Secondary Market

The same approach is applied to the total Secondary Market Area (within 5 miles of the NDH corridor retail center) as was applied to the Primary Market Area, yielding the following:

Table 40: Secondary Retail Market Area Growth (2009 – 2019)

2-5 mile Secondary Retail Market Area Growth 2009-2019						
	2009	*2019*	*ARG**	*Incr %*	*Incr #*	*Incr/Yr*
Population	**262,383**	**307,174**	**1.57%**	17%	44,791	8,958
Households	**124,623**	**147,527**	**1.70%**	18%	22,904	4,581
Med Home Value	**$ 261,585**	**$ 276,081**	**0.54%**	6%		
Per Capita Inc	**$ 51,159**	**$ 59,377**	**1.50%**	16%		
Med HH Income	**$ 73,809**	**$ 82,921**	**1.17%**	12%		
Med Disp Inc	$ 56,335	$ 63,290	1.17%	12%		
Disp % of HH	76%	76%				

Source: ESRI

The combination of population, household, and income increases for 2009 to 2019 produces additional spending in the major store-based retail categories of approximately $1,056,082,894 in per-household spending of $28,856.

Table 41: Additional Secondary Retail Market Area Demand From Household Growth (2009 – 2019)

Additional Retail Demand from Household Growth: 2009-19 2-5 Mile Secondary Market Area				
	2009 Retail Spending		2019 Retail Spending	
Selected Retail Categories	Per HH	Total	Per HH	Total
Food Away from Home	$ 5,167	$ 643,927,041	$ 5,805	$ 856,377,369
Food at Home	6,861	855,038,403	7,708	1,137,140,533
HH Furnishings/Equipment	2,897	361,032,831	3,255	480,148,101
Computers & Accessories	363	45,238,149	408	60,163,535
TV/Video/Sound Equipment	1,847	230,178,681	2,075	306,121,347
Entertainment/Rec - Stores	4,837	602,801,451	5,434	801,683,247
Apparel & Accessories	2,322	289,374,606	2,609	384,847,736
Vehicle M & R	1,391	173,346,854	1,563	230,539,042
SELECTED RETAIL TOTALS	$ 25,685	$3,200,938,016	$ 28,856	$ 4,257,020,910
All Retail Goods	$ 36,129	$4,502,504,367	$ 40,589	$ 5,988,011,995

Source: ESRI

Assuming an average share-of-market capture rate of 46 percent of additional sales, the NDH corridor area could attract enough new retail sales from the Secondary Market to support an additional 1,487,035 square feet of retail.

Table 42: Total Additional Secondary Retail Market Area Demand From Household Growth (2009 – 2019)

Additional Retail Demand from Household Growth: 2009-19 2-5 Mile Secondary Market Area					
	Total Area Additional	Area Share of Sales			
Selected Retail Categories	Spending	Share	Additional Spending	Sales Per SF	Additional SF
Food Away from Home	$ 212,450,328	50%	$ 106,225,164	$ 350	303,500
Food at Home	282,102,130	50%	141,051,065	350	403,003
HH Furnishings/Equipment	119,115,270	40%	47,646,108	300	158,820
Computers & Accessories	14,925,386	40%	5,970,154	300	19,901
TV/Video/Sound Equipment	75,942,666	40%	30,377,067	300	101,257
Entertainment/Rec - Stores	198,881,796	40%	79,552,718	300	265,176
Apparel & Accessories	95,473,130	50%	47,736,565	300	159,122
Vehicle M & R	57,192,188	40%	22,876,875	300	76,256
SELECTED RETAIL TOTALS	$ 1,056,082,894	46%	$ 481,435,716	$ 324	1,487,035
All Retail Goods	$ 1,485,507,628	46%	$ 677,197,248	$ 324	2,091,694

Sources: ESRI, Huntley Partners

New Retail Demand: Tertiary Market

The same approach is applied to the total Tertiary Market Area (5 to 10 miles) as was applied to the Secondary Market Area, yielding the following:

Table 43: Tertiary Retail Market Area Growth (2009 – 2019)

5-10 mile Tertiary Retail Market Area Growth 2009-2019						
	2009	*2019*	*ARG**	*Incr %*	*Incr #*	*Incr/Yr*
Population	**798,897**	**908,023**	**1.29%**	14%	109,126	10,913
Households	**301,820**	**345,827**	**1.37%**	15%	44,007	4,401
Med Home Value	**$ 127,827**	**$ 137,189**	**0.71%**	7%		
Per Capita Inc	**$ 29,772**	**$ 33,085**	**1.06%**	11%		
Med HH Income	**$ 57,983**	**$ 61,851**	**0.65%**	7%		
Med Disp Inc	$ 44,661	$ 47,640	0.65%	7%		
Disp % of HH	77%	77%				

Sources: ESRI, Huntley Partners

The combination of population, household, and income increases for 2009 to 2019 produces additional spending in 2019 in the major store-based retail categories of approximately $784,014,488 based on per-household spending of $21,422.

Table 44: Additional Tertiary Retail Market Area Demand From Household Growth (2009 – 2019)

Additional Retail Demand from Household Growth: 2009-19 5-10 Mile Tertiary Market Area				
	2009 Retail Spending		2019 Retail Spending	
Selected Retail Categories	**Per HH**	**Total**	**Per HH**	**Total**
Food Away from Home	**$ 3,779**	$ 470,950,317	$ 4,246	$ 626,330,575
Food at Home	**5,063**	630,966,249	5,688	839,140,434
HH Furnishings/Equipment	**2,080**	259,215,840	2,337	344,738,713
Computers & Accessories	**257**	32,028,111	289	42,595,120
TV/Video/Sound Equipment	**1,377**	171,605,871	1,547	228,223,657
Entertainment/Rec - Stores	**3,478**	433,438,794	3,907	576,442,905
Apparel & Accessories	**2,014**	250,990,722	2,263	333,799,888
Vehicle M & R	**1,020**	127,115,460	1,146	169,054,561
SELECTED RETAIL TOTALS	**$ 19,068**	$2,376,311,364	$ 21,422	$ 3,160,325,852
All Retail Goods	**$ 26,589**	$3,313,600,947	$ 29,872	$ 4,406,854,630

Source: ESRI

Assuming an average share-of-market capture rate of 25 percent of additional sales, the NDH corridor area could attract enough new retail sales from the Secondary Market to support an additional 610,065 square feet of retail.

Table 45: Total Additional Tertiary Retail Market Area Demand From Household Growth (2009 – 2019)

Additional Retail Demand from Household Growth: 2009-19 5-10 Mile Tertiary Market Area					
	Total Area	Area Share of Sales			
Selected Retail Categories	Additional Spending	Share	Additional Spending	Sales Per SF	Additional SF
Food Away from Home	$ 155,380,258	25%	$ 38,845,064	$ 350	110,986
Food at Home	208,174,185	25%	52,043,546	350	148,696
HH Furnishings/Equipment	85,522,873	25%	21,380,718	300	71,269
Computers & Accessories	10,567,009	25%	2,641,752	300	8,806
TV/Video/Sound Equipment	56,617,786	25%	14,154,447	300	47,181
Entertainment/Rec - Stores	143,004,111	25%	35,751,028	300	119,170
Apparel & Accessories	82,809,166	25%	20,702,292	300	69,008
Vehicle M & R	41,939,101	25%	10,484,775	300	34,949
SELECTED RETAIL TOTALS	$ 784,014,488	25%	$ 196,003,622	$ 321	610,065
All Retail Goods	$ 1,093,253,683	25%	$ 273,313,421	$ 321	850,693

Sources: ESRI, Huntley Partners

New Retail Demand: All Markets

During the 10-year period from 2009 to 2019, an additional 2,097,100 square feet of new retail offerings could be supported in the NDH corridor area from household growth in the Primary, Secondary, and Tertiary market areas.

Table 46: Potential New Retail (2019)

Potential New Retail from 10-year Growth: 2009-2019		
Primary Market Area	**561,179**	SF
Secondary Market Area	**1,487,035**	SF
Tertiary Market Area	**610,065**	SF
Retail Demand from Market Area Growth	**2,097,100**	**SF**

Source: Huntley Partners

Total Retail Demand

The total amount of new retail space that could be supported in the NDH corridor area by 2019 equals 3,199,780 square feet: 1,102,679 from current (2009) unmet retail need plus 2,097,100 square feet from household growth in the NDH corridor's three market areas over the 10-year period.

Table 47: Potential New Retail From Current Unmet Demand (2019)

Potential New Retail From Current Unmet Demand			
Primary Market Area		**414,208**	SF
Total Secondary Market Area	945,330 SF		
Total Tertiary Market Area	863,224 SF		
Into Primary Market Area from Secondary Market Area @	50%	**472,665**	SF
Into Primary Market Area from Tertiary Market Area @	25%	**215,806**	
Current Unmet Retail Demand in Primary Area		**1,102,679**	**SF**

Source: Huntley Partners

Table 48: Total Primary Area New Demand (2019)

Total Primary Area New Demand 2009-2019		
From Current Unmet Demand	**1,102,679**	SF
From All Market Areas 10-year Growth	**2,097,100**	SF
Retail	**3,199,780**	**SF**

Source: Huntley Partners

C. INDUSTRIAL MARKET DEMAND

Regardless of current or future market conditions, no industrial development is anticipated within the study area based on a combination of factors:

1. Land values will not support industrial development.

2. There are no developable sites of sufficient size to accommodate significant industrial development of any type.

3. Greater value will be generated by redevelopment and infill development within the study area that is geared toward retail, office, lodging/meeting facilities, higher-density residential, and mixed-use products.

4. The development of industrial product of any type within the study area is not supported by DeKalb County, as reflected in its future land use planning.

D. RESIDENTIAL MARKET DEMAND

HOUSING DEMAND FROM HOUSEHOLD GROWTH

During the past 12 to 18 months, projections of housing growth – in terms of both households and housing units – have been reduced dramatically. Nonetheless, growth is still assumed to occur in all metro Atlanta markets. For purposes of this LCI study, for the NDH corridor market areas, annual growth rates during the five-year period of 2014 to 2019 are conservatively assumed to remain the same as the projected annual rates during the 2009 to 2014 period.

Table 49: Market Area New Household Growth (2009 – 2019)

New Household Growth: All Households	*0-2 mile*	*2-5 mile*	*5-10 mile*
2009 Households	28,892	124,623	301,820
2014 Households	30,318	135,602	323,081
New Households: 2009-14	**1,426**	**10,979**	**21,261**
2019 Households	31,817	147,527	345,827
Annual Growth Rate: 2009-19	0.97%	1.70%	1.37%
New Households: 2014-19	**1,499**	**11,925**	**22,746**
New Households: 2009-19	2,925	22,904	44,007
Avg New Households per Year	293	2,290	4,401

Based on current rent-versus-own preferences and financial abilities, it is projected that new households formed in the Primary Market Area will be 33 percent owner-occupied; in the Secondary Market they will be 46 percent owner-occupied; and in the Tertiary Market they will be 45 percent owner-occupied.

Table 50: Market Area New Household Tenure (2009 – 2019)

New Household Tenure						
	0-2 mile		*2-5 mile*		*5-10 mile*	
New Households: 2009-14		1,426		10,979		21,261
Owner Occupied	33%	470	46%	5,066	45%	9,468
Renter Occupied	67%	956	54%	5,913	55%	11,793
New Households: 2009-19		2,925		22,904		44,007
Owner Occupied	33%	963	46%	10,569	45%	19,598
Renter Occupied	67%	1,962	54%	12,335	55%	24,409

Based on historical data, it is projected that the NDH corridor itself can be expected to attract approximately 20 percent of all Primary Market demand for new housing, 8 percent of all Secondary Market demand for new housing, and 2 percent of all Tertiary Market demand. These capture rates of new demand based on household growth would generate demand during the 10-year 2009–2019 period within the NDH corridor itself – the study area – of 1,220 single-family owner-occupied houses, 150 owner-occupied townhomes, and 1,800 rental units.

Table 51: Market Area Residential Estimated Demand Due to Household Growth (2009 – 2014)

Residential: Estimated Demand Due to Household Growth	*0-2 mile Market*	*2-5 mile Market*	*5-10 mile Market*	*Total*
2009 Households	28,892	124,623	301,820	455,335
Net 2009 Qualified Households	28,892	124,623	301,820	455,335
2014 Households	30,318	135,602	323,081	489,001
Net 2014 Qualified Households	30,318	135,602	323,081	489,001
2009-2014 New Qualified Households	1,426	10,979	21,261	33,666
Own/Rent Preference: All Households	33%	46%	45%	
Added Ownership Preference: Qualified Households	0%	0%	0%	
Net Ownership Preference: Qualified Households	33%	46%	45%	
Owned Units based on Own/Rent Preference	470	5,066	9,468	15,004
Rental Units based on Own/Rent Preference	956	5,913	11,793	18,662
Average Annual Owner Units Demand: 2008-2013	94	1,013	1,894	3,001
Average Annual Rental Units Demand: 2008-2013	191	1,183	2,359	3,732
Owner Preference for Townhouses	20%	12%	5%	
Average Annual Demand for Townhouses: 2009-2014	19	122	95	235
Avg Ann Demand for Single-Family Units: 2009-2014	75	892	1,799	2,766
Potential Capture Share of Market	20%	8%	2%	
Market Net Annual Demand for Townhouses	4	10	2	15
Market Net Annual Demand for Single Family Houses	15	71	36	122
Total Annual Demand from Growth: Ownership	**19**	**81**	**38**	**138**
Total Annual Demand from Growth: Rental	**38**	**95**	**47**	**180**

New Housing Demand Caused by Turnover

New housing demand will also be generated by turnover among current residents. The amount of demand for various types of housing is based on key assumptions that are themselves based on historical performance data. These key assumptions include the following:

- The annual turnover rate among homeowners is 13 percent.
- 75 percent of owners remain owners when they move.
- The annual turnover rate among renters is 23 percent.
- 15 percent of renters who move will become homeowners.
- The NDH corridor study area will attract 20 percent of the 0- to 2-mile Primary Market turnover demand, 5 percent of the 2- to 5-mile Secondary Market demand, and only 1 percent of the Tertiary Market turnover demand.
- The preference for townhouses among new homeowners who move in a given year will be 20 percent, 12 percent, and 5 percent within the Primary, Secondary, and Tertiary market areas, respectively.

Table 52: Market Area Residential Estimated Captured Demand Due to Turnover (2009 – 2014)

Residential: Estimated Captured Demand Due to Turnover	*0-2 mile Market*	*2-5 mile Market*	*5-10 mile Market*	*Total*
2009-2014 New Qualified Households	1,426	10,979	21,261	33,666
Income Qualified Owner Occupied Units	470	5,066	9,468	15,004
Percentage of Owners Moved in Previous Year	13%	13%	13%	
Annual Owner Turnover	61	659	1,231	1,951
Proportion of Turnover Owner to Owner	75%	75%	75%	
Proportion of Turnover Owner to Renter	25%	25%	25%	
Annual Turnover Owner to Owner	46	494	923	1,463
Annual Turnover Owner to Renter	15	165	308	488
Income Qualified Renter Occupied Units	956	5,913	11,793	18,662
Percentage of Renters Moved in Previous Year	23%	23%	23%	
Annual Renter Turnover	220	1,360	2,712	4,292
Proportion of Turnover Renter to Owner	15%	15%	15%	
Proportion of Turnover Renter to Renter	85%	85%	85%	
Annual Turnover Renter to Owner	33	204	407	644
Annual Turnover Renter to Renter	187	1,156	2,305	3,648
Annual Owner Demand Due to Turnover	79	698	1,330	2,107
Annual Renter Demand Due to Turnover	202	1,321	2,613	4,136
Potential Capture Share of Market	20%	5%	1%	
Annual Owner Demand	16	35	13	64
Annual Renter Demand	40	66	26	133
Percent Owner Occupied Housing: Townhouses	20%	12%	5%	
Percent Owner Occupied Housing: Single Family	80%	88%	95%	
Annual Owner Demand for Townhouses	3	4	1	8
Annual Owner Demand for Single Family	13	31	13	56
Total Annual Demand from Turnover: Ownership	**16**	**35**	**13**	**64**
Total Annual Demand from Turnover: Rental	**40**	**66**	**26**	**133**

These assumptions generate demand during the 10-year 2009–2019 period within the NDH corridor itself – the study area – of 560 single-family owner-occupied houses, 80 owner-occupied townhomes, and 1,330 rental units.

New Housing Demand as a Result of Inducement

New housing demand will also be generated by inducement – attracting new residents from outside the NDH corridor Primary, Secondary, and Tertiary market areas. Based on historical performance data, it is assumed that induced demand for all new housing demand will be equal to 50 percent of new demand from both household growth and household turnover combined.

Table 53: Market Area Residential Estimated Captured Demand Due to Inducement

Residential: Estimated Annual Captured Demand Due to Inducement	*0-2 mile Market*	*2-5 mile Market*	*5-10 mile Market*	*Total*
Townhouse Demand from Growth and Turnover	7	14	3	23
Single Family Demand from Growth and Turnover	28	102	49	178
Rental Demand from Growth and Turnover	79	161	73	313
Proportion of Demand from In-migration/Inducement	50%	50%	50%	
Additional Growth to Market Area: Townhouses	3	7	1	12
Additional Growth to Market Area: Single Family	14	51	24	89
Total Annual Demand from Inducement: Ownership	**17**	**58**	**26**	**101**
Total Annual Demand from Inducement: Rental	**39**	**80**	**37**	**156**

New 10-year (2009–2019) induced demand will require 120 owner-occupied townhouses, 890 owner-occupied single-family detached houses, and 1,560 rental units.

Total New Residential Demand in the NDH Corridor Study Area

Given the assumption of the same annual growth rates in 2014 to 2019 as in 2009 to 2014, aggregate new housing demand for each five-year period is the same. However, annual rates will likely vary somewhat during the 2009–2014 period. Annual projections take into account the current economic downtown, most particularly the fact that for a variety of reasons, the anticipated growth in income-qualified household growth will likely accelerate from a slow growth during the first one to two years to a predicted return to "normal" market strength in the final three years. Thus, each of the initial five years will differ in growth assumptions as indicated in the following tables. The second five years, however, are assumed to grow at the same level each year, reflecting the assumption that, in fact, no extraordinary circumstances – positive or negative – can reasonably be projected at this point in time for the period of 2014 to 2019.

Table 54: Summary of Residential Demand (2009 – 2019)

Summary of Residential Demand	
2009-2014	***All Markets***
Total Average Annual Owner Demand for Townhouses	**35**
Total Average Annual Owner Demand for Single Family	**267**
Total Average Annual Owner Demand	**302**
Total Average Annual Renter Demand	**469**
Total 2009-2014 Demand: Townhouses	**175**
Total 2009-2014 Demand: Single Family	**1,337**
Total 2009-2014 Demand: All Ownership	**1,512**
Total 2009-2014 Demand: Rental	**2,345**
2014-2019	***All Markets***
Total Average Annual Owner Demand for Townhouses	**35**
Total Average Annual Owner Demand for Single Family	**267**
Total Average Annual Owner Demand	**302**
Total Average Annual Renter Demand	**469**
Total 2014-2019 Demand: Townhouses	**175**
Total 2014-2019 Demand: Single Family	**1,337**
Total 2014-2019 Demand: All Ownership	**1,512**
Total 2014-2019 Demand : Rental	**2,345**
10-year Total Demand (2009-2019)	***All Markets***
Townhouses	**351**
Single Family	**2,674**
All Ownership	**3,025**
Rental	**4,690**

New residential demand in the NDH corridor study area – i.e., demand from all potential markets for residential units that would be located within an area corresponding to the LCI study area – is summarized as follows:

- 351 townhouses
- 2,674 single-family detached houses
- 4,690 rental housing units

Total new 10-year residential demand within the NDH corridor study area equals 7,715 units.

DEVELOPMENT CONSTRAINTS

As with any community, city or market area, the redevelopment potential of the NDH corridor study area is affected by a number of factors, generally categorized for purposes of assessment as **strengths**, **weaknesses**, and **opportunities**.

The **strengths** of the study area are numerous, as reflected in both the Demographic Profile and the Market Demand analysis. Key strengths include the following:

- Excellent location close to urban employment centers, retail offerings, and cultural amenities
- Proximity not only to Interstate 85 but to the entire multiple-interstate system of the metro area
- Proximity to Atlanta Hartsfield-Jackson International Airport
- An abundance of excellent housing stock in well-established, strong residential neighborhoods
- An affluent residential base and extended employment and retail "draw area" as a result of interstate access
- Area retail and services serving community purposes
- Proximity to Emory University's educational and healthcare offerings

Collectively, these strengths make the NDH corridor study area extremely attractive as a development corridor, the current economic downturn notwithstanding. In fact, these strengths have actually contributed to, and to some extent generated, the majority of weaknesses of the study area that can act as detriments to its commercial and residential desirability.

Weaknesses impede improvements to existing businesses and residences, prevent commercial and residential upgrades and repositioning necessary to attract new markets, act as disincentives to investment, and generate social and economic conditions that can degrade an area's image to potential visitors, consumers, and residences while accelerating the deterioration of that area or community. The NDH corridor study area weaknesses include a number of conditions that, collectively, act as constraints on desirable development that improves and sustains the quality of life within the NDH corridor community. Those general area weaknesses and development constraints include the following:

Infrastructure Obsolescence or Disrepair: Local infrastructure has been strained by the demands of past developments. While not necessarily aged beyond its lifespan, local infrastructure has arguably been overtaxed by the demands made by past development. If the area is to continue to grow and flourish, infrastructure needs must be addressed.

Congested Roadways: The current layout of the road network is not conducive to the efficient flow of traffic into and out of existing or potential retail, office, and mixed-use projects in the area. The existing network of streets within the area will become even less capable of handling both community and pass-through traffic unless significant improvements are made. Currently, they contribute to the continued existence of outdated facilities and retail, thus acting as a detriment to more desirable retail, office, and residential redevelopment.

Pedestrian and Traffic Safety: Traffic conditions are unsafe for those in vehicles as well as pedestrians. With respect to pedestrians, however, conditions are particularly dangerous because of the general lack of street-crossing streetscape, sidewalk or crosswalk design.

Structural Age and Deterioration: Many, perhaps a majority, of the retail, office/industrial buildings, and apartments were constructed as part of the 1960's initial suburbanization boom in Atlanta, making them between 30 and 40 years old. This has created a perception, and a reality in many cases, of a lack of reinvestment in the study area. Many have experienced only minor improvements since that time and, consequently, are out of date and in many cases are considered blights on the community.

Commercial Design and Layout: The dominant design and layout of free-standing retail – primarily fast-food outlets – and the overall number of curb cuts along North Druid Hills Road contribute to the inefficiencies and inconveniences that characterize vehicular access to existing commercial retail and office businesses. While the design contributes to a lack of visual appeal throughout the corridor, the inefficiencies generated by curb cuts and left-hand turns magnify the traffic congestion that impedes quality, desirable development along the corridor.

Commercial Vacancies: Several of the free-standing retail/services buildings in the area, particularly along Buford Highway, are abandoned, and no reinvestment in a significant number of the buildings is being made, which acts as a deterrent to buyers who may be interested in building or investing in the study area. This adds to the dilapidated appearance of much of the area, acting as a severe constraint on new investment and commercial use.

Inadequate Open or Green Space: The lack of public open or green space is an issue.

Negative Impact on Existing Residential Communities: The strong market demand for additional retail, office, and residential development will continue to exert tremendous pressure on existing residential communities within the corridor. The current level of congestion, a lack of cohesive design standards, and the ability to develop free-standing retail/services on individual parcels fronting North Druid Hills Road, Lavista Road, Briarcliff Road, Buford Highway, and Clairmont Road all combine to negatively impact the overall perception of quality in the NDH corridor neighborhood.

Economic Underutilization of Developable Land: A significant proportion of developable land within the area is underutilized with respect to potential density, type of development, and/or resulting market and taxable values. Both commercial and residential vacancy rates are unacceptably high. The vicinity could support much higher densities because of its proximity to Interstate 85.

Difficult Assemblages due to Multiple Ownerships: Desirable mixed-use development will be extremely difficult because of the number of ownerships along the NDH corridor, including multiple ownerships within major existing commercial concentrations such as the Toco Hill Shopping Center, the "Target Quadrant," Buford Highway, and the I-85 quadrant containing the Children's Healthcare of Atlanta complex.

County Redevelopment Priority: DeKalb County has designated redevelopment in the study area as a priority in its Comprehensive Development Plan, indicating that the county recognizes both the significant value of the area with respect to quality future development as well as the numerous impediments to the desirable, appropriate development of the North Druid Hills Road corridor.

LAND USE CONDITIONS

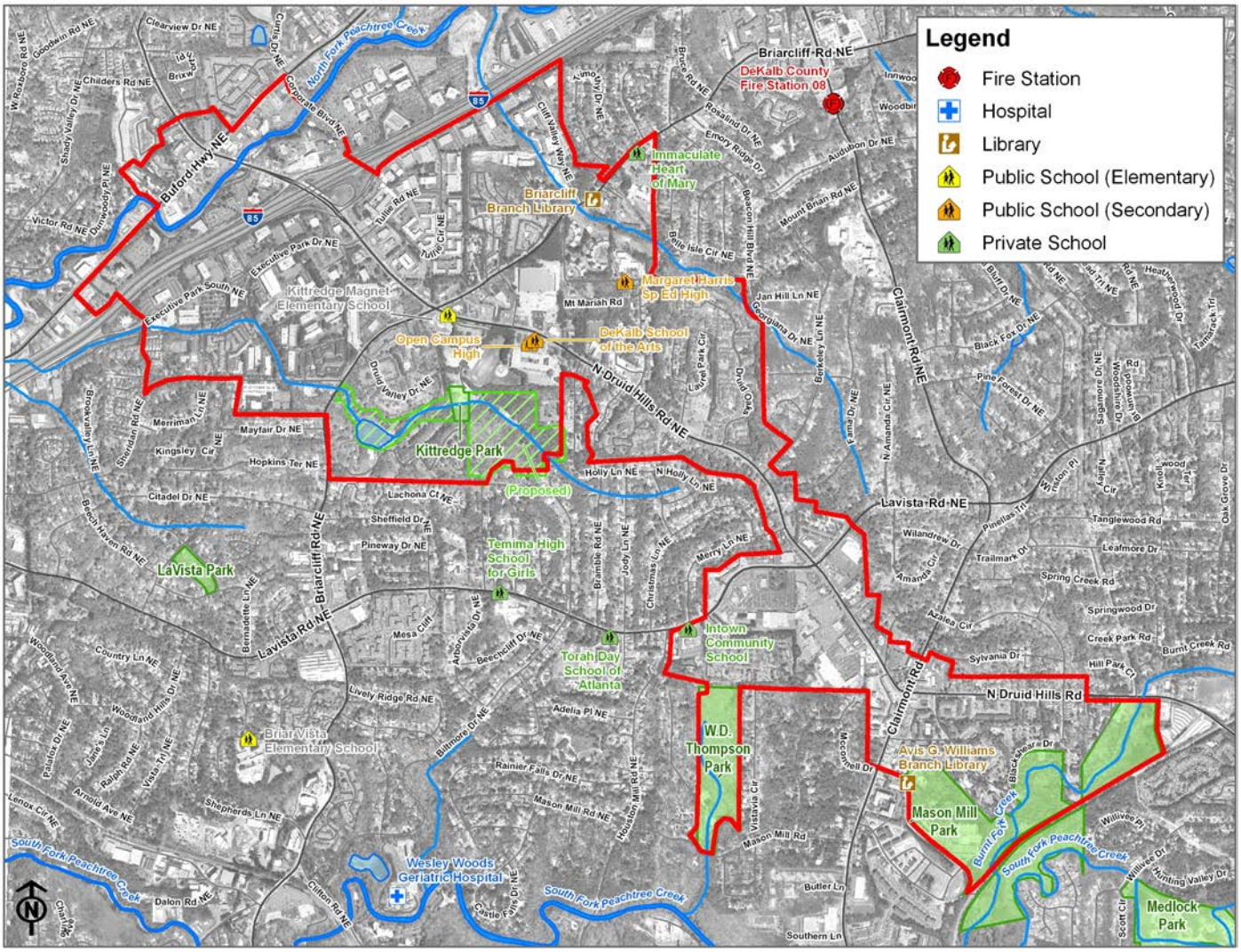
The NDH corridor is located in northern DeKalb County, bounded to the northwest by the intersection of North Druid Hills Road and Buford Highway near I-285 and to the southeast near North Druid Hills Road's intersection with Azalea Circle. The corridor represents a diversity of land uses and has a number of intensively utilized intersections, such as Clairmont Road, Briarcliff Road, and Lavista Road. It represents a highly populated area with a large number of households. Within a half-mile radius of the Briarcliff Road and North Druid Hills Road intersection, there are 1,728 households and 3,389 people alone, as evidenced by estimates from Claritas in 2007.

For transportation analysis purposes, the study area is comprised of a zone defined by a ¼-mile buffer around North Druid Hills Road. However, for land use, the area considered is less static and includes any areas believed to be relevant for assessment.

The following map identifies the location of the study area within DeKalb County. Following the map is the study area "base map," which is an aerial identifying key landmarks, environmental features (wetlands, creeks, and buffers), and roadways.

Figure 11: North Druid Hills LCI Study Area Location Map

Figure 12: North Druid Hills LCI: Study Area Base Map



PREVIOUS STUDIES AND MAJOR DEVELOPMENTS

The NDH corridor has been the subject of a number of studies aimed at stimulating improvements for areas with significant assets. Some of those studies include a case study of the Toco Hill Shopping Center for ARC's Lifelong Communities Program, a study commissioned for the intersection of North Druid Hills Road and Briarcliff Road, and a report generated by the Georgia Conservancy in collaboration with the Lindbergh Lavista Corridor Coalition.

Toco Hills Lifelong Communities Case Study: The case study, developed as part of ARC's Lifelong Communities Program with an independent consultant utilizing a charrette process, addresses land uses adjacent to the intersection of North Druid Hills Road and Clairmont Road and the intersection of Clairmont Road and Lavista Road.

This study targeted the Williamsburg Apartments, which were built in the 1960s. Much of the complex's tenants are senior citizens, and the challenge was to design for this age demographic. In addition, the case study provided an example of how to address the county's new "town center" designation, since more than 85 percent of the area falls into this character area. The site also represents a unique location with regard to land use because of its proximity to a variety of intensive land uses, including Emory University, Emory University Hospital, Wesley Woods Geriatric Center, Atlanta Veterans Hospital, and the U.S. Centers for Disease Control, which are among the largest employers in the region.

The case study took the approach that development pressures were likely to force redevelopment in the foreseeable future, which should be viewed as advantageous. The following is a brief list of the study's recommendations:

- Use redevelopment to address traffic concerns
- Provide sufficient on-site replacement housing when redevelopment does occur
- Keep the apartments along North Druid Hills Road intact for the foreseeable future
- Revitalize the Toco Hill Shopping Center to provide pedestrian-friendly land use
- Introduce a stronger grid system to the case study area
- Offer alternate routes to pedestrians to avoid street traffic
- Adopt a form-based code, such as SmartCode

North Druid Hills and Briarcliff Study: Alex Garvin and Associates (AGA) was commissioned by two of the county commissioners to generate a plan for the public realm for the 688-acre section of the corridor at the intersection of North Druid Hills Road and Briarcliff Road (including the development known as Executive Park). This process included engaging area stakeholders, community leaders, and county officials through a six-month visioning and community involvement process. The recommendations from the study included the following action items:

- A 63 percent expansion of Kittredge Park – from 32.6 acres to 52.9 acres
- Improved public access to the park and opportunities for desirable activities within the park
- The conversion of two major urban arterials – Briarcliff and North Druid Hills roads – into boulevards lined with 900 new trees
- The conversion of the intersection of Briarcliff and North Druid Hills roads into a roundabout to improve traffic flow and to create a new, central public space
- A new network of streets to provide motorists with more routes throughout the area, thereby easing the traffic load on Briarcliff and North Druid Hills roads
- A new, complete sidewalk and bike lane network as part of the new road network

- Four new street types designed with an emphasis on meeting the needs of multiple user groups (motorists, pedestrians, and bicyclists):
    - Retail street
    - Park drive
    - Residential street
    - Boulevard
    - New exit lanes from I-85
- Regulations governing various aspects of large properties in the interest of a high-quality public realm:
    - Building heights
    - The spacing of tall buildings
    - Setbacks of new buildings from existing residential properties
    - Drainage and landscaping for new parking lots
    - The preservation of existing trees
    - The spacing of trees[1]

Furthermore, a number of implementation items were recommended, including creating a new tax allocation district, establishing a redevelopment authority, and creating a new community improvement district.

Lavista Neighborhood Study: This study arose from a partnership between The Georgia Conservancy and the Lindbergh Lavista Corridor Coalition (LLCC). The LLCC is an alliance of three neighborhoods: Lindridge/Martin Manor, Lavista Park, and Woodland Hills. The Georgia Conservancy's Blueprints is an educational and technical assistance program designed to facilitate community-based planning across the state. The program focuses on neighborhood consensus building, growth strategies, and conservation. Following is a list of recommendations generated by the study:

- Achieve a unified community vision by incrementally building well-planned nodes with a distinct character and high-quality developments
- Based on the community vision, focus new commercial, mixed-use development in priority locations within nodes
- Plan and implement streetscape improvements throughout the LLCC study area nodes to make streets more pedestrian-friendly and neighborhood in feel. As outlined in the report, features appropriate with the community vision include:

1 Excerpted from *A New Public Realm for DeKalb County.* Alex Garvin and Associates, Inc. Published 2008.

- Minimal setbacks of buildings to street
- Buried utility lines
- 10-foot sidewalks
- Street and pedestrian lighting
- Landscape buffers between the street and the sidewalk
- Compliance with ADA guidelines
- Neighborhood signage and gateway features

- Expand and improve the LLCC study area park and greenspace system through a variety of public and private resources

- Implement pedestrian and bicycle networks for neighborhood and regional transportation[2]

It is also important to note that a number of Developments of Regional Impact (DRIs) have been considered for the study area. DRIs represent large-scale projects that have definitive impact on surrounding land use and the existing transportation network. The Georgia Planning Act of 1989 authorized the Department of Community Affairs (DCA) to establish procedures for review of these large-scale projects; therefore, it is possible to highlight the current applications, which are:

- Emory Healthcare Expansion Druid Hills – At the time of the regional review, the proposed expansion consisted of 395,000 square feet of clinic space and 525,000 square feet of hospital space. The proposed expansion also included the addition of 1,200 parking spaces to the existing parking deck at the Clairmont Campus of Emory University.

- Executive Park – At the time of the regional review, the proposed development included 850,000 square feet of new office space, 488,000 square feet of new retail space, 785 apartments, a 200room hotel, and 5,000 square feet of civic space on 70 acres at the intersection of North Druid Hills Road and Briarcliff Road, adjacent to I-85. The development will also include 527,755 square feet of existing office space.

- Clifton Road Mixed-Use Development – The proposed development included 872 residential units, 121,000 square feet of retail space, and a 200-room hotel on 50 acres along Clifton Road at the time of the regional review.

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2 Excerpted from *Lindbergh-Lavista Corridor Coalition: Blueprints for Successful Communities*. Georgia Conservancy. 2008.

ISSUES AND GOALS

The following matrix organizes a preliminary set of planning and development issues that have emerged from existing data, documents, meetings, and interviews with stakeholders. A community workshop was held November 17, 2009, with core committee members and community volunteers.

Table 55: Issues and Goals Matrix

Issue Identification	Land Use and Development	Economic Development	Housing	Urban Design
Problem Statement	Large block configuration that is auto oriented, promotes traffic congestion, and is not pedestrian friendly. Underutilized buildings and parcels. Aging strip malls and scattered retail along North Druid Hills Road.	Problems with ingress and egress harms business development. There is no strong presentation of the area when driving along the corridor.	Infill development incompatible with existing homes (height).	Lack of architectural and design controls. Extremely difficult to navigate corridor without vehicle; although sidewalks exist, there is no connectivity.
Issues	Non-vehicular mobility throughout the corridor is very difficult. Zoning not consistent with Comprehensive Plan.	Dated office complexes do not attract high-quality businesses. Parking setbacks detract from creating a "sense of place."	Difficult for homeowners directly on the corridor to enter and exit homes.	Lack of gateways, signage, public realm space, and community amenities.

LAND DEVELOPMENT: LAND USE, ZONING, AND POLICY CONTEXT

POLICY CONTEXT: COMPREHENSIVE PLANNING AND LIVABLE COMMUNITIES

DeKalb County recently undertook an update of its Comprehensive Plan. Following is the vision articulated within the draft plan:

> *By 2025, DeKalb County will consist of walkable communities connected to recreation and green space areas by trails and sidewalks. Neighborhoods will be protected and enhanced with compatible development. The county will develop with less sprawl, a full range of housing opportunities that is affordable to the residents, clean air and water with the protection of the environment, a good transportation system (less congestion) that uses alternative modes of travel, redevelopment of declining neighborhoods, and a strong economic base which includes job opportunities and training. DeKalb County believes in citizen involvement, and the planning and development process in order to improve the overall quality of life.*

The emphasis on "walkable communities" and connecting transportation with land use directly links the LCI study objectives with the broader policy context. Furthermore, the Comprehensive Plan agenda explains that the county seeks to use the results of the smaller, focused LCI studies to make the overall future development map a stronger tool and less vulnerable to frequent amendments in the short term. DeKalb County is approximately 80 percent built out, but according to the draft Comprehensive Plan, trends for new residential development are beginning to occur. The county is home to the second-largest population in the Atlanta metropolitan region. Continued regional population growth and the decrease in available land create new redevelopment potentials for the county. To cultivate that potential, the county government has taken several proactive measures to invite and prepare for new investors. Notably, the county has undertaken six LCI studies to date, and has incorporated study recommendations within the 2006 Comprehensive Plan. The county has also adopted two tax allocation districts (TADs) and, within the study area itself, undertook a land-swap to aid in revitalization efforts.

The new Comprehensive Plan embraces the "Corridors and Centers" policy concept of concentrating intense activity centers at key crossroads with multiple transportation opportunities. To make mixed-use activity centers a viable option, the county has also recently adopted a number of mixed-use zoning options to achieve this vision (see Zoning section below).

EXISTING LAND USE

The following is an approximation by acreage of the major land use categories within the study area boundaries:

Table 56: Existing Land Use (2009)

Land Use Description	Total Number of Acres	Percentage of Acres as a Whole
Commercial	241.76	21.59%
Multi-Family Residential	379.94	33.93%
Office	137.18	12.25%
Park	89.61	8.00%
Public Institutional	138.52	12.37%
Single-Family Residential	110.75	9.89%

While multi-family residential housing represents the largest percentage of the study area, at approximately 33 percent, the corridor is split approximately evenly between residential and non-residential uses. Office, public institutional, and commercial represent 46 percent of the corridor. On the other hand, residential uses account for 43 percent of the study area's acreage, with park space accounting for the remainder.

However, it is important to note that while there seems to be a balance of uses, the location of uses presents concern. Figure 13 highlights the inconsistency of land uses throughout the corridor.

The Figure 14 map is a reproduction of the Character Area Map found in the Comprehensive Plan for the study area. Following the Character Area Map is a diagram that places the study area in a regional context, relating regional, town, and neighborhood centers to key transportation corridors, in accordance with the Comprehensive Plan's Concept Map for long-range development.

Figure 13: North Druid Hills LCI Existing Land Use

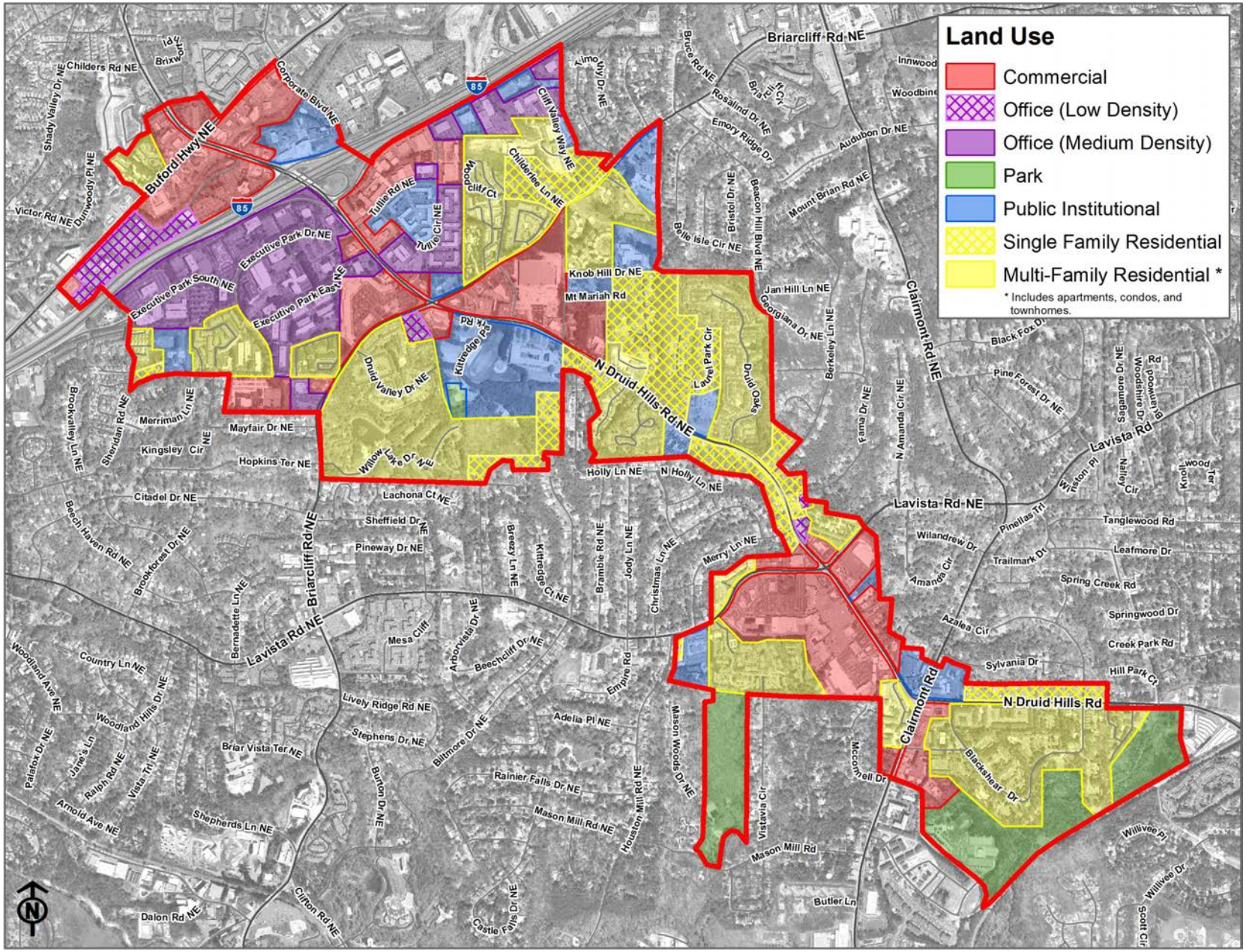
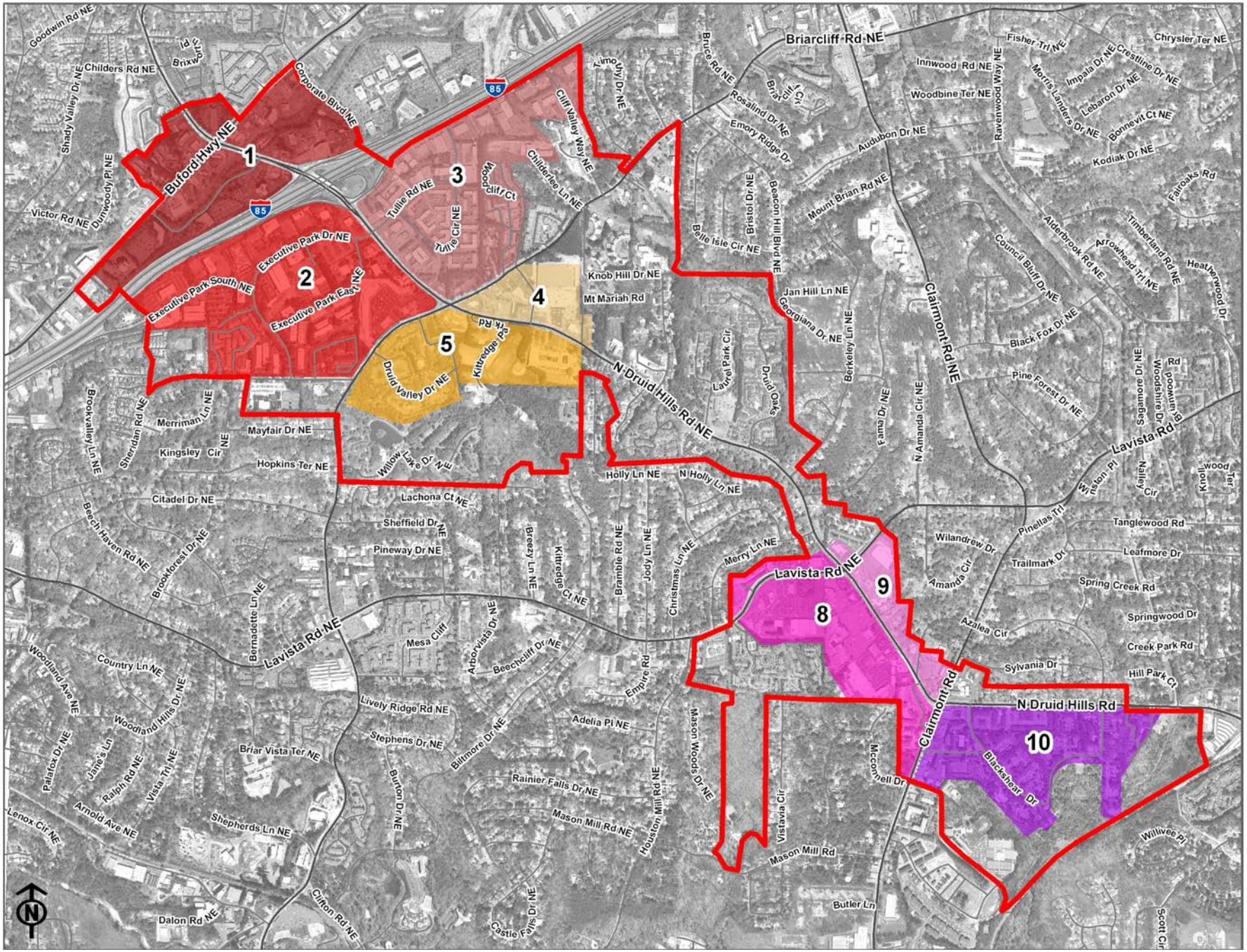


Figure 14: DeKalb County Future Development Map - Central West Planning Area



Some of the most notable character area designations are as follows:

- The segment of Buford Highway that is included in the study area is defined as a Commercial Redevelopment Corridor (CRC). A CRC, as defined by the DeKalb County 2025 Comprehensive Plan, has "declining, unattractive vacant or underutilized strip shopping center; with high vehicular traffic and transit if applicable; onsite parking; low degree of open space; moderate floor to area ratio; large tracks of land and campus or unified development." Implementation measures for this character area include landscaping improvements, encouragement of mixed-use development, and heightened buffer requirements.

- The Comprehensive Plan identifies the area immediately southeast of North Druid Hills Road's intersection with Interstate 85 as an Office Park. The plan states that the primary goal for the area is to "provide areas primarily used for office purposes that also contain accessory commercial and residential uses to reduce automobile dependency ills." Implementation measures include a walkable pedestrian design, flexible parking standards, and transit-oriented development.

- Briarcliff Road's intersection with North Druid Hills Road is defined as a Neighborhood Center. The county's plan states that the intent for a Neighborhood Center is to provide "areas that can serve the local neighborhood's needs for goods and services." The plan proposes that residential densities are appropriate up to the point of 24 units an acre. Implementation measures for this area range from right-of-way improvements, flexible parking standards, and mixed-use zoning districts.

- The Comprehensive Plan has designated the southwest side of the intersection of North Druid Hills Road and Clairmont Road continuing to all sides of Lavista Road as a "town center." A "town center" is defined as a "focal point for several neighborhoods with a variety of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians." The plan proposes that residential densities are appropriate up to the point of 60 units an acre. Implementation measures for this area range from accessory housing units for primary uses to economic development incentive districts. Furthermore, design guidelines are proposed for any development in the area, including setback, height, and buffer requirements.

- DeKalb County has assigned much of the corridor's remaining area as the Suburban Character Area designation. A Suburban Character Area is characterized primarily by residential land use and allows up to eight units per acre; however, actual density allowances vary greatly depending on zoning district.

Parks and Amenities

The corridor benefits from a variety of parks and amenities within the boundaries of the study area. Further examination is required to determine if the level of service provided by the parks is adequate for meeting the needs of the community, but parkland accounts for 8 percent of the total acreage in the study area. Following is a brief listing of recreational community amenities in the North Druid Hills LCI study area:

Kittredge Park: Kittredge Park is a DeKalb County-owned park located off North Druid Hills Road behind the DeKalb School of the Arts and adjacent to Holly Lane. The park originally consisted of 2.66 acres and in 2004 was expanded to 32.01 acres. It includes the land formerly known as the Elywn John Wildlife Sanctuary. In 2004, DeKalb County acquired additional land for an expansion to the park. Currently, the county is holding public meetings as part of a master plan process.

W.D. Thompson Park: Located off of Mason Mill Road, this 29-acre park provides a variety of amenities for the surrounding community. The park has a multiuse field, a basketball court, tennis courts, a playground, and picnic areas with trails for pedestrians. The county is seeking to revitalize the park, and a master plan is under way. The most recent public meeting on the master plan was held in November 2009.

Mason Mill Park: Located on McConnell Drive near Clairmont Road, this 111 acre park provides the surrounding community with a variety of amenities. Tennis courts, a recreation center, picnic area, dog park, and trails are available for public enjoyment. Currently a master plan is under way, and the most recent public meeting was held February 2, 2010.

ZONING

Given the length of and development intensity along the corridor, the study area consists of a mixture of zoning districts. These districts range from O-I (Office Institutional), C-1 and C-2 (Commercial), Neighborhood Shopping (NS), various residential multi-family densities (RM), M (Industrial), and R (Single-Family Residential).

No part of the corridor has thematic consistency with regard to zoning. High-density residential abuts single-family residential in certain places, a situation that could lead to inappropriate transitions. Furthermore, the separation between commercial, office/institutional, and industrial is not clear and extremely haphazard.

There is significant disparity between the zoning classifications that currently exist and the zoning needed to implement the Comprehensive Plan. Most importantly, the key nodes along the corridor have character area designations that are incompatible with current zoning. Following is an examination of each node.

North Druid Hills Road and Buford Highway: This node is largely a mix of C-1, C-2, M, and RM. None of the aforementioned zoning districts allows a mix of uses, a stated implementation measure for the Commercial Redevelopment Corridor. Moreover, industrial zoning (M) is incompatible with the intent of the CRC character area or the Office Park (OP). Finally, much of the OP character area is zoned commercial or industrial, which does not support the intent of having the land use defined mostly by office park and campus development.

Many of the same problems exist for the North Druid Hills Road and I-85 node. Consisting mostly of a mixture of industrial, commercial, and office/institutional, the character area's zoning does not support the character area goal of Office Park. The haphazard zoning does not allow for a consistent theme to form within the character area.

Similarly, the Comprehensive Plan seeks to define the intersection of North Druid Hills Road and Briarcliff Road as a "Neighborhood Center," a focused node of walkable streets and centralized pedestrian environment, but none of the zoning districts present allow for mixed use. Furthermore, none of the zoning districts presents requirements to foster a pedestrian-scaled development. The same issues are present at the North Druid Hills Road and Lavista Road intersection as well as Clairmont Road's intersection with North Druid Hills Road. The commercial, office/institutional, and multi-family residential districts present at these locations do not allow for any mix of uses. Moreover, the "town center" character desired by the Comprehensive Plan cannot be achieved without creation of pedestrian-scaled development, which none of the designations distinctly promotes.

The corridor must also contend with intermittent spots of low-density residential. Several parcels directly along the corridor are zoned R-100, R-75, or R-85. Thus, some segments of the corridor experience curb cuts for driveways every 75 feet, a definitive impact on egress and ingress.

These concerns highlight the variety of challenges the corridor faces with regard to zoning; however, it is important to note that DeKalb County is in the process of rewriting its zoning code to redefine many of its zoning code districts.

A consultant team has been selected to rewrite the DeKalb County zoning ordinance and recommend changes to other ordinances related to land development and subdivisions. The following is a list of the goals and objectives of the zoning code rewrite:

- Create zoning districts that correspond to Comprehensive Plan character areas in balance with issues heard from stakeholders.
- Promote mixed-use and live/work/play zoning districts. Include new mixed-use districts for activity centers and commercial corridors with design and site standards.
- Address major development issues and procedures.
- Establish criteria for development in activity centers (places people visit frequently, transition areas (where residential meets commercial), buffering, and cross-parcel access.

- Improve user friendliness and structure. Include a How-to Guide, expanded definitions, graphic illustrations, consolidated districts, tables to detail all permitted uses in each district, and standardized procedures. Improve zoning and administrative processes.
- Include changes to application requirements, correct overlaps in process, and streamline expanded definitions.
- Create zoning incentives/form-based code. Include urban design regulations, performance standards, density bonuses, and "lifelong community" standards where appropriate.

To date, seven community workshops have been held to gather input and provide background. Three workshops targeting the development community have also been held, and a Task Force and Executive Committee comprised of county staff, area agencies, and citizens has been meeting regularly to provide additional insight, feedback, and guidance. Summaries from all meetings are available from DeKalb County.

NORTH DRUID HILLS ROAD CORRIDOR DEVELOPMENT OPPORTUNITIES

Opportunities are those potential redevelopment and new development projects, improvements, and initiatives that could be achieved in a community. Based on identified strengths, weaknesses, and generators, the North Druid Hills corridor community opportunities will be shaped by several demographic and market factors. In the study area and associated market areas, growth over the next 10 years – and probably the next 25 years – will be influenced by several consumer-strength and consumer-choice factors.

As indicated in the Demographic Profile section of this Existing Conditions Report, current projections show relatively strong growth in all residential and commercial areas based on corresponding growth of the retail and office markets.

Steady increases in household and disposable income should result in a corresponding increase in consumer commercial and residential purchasing power.

The major strengths of the North Druid Hills Road corridor study area also present the greatest threats to the area:

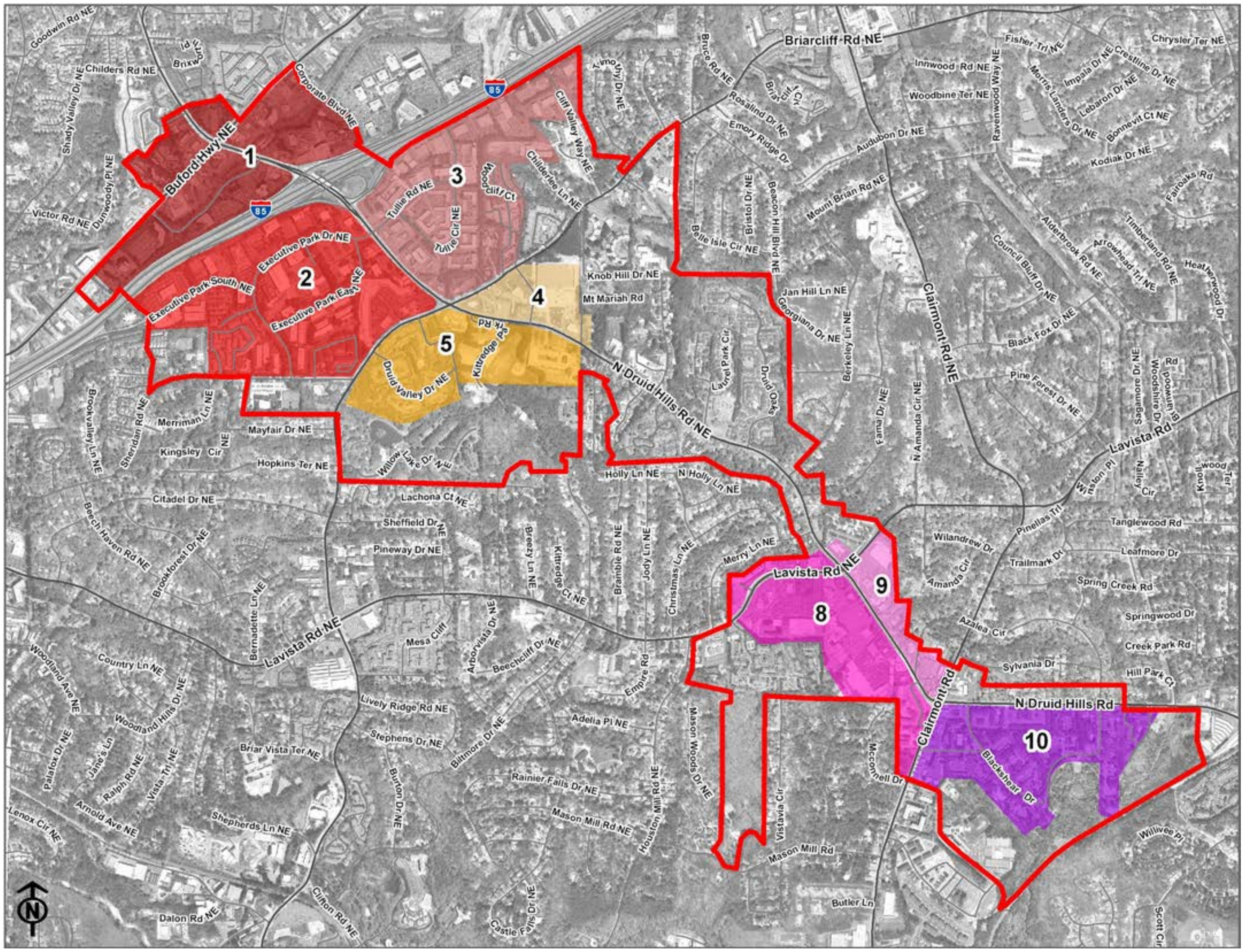
- Development that is both inappropriate to the current and emerging markets as well as uncontrolled with respect to design, layout, and street positioning
- Encroachment into established residential communities
- Increased traffic congestion and inconvenience regarding access and egress to residential streets, retail shops, and office properties
- An aging infrastructure that simply cannot accommodate anticipated future residential and commercial growth – thus acting as a current constraint on desirable development within the NDH corridor

To mitigate the threats of misdirected overdevelopment that negatively impacts the quality of life, residential values, and commercial values of the area, future development must be concentrated into designated development nodes that can best accommodate high-density, mixed-use. Primarily, these nodes must provide access to I-85 and have physical characteristics allowing adequate buffers between commercial development and residential neighborhoods.

With these considerations in mind, opportunities in the NDH corridor area include the following:

1. Town Center Development Node 1: Buford Highway
2. Town Center Development Node 2: Executive Park
3. Town Center Development Node 3: North Druid Hills across from Executive Park
4. Neighborhood Center Development Node 1: Target quadrant
5. Neighborhood Center Development Node 2: Briarcliff Road at NDH south quadrant
6. Hotel and conference center in any town center node
7. Green spaces and small recreation amenities throughout the area, particularly in the Kittredge Park area
8. Neighborhood Center Development 2: Toco Hill Shopping Center
9. Neighborhood Center Development 3: L.A. Fitness center and commercial strip along North Druid Hills Road between Lavista Road and Clairmont Road
10. Neighborhood Center Development 4: Williamsburg Residential and Commercial Area

Figure 15: North Druid Hills LCI Development Opportunities



TRANSPORTATION NETWORK

The transportation network in the North Druid Hills LCI is made up of roadway, transit, bicycle, and pedestrian facilities. The existing conditions analysis of the roadway network includes a discussion of the traffic analysis and transit, bicycle, pedestrian, freight, parking, and safety conditions.

GENERAL ROADWAY NETWORK

The area through which North Druid Hills Road runs was one of the first suburbs of Atlanta and developed in that style. Street configuration in the study area is typical suburban, with cul-de-sacs as opposed to a traditional grid network.

REGIONAL CONTEXT

At one end of North Druid Hills Road is the Buckhead employment center and at the other are the Stone Mountain freeway and eastern suburbs. The Atlanta Regional Commission estimates that there were approximately 93,000 jobs in the Buckhead superdistrict in 2008.

North Druid Hills Road is part of the regional transportation network and intersects an interstate, a national highway, and several state highways. North Druid Hills Road provides access to the national highway network through its interchange with I-85 and intersection with U.S. 23 (Clairmont Road).

The following roads in the study area are part of the ARC Regional Strategic Transportation System:

- North Druid Hills Road
- Briarcliff Road south of North Druid Hills Road
- Lavista Road
- Clairmont Road

AREA TYPE AND FUNCTIONAL CLASSIFICATION

Roadways are classified by Georgia Department of Transportation (DOT) based on area type and functional classification. Area type is either urban or rural, with different design standards required for each. The area type for all roads in the study area is urban. Functional classification provides a hierarchical ranking based on the mobility and accessibility a street provides to users. Higher functional classifications provide more mobility and limited access. Conversely, lower functional classifications provide less mobility and excellent access to adjacent land uses. Following are descriptions of functional classes, from the highest functional class to the lowest.

Interstate principal arterials are grade-separated facilities that provide the highest level of mobility, but no access to adjacent land uses and controlled access to the intersecting road network only at interchanges. Freeways and expressways provide similar mobility and access, but generally connect regional destinations and not multiple states. Examples in metro Atlanta include SR 400 and the Stone Mountain Freeway.

Principal arterials carry traffic between regional activity centers, such as a central business district and bedroom communities. These facilities may have at-grade intersections and driveways. Examples in metro Atlanta include Freedom Parkway and Ponce de Leon Avenue.

Minor arterials also carry regional traffic, but have comparatively more at-grade intersections and driveways. North Decatur Road east of Briarcliff Road is an example in metro Atlanta.

Collector streets are the link between local roads and arterials. They have numerous at-grade intersections and driveways. Examples in metro Atlanta include Dresden Drive and Lullwater Road.

Local roads provide excellent access to land at the expense of mobility. Subdivision streets with driveways for each single-family home are a good example of local roads.

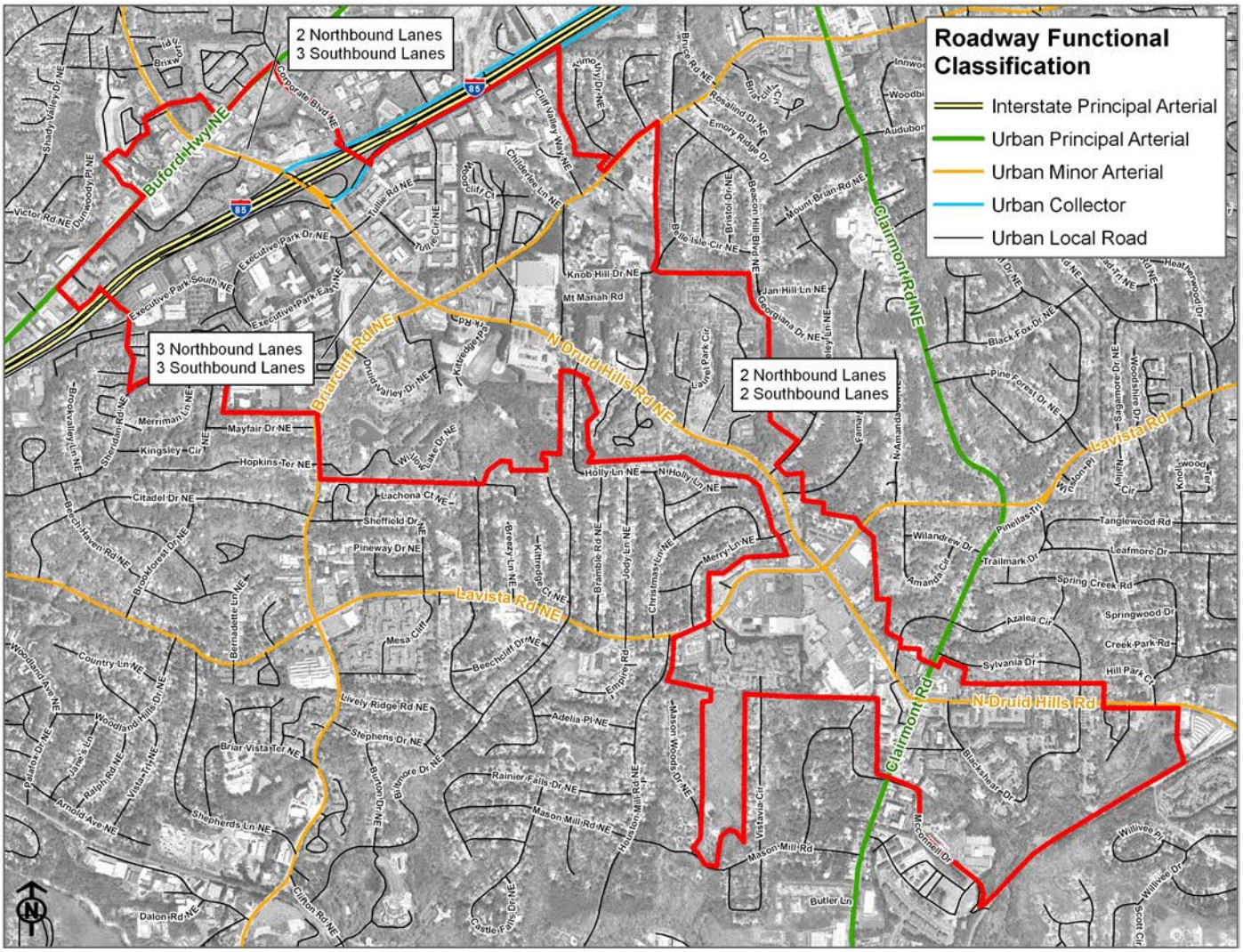
Key roadways in the study area have the following area types and functional classifications:

- North Druid Hills Road – urban minor arterial
- Buford Highway – urban principal arterial
- I-85 – interstate principal arterial
- I-85 Access Road – urban collector
- Briarcliff Road – urban minor arterial
- Lavista Road – urban minor arterial
- Clairmont Road – urban principal arterial
- All other streets in the study area – urban local road

Urban minor arterial is the highest functional classification serving east-west travel in the study area. The nearest east-west urban principal arterial is Ponce de Leon Avenue/Scott Boulevard, which is substantially south of the study area.

Figure 16 on the following page illustrates the roadway network and functional classifications in the study area:

Figure 16: North Druid Hills LCI Roadway Network and Functional Classification (2009)



CHARACTER

North Druid Hills Road serves regional through trips, access to and distribution from I-85, and local shopping trips. North Druid Hills Road is generally four lanes wide, with additional turn lanes at major intersections. The posted speed limit is 40 miles per hour.

Buford Highway runs parallel to I-85 and serves regional through trips as well as access to shopping centers and free-standing commercial establishments. The road is seven lanes wide, three in each direction and a center two-way left-turn lane. The posted speed limit is 45 miles per hour.

Briarcliff Road is a two-lane road with additional turn lanes at major intersections. Briarcliff Road serves shopping centers, commercial establishments, and both multi- and single-family residences. The posted speed limit is 35 miles per hour.

Lavista Road is a four-lane facility from the study area boundary, past North Druid Hills Road to the apartment complex/L.A. Fitness driveways where it drops to two lanes. There are additional turn lanes at major intersections.

Within the study area, Lavista Road serves regional through trips and access to shopping centers, commercial establishments, and multi-family residential. The posted speed limit is 35 miles per hour.

Clairmont Road is generally four lanes wide, with two lanes in each direction. Occasionally, the road widens to accommodate a center two-way left-turn lane and additional turn lanes at major intersections. Regional through trips are served by Clairmont Road, with an interchange at I-85 north of the study area and downtown Decatur to the south. The posted speed limit is 40 miles per hour.

ACCESS MANAGEMENT AND CURRENT ACCESS

Access management is important because motorists turning right or left from driveways or cross streets move more slowly than through traffic. These slower-moving vehicles disrupt the flow of traffic on the main line, lowering throughput. Additionally, broadside and rear-end collisions are the result of conflicts produced by the speed differential between motorists on the main road and those entering from driveways and cross streets.

Currently, there are a total of 139 driveways on North Druid Hills Road, with an average of 115 feet between each driveway. This high number of driveways leads to a reduction in throughput and safety.

According to Benefits of Access Management: Access Spacing prepared by the Federal Highway Administration (FHWA), roadway speeds are reduced by an average of 2.45 miles per hour for every 10 access points per mile. Currently, North Druid Hills Road has 46 driveways per mile. Cutting the number of driveways per mile roughly in half, to 26, by consolidating or removing driveways could result in a speed increase of 4.9 miles per hour and better throughput. However, along arterials, signal timing and intersection capacity have a strong influence on throughput as well. Reducing access alone will not improve the capacity of the corridor.

According to the Minnesota Department of Transportation, roads with a large number of closely spaced driveways are always less safe than similar facilities with stricter access management. Urban roadways with 100 feet between driveways experience approximately 100 percent more accidents than similar roads with a driveway spacing of 250 feet. As posted speeds increase, conflict increases. Based on Driveway Spacing Best Practices used in Florida and Ohio for an arterial street with a posted speed limit of 40 miles per hour, minimum driveway spacing is 230 feet with a maximum of two driveways per 500-foot block face. To meet this best practice, the number of driveways on North Druid Hills Road would need to be cut in half.

Major cross streets, defined as urban minor arterials or higher, along North Druid Hills Road include the following:

- Buford Highway – state route
- I-85 – interstate and state route
- Briarcliff Road – state route
- Lavista Road – state route
- Clairmont Road – national highway and state route

Minor cross streets, defined as urban local roads that provide access to another major street, along North Druid Hills Road include the following:

- Executive Park Drive/Tullie Road
- Holly Lane
- Knob Hill Drive
- Berkeley Lane
- Merry Lane
- Azalea Circle

TRAFFIC ANALYSIS

A planning-level traffic analysis was conducted to identify segments along major roadways in the North Druid Hills study area that are currently over capacity. This planning-level analysis has much lower cost and data requirements than a micro-simulation methodology, such as a Highway Capacity Manual (HCM) analysis, with the tradeoff of lower accuracy. Because the intent of this study is to recommend potential improvements and not to perform detailed design, this level of analysis is applicable. However, micro-simulation is appropriate during the preliminary engineering and design phases of any recommended project.

For planning-level analyses, the Florida Department of Transportation developed a series of tables with traffic volumes and corresponding level of service (LOS). Generalized peak-hour, two-way volumes for Florida's urbanized areas were used. These tables were used for two reasons. First, they are the most researched in the nation. Second, development patterns and demographics in Georgia are fairly similar, to the point that the tables are also used in the Georgia Regional Transportation Authority (GRTA) Development of Regional Impact review process as an alternative to a more detailed HCM analysis.

As input, this methodology requires either 24-hour or peak-hour traffic volume counts. Twenty-four hour tube counts were taken, with data reported in 15-minute intervals. Less-detailed 24-hour data from Georgia DOT State Traffic and Report Statistics (STARS) was used when available. All 24-hour tube counts include vehicle classification, so percentage of trucks can be calculated. In contrast, only some of the Georgia STARS locations included truck percentage. The percentage of trucks in the study area is relatively low and is discussed further in the Freight section of this report.

Assigning letter grades is a common way of measuring the LOS being provided by a roadway facility. While the letter grades are roughly equivalent to student report cards, with LOS F being failing and LOS A being the best, achieving a LOS above C is not cost-effective because transportation investments are expensive and the excess capacity associated with LOS A and B is unused. Finally, as a result of cost constraints, LOS D is often considered an acceptable LOS in urban areas.

Table 57: Level of Service Grades and Descriptions

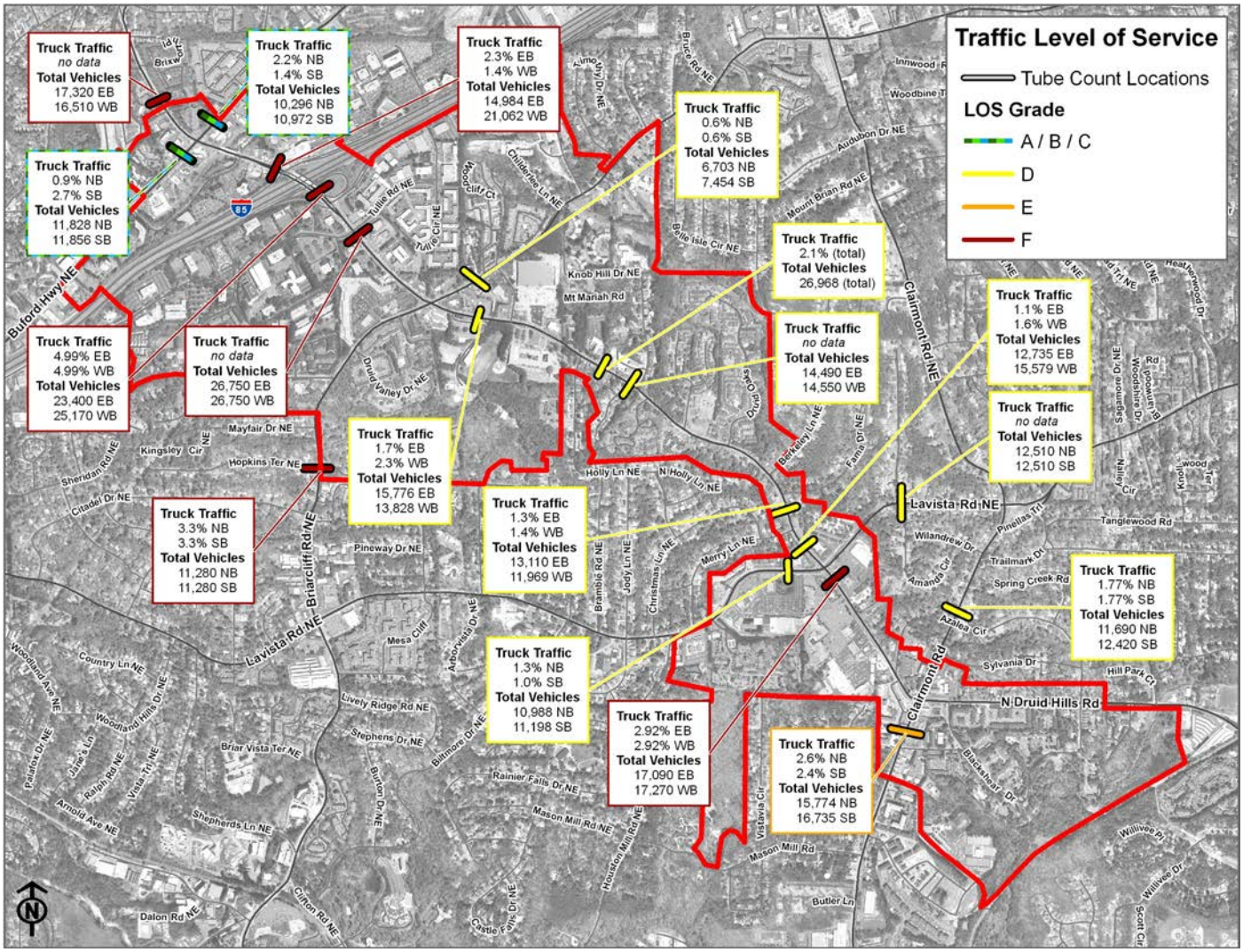
Grade	Description
A	Completely free-flow conditions. Operation of motor vehicles is virtually unaffected by the presence of other vehicles. Drivers are constrained only by the geometric features of the highway and his/her personal driving preferences. Minor disruptions to traffic flow are easily absorbed without a change in travel speed.
B	Free-flow conditions, but the presence of other vehicles begins to be noticeable. Average travel speeds should still be the same as LOS A, but drivers have slightly less room to maneuver. Minor disruptions to traffic flow are still easily absorbed without a change in travel speed. Nevertheless, there could be some brief, localized deterioration in flow.
C	Represents a range of driving conditions where the influence of traffic density becomes very noticeable. Average travel speeds begin showing some reduction. Drivers' ability to maneuver is clearly affected by the presence of other vehicles. Minor disruptions can be expected to cause queuing and serious, localized deterioration in traffic flow.
D	Represents a range of driving conditions where the ability to maneuver is severely restricted because of traffic congestion. Average travel speeds are reduced because of increased volumes. Only minor disruptions can be absorbed without the formation of extensive queuing and deteriorating traffic flow.
E	Represents driving conditions at or near capacity and is quite unstable. Vehicles can operate with minimum spacing at which uniform flow can be maintained. Disruptions cannot be readily dissipated. Disruptions will likely cause queues to form and service to deteriorate to LOS F. Passenger car mean speeds at capacity are highly variable and unpredictable.
F	Represents forced or breakdown flow. Occurs either at a point where vehicles arrive at a rate greater than the rate at which they are discharged or at a point on a planned facility where forecasted demand exceeds computed capacity. Although operations at such points and on sections immediately downstream will appear to be at capacity, queues will form behind these breakdowns. Operations within queues are highly unstable with vehicles experiencing brief periods of movement followed by stoppages.

Source: Highway Capacity Manual 2000, Transportation Research Board

Several roadway segments in the study area are currently operating at a failing level of service, or are on the cusp of becoming over capacity. North Druid Hills Road is most congested near the interstate, from the study area border to Briarcliff Road, where it is currently operating at LOS F. The highest-volume section of North Druid Hills Road is between I-85 and Briarcliff Road. The middle section of the corridor from Briarcliff Road to Lavista Road is operating at LOS D. While LOS D is acceptable, with projected growth in the Atlanta region and the market area, operations will deteriorate in the future.

Major roadways crossing North Druid Hills Road are also currently operating at or over capacity. Briarcliff Road in the study area is operating at LOS D to the north of North Druid Hills Road and LOS F to the south. Clairmont Road is operating at LOS D to the north of North Druid Hills Road and at LOS E to the south. In contrast, Buford Highway and Lavista Road are operating at LOS C or better, with the exception of the two-lane segment of Lavista Road to the north of North Druid Hills Road, which is at LOS D.

Figure 17: North Druid Hills LCI Traffic Volume and Level of Service (2009)



Traffic to and from I-85 is likely contributing to the issues on North Druid Hills Road and Briarcliff Road. Conditions on North Druid Hills Road between Briarcliff Road and I-85 would likely be worse if Briarcliff Road was wider than two lanes. To the south of North Druid Hills Road, Buford Highway is a six-lane facility and carrying approximately the same volume as Briarcliff Road, which is two lanes wide. Better connections between Briarcliff Road and Buford Highway could provide alternate routes and potentially mitigate conditions on Briarcliff Road.

In the southeastern section of the study area, Clairmont Road is a major north-south route, while Lavista Road serves east-west travel. Heavy volumes on Lavista and Clairmont roads are likely contributing to issues on the segment of North Druid Hills Road running between the two.

The following table provides an overview of existing traffic volumes and LOS on key roadway segments in the study area.

Table 58: Existing Traffic Volumes and Level of Service (2009)

Location		AADT	LOS
Facility	At		
North Druid Hills Road	South of Childers Road	33,830	F
	West of I-85 Southbound Ramp	36,046	F
	Between I-85 and I-85 Access Road	48,570	F
	East of Executive Park Drive	53,500	F
	East of Briarcliff Road	29,604	D
	East of Holly Lane	26,968	D
	East of Briar Oaks Trail	29,040	D
	East of Fama Drive	25,079	D
	West of Lavista Road	28,314	D
	East of Lavista Road	34,360	F
Buford Highway	North of North Druid Hills Road	21,268	C
	South of North Druid Hills Road	23,684	C
Briarcliff Road	North of North Druid Hills Road	14,157	D
	South of North Druid Hills Road	22,560	F
Lavista Road	North of North Druid Hills Road	12,510	D
	South of North Druid Hills Road	22,186	A/B/C
Clairmont Road	North of North Druid Hills Road	24,110	D
	South of North Druid Hills Road	32,509	E

Twenty-four hour traffic volumes only tell part of the story. While a facility may be over capacity on a daily basis, depending on the distribution of trips, it might not be over capacity during the peak hour. For example, a roadway segment with heavy traffic all day may be over capacity in the 24-hour analysis, but since the traffic is spread throughout the day, it may be operating fine during the peak hours. Peak hours are defined as the hour in the a.m. and the hour in the p.m. with the highest traffic count.

Duration of congestion is important for recommending and prioritizing roadway improvements. During the peak hour, a facility may be operating at an unacceptable LOS. However, the cost-effectiveness of implementing a project to address congestion occurring for two hours a day is low. Roadways with a longer duration of congestion have a higher need and will provide more benefits.

A peak-period analysis was not performed on every road segment in the corridor, because the analysis could only be performed on segments for which tube counts were collected. Georgia STARS data that was available included only the total 24-hour volume and was not available in 15-minute increments.

Most roadway segments in the study area for which a peak-hour LOS analysis was performed are operating at LOS C or better. Four segments are operating at LOS D; however, North Druid Hills Road east of Briarcliff Road is at LOS D for only two hours in the afternoon. Briarcliff Road north of North Druid Hills Road is operating at LOS D for an hour in the morning and an hour in the afternoon.

The other two segments operating at LOS D are congested for a substantial amount of time. North Druid Hills Road west of the I-85 southbound ramp is operating at LOS D for three hours during the morning and two hours in the afternoon. The worst segment analyzed is Clairmont Road south of North Druid Hills Road, which is operating at LOS D from 6:00 a.m. until 8:00 p.m. The following table provides an overview of current peak-hour LOS.

Table 59: Existing Peak-Hour Level of Service (2009)

Location		AM		PM	
Facility	At	LOS	Duration (Hours)	LOS	Duration (Hours)
North Druid Hills Road	West of I-85 Southbound Ramp	D	3	D	2
	East of Briarcliff Road	A/B/C	-	D	2
	East of Holly Lane	A/B/C	-	A/B/C	-
	East of Fama Drive	A/B/C	-	A/B/C	-
	West of Lavista Road	A/B/C	-	A/B/C	-
Buford Highway	North of North Druid Hills Road	C	-	C	-
	South of North Druid Hills Road	C	-	C	-
Briarcliff Road	North of North Druid Hills Road	D	1	D	1
Lavista Road	North of North Druid Hills Road	C	-	C	-
Clairmont Road	South of North Druid Hills Road	D	6	D	8

PLANNED AND PROGRAMMED ROADWAY PROJECTS

Following is an overview of the several roadway projects planned or programmed for the corridor:

- Buford Highway
    - Operational improvements including Intelligent Transportation Systems (ITS) (DeKalb Comprehensive Transportation Plan)
- Briarcliff Road
    - Capacity (DeKalb Comprehensive Transportation Plan)
- Clairmont Road
    - Capacity (DeKalb Comprehensive Transportation Plan)

TRANSIT

The MARTA service area includes DeKalb and Fulton counties. Within these two counties, MARTA operates heavy rail and bus service. Although there are no heavy rail stations in the North Druid Hills LCI study area, all bus routes in the study area connect to at least one rail station.

Transit Planning Board Concept 3 is a regional transit plan based on previous planning efforts aimed at providing a seamless transit experience across the Atlanta region. Concept 3 was adopted in August 2008. While some components of the plan are funded, Concept 3 as a whole is an aspirations-based plan that is not completely funded. Projects in Concept 3 relevant to the North Druid Hills LCI include:

- Arterial rapid bus along Buford Highway
- Commuter rail and streetcar from Lindbergh Center to Emory (south of the study area)

No transit recommendations in Concept 3 are near the study area or parallel to North Druid Hills Road.

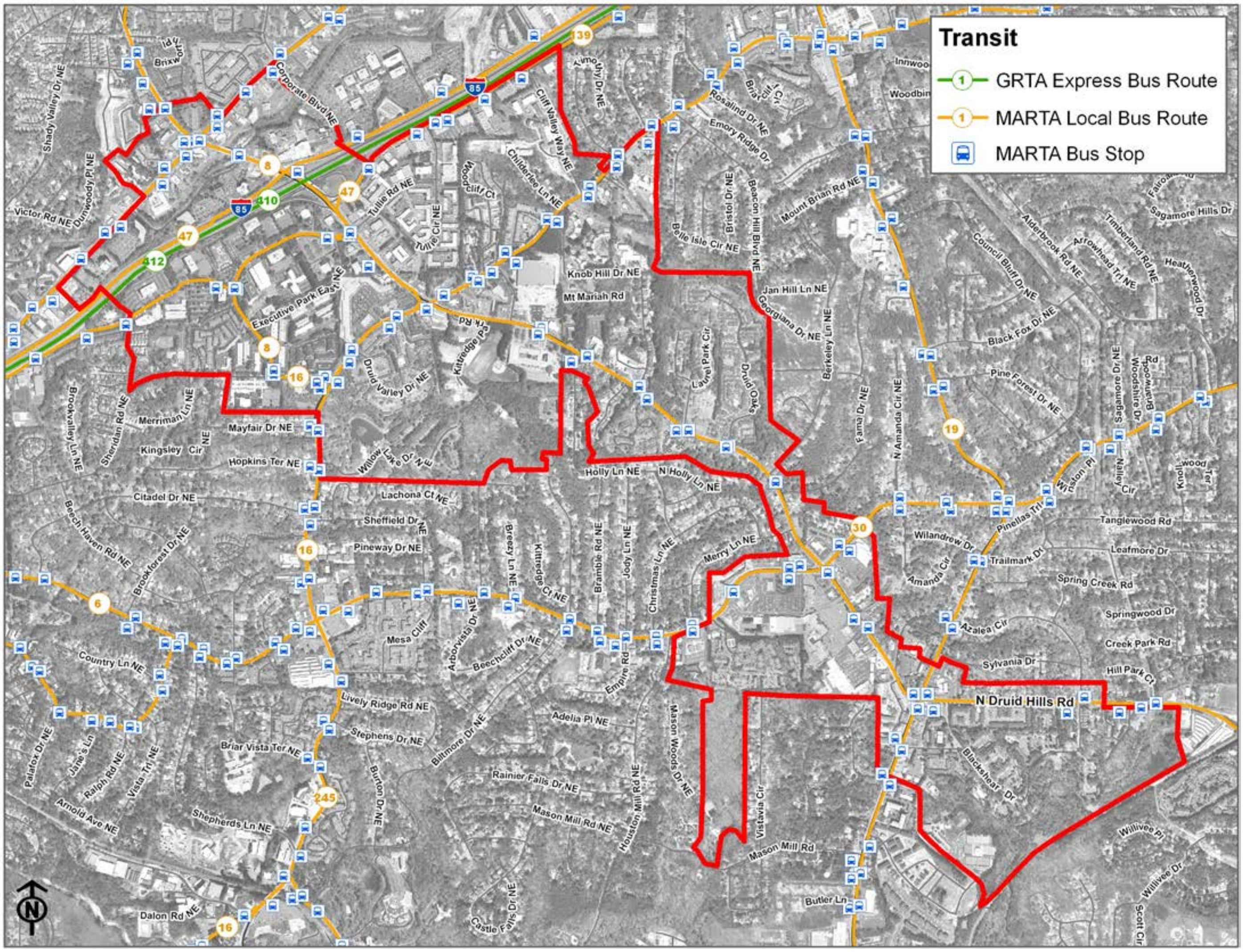
The following sections provide an overview of MARTA bus routes, Cliff shuttle service, and planned and programmed transit projects in the study area.

MARTA BUS SYSTEM

The study area is currently served by the MARTA bus system. Multiple bus stops are distributed throughout the study area, primarily along the main roads. The following map shows the locations of existing stops.

Bus stop conditions vary within the study area. Most stops are signs on poles. Some shelters with benches and trash cans are located along Buford Highway. Briarcliff Road stops all have signs on poles, with the exception of one shelter on the southeast corner of Briarcliff and North Druid Hills roads. Clairmont Road has primarily signs on poles with an occasional trash can provided at the stop. Schedule information and route maps are not provided at any bus stops in the study area.

Figure 18: North Druid Hills LCI Existing MARTA Routes and Bus Stops (2009)



MARTA bus headways in the study area vary depending on the route and can range from 12 to 50 minutes. The following table summarizes key MARTA bus routes within the study area.

Table 60: Existing MARTA Bus Route Operating Characteristics (2009)

Weekday							
Route		Headway (in Minutes)				Hours of Operation	
Number	Name	A.M. Peak	Mid-Day	P.M. Peak	Evening	Start	End
8	North Druid Hills	35	45	35	45	5:15 a.m.	12:41 a.m.
16	Nobel	20	30	20	30	5:10 a.m.	11:47 p.m.
19	Clairmont Road	15	50	25	50	5:55 a.m.	12:46 a.m.
30	Lavista Road/Northlake	50	50	50	50	5:29 a.m.	11:28 p.m.
33	Briarcliff Road	50	50	50	50	5:15 a.m.	12:22 a.m.
39	Buford Highway	12	15	12	15	4:48 a.m.	1:23 a.m.

Source: MARTA

Following is an overview of key MARTA bus routes serving the study area. Beginning and endpoints of each route are identified and important destinations along each route are listed.

Route 8 North Druid Hills is the primary route serving the study area. The route terminates at the Avondale MARTA Station south of the study area and the Brookhaven MARTA Station north of the study area. Within the study area, Route 8 enters on North Druid Hills Road, loops through Executive Park, briefly travels along Sheridan and Briarcliff roads, and then continues on North Druid Hills Road through the study area. Executive Park, Target, Toco Hill Shopping Center, and Williamsburg are all important destinations served by this route.

The termini of Route 16 Nobel are the Five Points MARTA Station in downtown Atlanta and Executive Park in the study area. This route runs north-south through the western side of the study area, mostly along Briarcliff Road. Route 16 loops through Executive Park on Sheridan Road and Executive Park Drive, reconnecting with Briarcliff Road via North Druid Hills Road. Loehmann's Plaza and Executive Park are key destinations in the study area served by this route.

Route 19 Clairmont Road terminates at the Decatur MARTA Station south of the study area and at the Brookhaven MARTA Station, which is north of the study area. This route runs north-south through the eastern side of the study area, primarily along Clairmont Road. Williamsburg Plaza is an important destination served by this route within the study area.

The termini of Route 30 Lavista Road/Northlake are the Lindbergh MARTA Station northwest of the study area and Crescent Center Boulevard at Crescent Center Parkway east of the study area. The route runs east-west through the study area on Lavista Road. Toco Hill Shopping Center is a key destination served by this route.

Route 33 Briarcliff Road terminates at the Lindbergh MARTA Station northwest of the study area and the Chamblee MARTA Station north of the study area. The route travels through the study area along Briarcliff Road, running north-south. Loehmann's Plaza is an important destination served by this route.

The termini of Route 39 Buford Highway are the Lindbergh MARTA Station to the northwest of the study area and the Doraville Station north of the study area. This route traverses the study area along Buford Highway. Commercial and multi-family land uses along Buford Highway are the primary destinations served by this route within the study area.

CLIFF SHUTTLE SYSTEM

The Cliff Clifton Corridor Transportation Management Association (CCTMA) runs the Cliff Shuttle, which provides substantial private shuttle service south of the study area. This service is focused on moving riders in and around the main Emory University campus and to the satellite campuses.

The Cliff Shuttle system has 18 shuttle routes with a total of 11,699 average weekday boardings in 2007, according to ARC's 2008 Transportation Fact Book. Cliff Shuttles start as early as 5:00 a.m. and run until 12:30 p.m.

The Cliff Shuttle routes serve the Emory University campus and link students to destinations located off campus. The primary route is the CCTMA shuttle between the Decatur MARTA station and 1599 Clifton Road. Other university shuttles link the Clifton corridor to park-and-rides at North DeKalb Mall, South DeKalb Mall, and

Executive Park. Additional shuttles connect Emory's main campus to the Briarcliff and Oxford campuses and link the main campus to satellite parking lots, midtown and downtown hospitals, Lenox Mall (Saturdays only), Publix (evenings), and the Toco Hill Shopping Center (weekends only). No new CCTMA routes are proposed.

The Executive Park shuttle route is the only weekday Cliff service that directly impacts the North Druid Hills LCI study area. Termini of the Executive Park shuttle route are the Woodruff Circle Transit Center and the Executive Park office development. The route runs primarily along Clifton and Briarcliff roads.

PLANNED AND PROGRAMMED TRANSIT PROJECTS

Several transit projects are planned or programmed along major roads in the corridor. Additionally, a major transit study under way by MARTA may impact the corridor. The following list provides an overview of projects:

- North Druid Hills Road
    - Modified local bus (DeKalb Comprehensive Transportation Plan)
- Buford Highway
    - Bus rapid transit (Transportation Improvement Program [TIP]/Regional Transportation Plan [RTP] and DeKalb Comprehensive Transportation Plan)
- Briarcliff Road
    - Streetcar (DeKalb Comprehensive Transportation Plan)
    - Bus rapid transit (DeKalb Comprehensive Transportation Plan)
- Lavista Road
    - Modified local bus (DeKalb Comprehensive Transportation Plan)
- Clairmont Road
    - Modified local bus (DeKalb Comprehensive Transportation Plan)

The Clifton Corridor Transit Initiative – Alternatives Analysis is in progress. The responsible agencies are MARTA and CCTMA. An Alternatives Analysis (AA) is part of the Federal Transit Administration (FTA) project development process. The Clifton Corridor AA examines the need for high-capacity transit connections between the Lindbergh Center area, Emory University, and the city of Decatur.

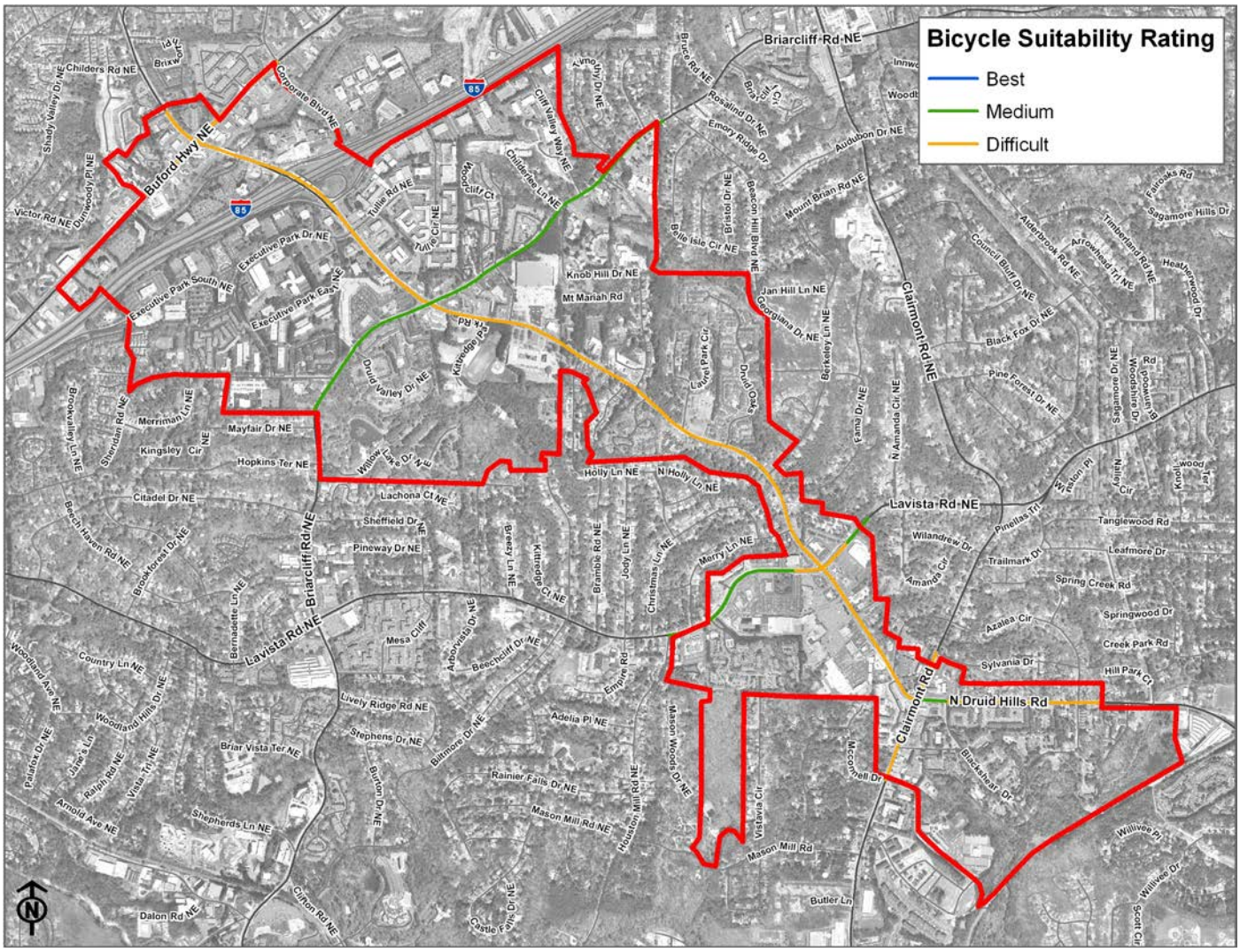
BICYCLE NETWORK

Bicycling provides many health benefits, including maintenance of strength and coordination as well as weight management. In contrast to automobiles, bicycles are inexpensive to purchase and maintain and can be a viable means of an alternate transportation mode. Finally, bicycles are non-polluting, an especially important consideration in the Atlanta region. A review of bicycle suitability, existing bicycle facilities, and planned and programmed bicycle projects in the study area was undertaken.

SUITABILITY

Major roads in the study area are not suitable for bicycling. According to the ARC bicycle suitability map, Briarcliff Road is the only road with a rating of medium conditions for bicycling. All other roads in the study area rated by ARC have difficult conditions for bicycling. The following figure is a map of the ARC bicycle suitability ratings.

Figure 19: North Druid Hills LCI Bicycle Suitability (2009)



EXISTING BICYCLE FACILITIES

The only existing bicycle facility in the study area is a 4-foot bicycle lane on both sides of Briarcliff Road from Loehmann's Plaza to Hopkins Terrace/Willow Lake Drive.

PLANNED AND PROGRAMMED BICYCLE PROJECTS

Bicycle projects are planned or programmed along major roads in the corridor. The following list provides an overview:

- North Druid Hills Road
    - On-street bicycle lanes (DeKalb Comprehensive Transportation Plan)
- Lavista Road
    - On-street bicycle lanes (DeKalb Comprehensive Transportation Plan)
- Clairmont Road
    - On-street bicycle lanes (DeKalb Comprehensive Transportation Plan)

Despite an existing bicycle lane on Briarcliff Road that appears to go nowhere, no additional on-street bicycle lanes are planned or programmed for this road.

PEDESTRIAN ENVIRONMENT

The pedestrian experience is a critical part of the transportation network. Walking is an extremely low-cost mode of transportation that provides many benefits. Health benefits of walking include, but are not limited to, improved cardiovascular condition, cholesterol reduction, and weight management.

An assessment of the pedestrian experience was performed to evaluate current conditions. The ARC Regional Transportation Plan and the DeKalb County Comprehensive Transportation Plan were reviewed to identify currently planned or programmed pedestrian improvements.

PEDESTRIAN ASSESSMENT METHODOLOGY

The pedestrian assessment methodology evaluates sidewalks in three areas: physical, safety, and appeal. The criteria used for the assessment are detailed below.

Physical criteria include:

- Whether sidewalk exists.
- Approximate width – 3 feet is the minimum for accessible travel; however, the Institute of Transportation Engineers (ITE) Design and Safety of Pedestrian Facilities (1998) recommends planning sidewalks that are a minimum of 5 feet wide with a planting strip of 2 feet.

- Continuity – how well the sidewalk connects obvious origins and destinations and whether there are gaps between them.
- Condition – state of repair of the sidewalk, cracks, missing pieces, foliage growing through the concrete.
- Presence of obstacles – obstacles include, but are not limited to, utility poles, newspaper boxes, and signs.

Safety criteria include:

- Buffer presence and approximate width – higher traffic volumes and speeds make wider buffers more desirable.
- Curb cuts – each curb cut introduces a conflict point with vehicles, which presents a hazard to pedestrians; fewer curb cuts increase safety.
- Lights – better lighting reduces the opportunity for crime, with pedestrian scale lighting 10 to 15 feet high being more desirable.
- Visibility – the more people in adjacent buildings can view the street, the less opportunity there is for crimes to be committed.
- Crosswalks – a designated place for pedestrians to cross the roadway and enhance safety by increasing motorist awareness of walkers.

Appeal criteria include:

- Attractions – transit stops, shopping destinations, schools, churches, and other destinations along a sidewalk increase the appeal.
- Vacant lots – empty lots reduce the appeal.
- Surface parking – similar to vacant lots, large expanses of surface parking reduce appeal.
- Street furniture – benches provide resting places for pedestrians and trash cans discourage littering, increasing appeal.
- Landscaping – grass, shrubs, and shade trees adjacent to the sidewalks increase appeal.

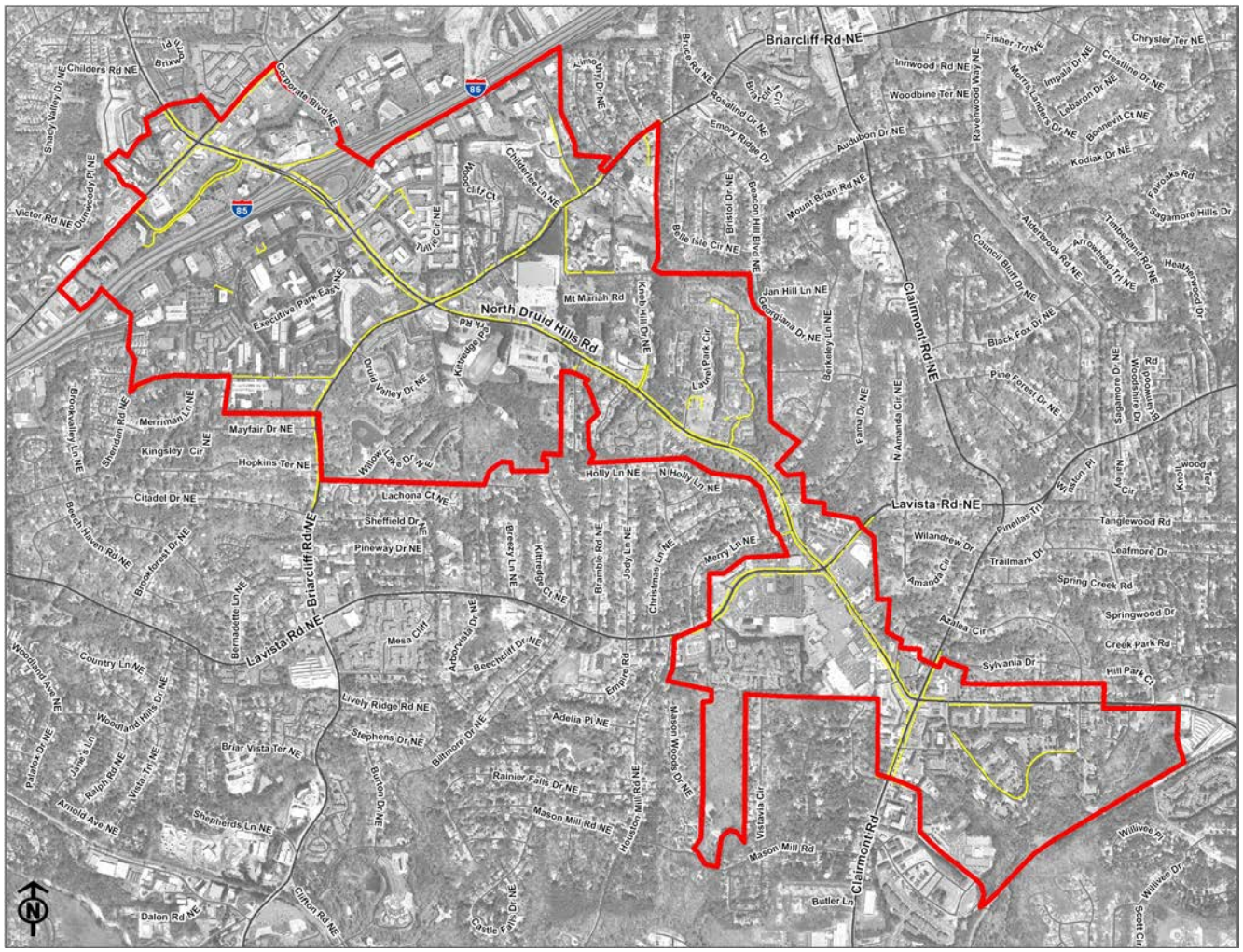
GENERAL FINDINGS

Physical characteristics of sidewalks in the study area, where they exist, are generally good. On most streets, sidewalks are at least 4 feet wide and continuity is good. Maintenance issues observed are identified in the brief descriptions of key road segments below. If no maintenance issues are mentioned, none were observed. Any obstacles identified are also listed in the brief descriptions.

Safety issues are apparent throughout the study area. Buffers between the sidewalk and street are very narrow, usually about 2 feet wide, or are nonexistent. Numerous curb cuts along North Druid Hills Road and the major cross streets present safety challenges to pedestrians. Street lamps provide adequate lighting; however, pedestrian scale lighting is nonexistent. Visibility from adjacent properties is limited, since commercial buildings are set far back from the sidewalk within an ocean of surface parking. Multi-family residential complexes and single-family homes are also long distances from the sidewalk.

Sidewalks in the study area lack appeal. Surface parking lots, no street furniture, and minimal landscaping, limited to no grass in the narrow buffers, all reduce appeal. Some attractions slightly mitigate this, such as shopping centers, commercial establishments, churches, residences, and MARTA bus stops. However, a lack of shade trees and proximity to travel lanes on major roadways make walking in the study area unpleasant. The following figure is an inventory of sidewalks in the study area.

Figure 20: North Druid Hills LCI Sidewalk Inventory (2009)



Following are brief descriptions of sidewalk conditions along North Druid Hills Road and major cross streets:

- North Druid Hills Road west of Briarcliff Road: Four- to 5-foot-wide sidewalks are on both sides of the road. Maintenance issues, such as cracked pavement, were observed near I-85 and on the bridges over the interstate and the creek. Narrow 2-foot grass buffers exist in most places. Numerous curb cuts are a safety issue. Lighting is provided by cobra head street lamps and is adequate. Shopping centers, free-standing commercial establishments, and MARTA bus stops are attractions along this segment. Surface parking

lots reduce appeal, and large building setbacks limit pedestrian access.

- North Druid Hills Road east of Briarcliff Road: Four-foot sidewalks exist with a narrow grass buffer. East of Holly Lane, the sidewalk narrows to approximately 3 feet wide. No buffer is present on the north side east of High Haven Court. Maintenance issues were observed on both sides, with grass growing in the sidewalk near Merry Lane. Curb cuts are more numerous along the north side; however, they present safety issues to pedestrians on both sides of the road. Cobra head style street lamps provide adequate lighting. Attractions include schools, Kittredge Park, shopping centers, a church, and single-family homes in subdivisions just off North Druid Hills Road. Vast expanses of surface parking near Briarcliff Road, especially in front of Target, detract from pedestrian appeal.

- North Druid Hills Road east of Merry Lane: Sidewalks, approximately 4 feet wide, are on both sides. A narrow buffer exists on the north side of the road and is intermittent along the south side of the road. No buffer exists between Chipotle and the intersection with Lavista Road. A substantial number of curb cuts along both sides reduce pedestrian safety. Lighting is adequate and provided by cobra head street lamps. Attractions include shopping centers, commercial establishments, churches, and multi-family residential. Surface parking lots reduce pedestrian appeal.

- North Druid Hills Road east of Clairmont Road: Four-foot sidewalk with no buffer exists on the north side from Clairmont Road to North Jamestown Road. There is no sidewalk on the south side of this segment. At North Jamestown Road, a 4-foot sidewalk with a narrow buffer along the south side of North Druid Hills Road begins and runs to Blackshear Road. East of Blackshear Road, there is no sidewalk on either side. Existing curb cuts are relatively limited. Cobra head street lamps provide a fair amount of lighting. Attractions include small commercial establishments, multi-family residential complexes, and single-family homes. Near Clairmont Road, surface parking detracts from the pedestrian experience.

- Buford Highway north of North Druid Hills Road: Continuity issues are apparent in several areas, where segments of existing sidewalk are not connected. Cow paths, which are trails worn in the grass by walkers, between the existing sidewalks show pedestrian activity. Curb cuts are extensive along the eastern side of the road, with relatively few on the western side. Lighting is adequate and provided by cobra head street lamps. MARTA bus stops are attractions, while substantial surface parking reduces appeal.

- Buford Highway south of North Druid Hills Road: No sidewalks exist. Cow paths indicate pedestrian activity and demand for sidewalks. Extensive curb cuts along both sides of the road present a safety issue. Cobra head street lamps provide adequate lighting. MARTA bus stops are attractions in this section of Buford Highway. Surface parking lots along the east side of the road reduce appeal.

- Briarcliff Road north of North Druid Hills Road: An approximately 4-foot sidewalk runs along the east side of the road, with a narrow 2-foot-wide buffer. On the west side, the sidewalk ends after Chick-fil-A. Curb cuts along the eastern side of the road are a challenge to pedestrians, but are relatively few in number. Numerous curb cuts along the western side create safety issues. Lighting is fair and provided by cobra head street lamps. Attractions include apartment complexes, fast-food restaurants, and small commercial establishments. Appeal is reduced by surface parking lots along the east side of the road.

- Briarcliff Road south of North Druid Hills Road: Four-foot sidewalks exist on both sides with buffers that are roughly 2 feet wide. Curb cuts are minimal. Adequate lighting is provided by cobra head street lamps.

Attractions include apartments, shopping centers, and MARTA bus stops. Surface parking associated with shopping centers reduces appeal along the west side of the road.

- Lavista Road north of North Druid Hills Road: On the west side, there is a sidewalk from the intersection to the end of the CVS parking lot. A 4-foot sidewalk exists on the east side, with no buffer near the intersection, and a narrow buffer north of Einstein Brothers. Curb cuts exist on both sides, but are relatively few. Lighting is provided by cobra head street lamps and is adequate. The sidewalk switches from the east to west side near Amanda Circle. Small commercial establishments are attractions on both sides of Lavista Road. Along both sides of the road, several surface parking lots reduce appeal.

- Lavista Road south of North Druid Hills Road: Four- to 5-foot-wide sidewalks are on both sides of the road with a narrow grass buffer. Curb cuts are numerous along both sides of the road. Cobra head street lamps provide adequate lighting. Shopping centers, small offices, and residential uses are attractions. Surface parking associated with shopping centers and multi-family residential uses detract from appeal.

- Clairmont Road north of North Druid Hills Road: A 4-foot sidewalk exists along the east side of Clairmont Road from North Druid Hills Road to the study area boundary. The sidewalk is in good condition with no obstacles. No buffer is provided; the sidewalk is directly adjacent to the curb. There is one curb cut in this segment. Lighting is fair and provided by cobra head style street lamps. Churches are attractions along this section of road. Detracting from appeal are the surface parking lots adjacent to the churches.

- Clairmont Road south of North Druid Hills Road: Four-foot sidewalks exist on both sides of the road. A narrow buffer exists, but is intermittent. Obstacles, such as utility poles, are present. Maintenance issues were also observed. Curb cuts are numerous. Cobra head street lamps provide adequate lighting. Attractions include residential uses and small commercial establishments. Surface parking lots associated with the commercial establishments reduce appeal.

PLANNED AND PROGRAMMED PEDESTRIAN PROJECTS

Several sidewalk projects are planned or programmed along major roads in the corridor. Following is an overview:

- North Druid Hills Road
    - Sidewalks (DeKalb Comprehensive Transportation Plan)
- Buford Highway
    - Sidewalks (DeKalb Comprehensive Transportation Plan)
    - Streetscapes (DeKalb Comprehensive Transportation Plan)
- Briarcliff Road
    - Sidewalks (TIP/RTP and DeKalb Comprehensive Transportation Plan)

- Clairmont Road
    - Sidewalks (TIP/RTP and DeKalb Comprehensive Transportation Plan)

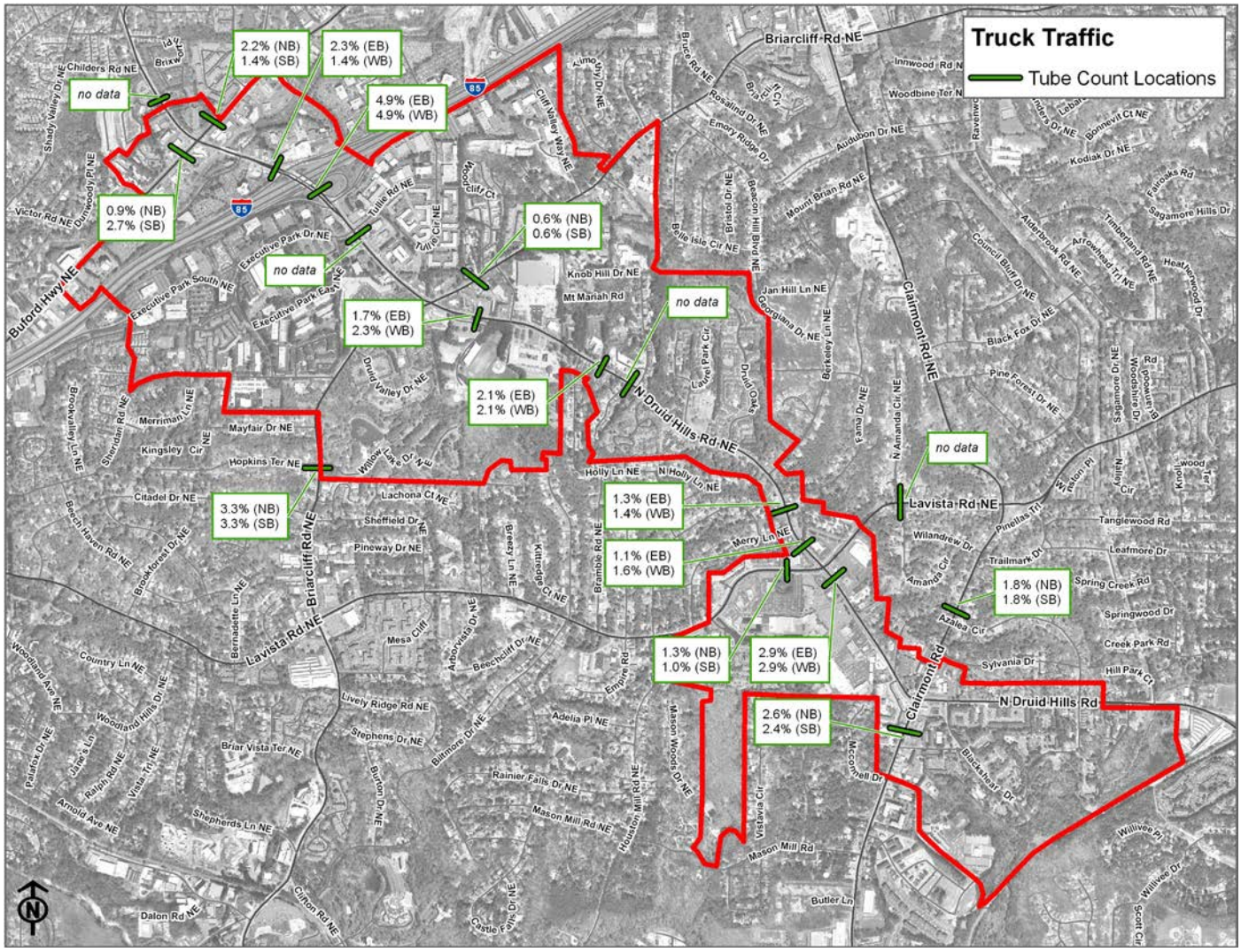
FREIGHT

North Druid Hills Road is not a regional freight corridor. While Interstate 85 is the primary freight route, no other roads in the study area are designated as part of the Surface Transportation Assistance Act (STAA) national network.

Truck traffic in the study area serves retail and commercial uses. While North Druid Hills Road provides full access to I-85, through traffic is likely minimal, because there is little to no industrial, warehouse, or distribution activity in the study area or at either end of the corridor.

The percentage of trucks, calculated from observed vehicle traffic classification counts, is low. At most count locations, approximately 2 percent of vehicles are heavy trucks. Within the study area, the percentage of trucks ranges

Figure 21: North Druid Hills LCI Existing Truck Traffic (2009)



from a low of 0.6 percent on Briarcliff Road north of North Druid Hills Road to a high of 5 percent on North Druid Hills Road between I-85 and the I-85 Access Road.

Land values in the study area are high relative to outlying areas in the Atlanta region, so freight-intensive land uses are unlikely to develop in the future.

PARKING

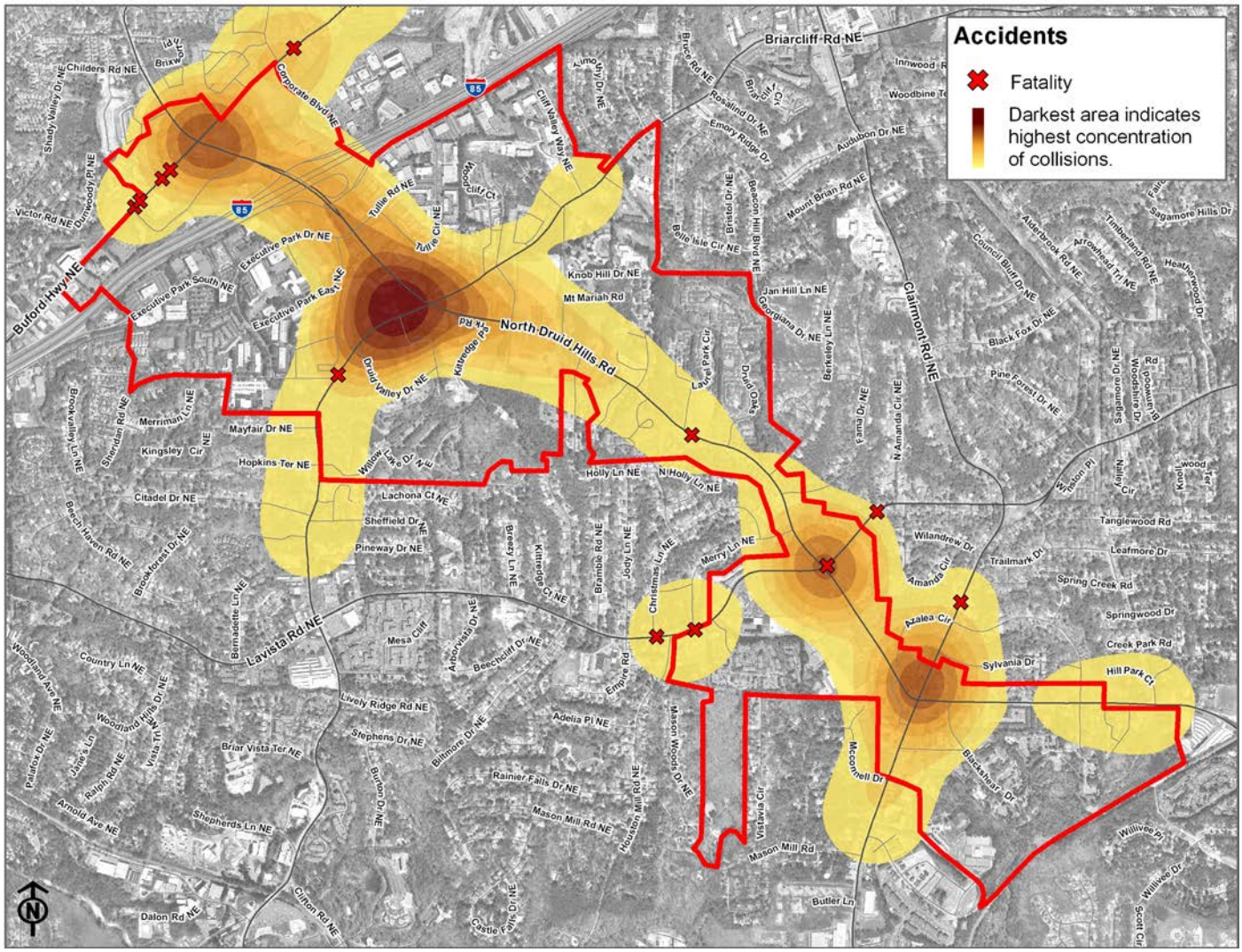
In keeping with the study area development pattern, parking is suburban style. An ample amount of free surface parking is provided in front of retail buildings set back from the streets. Office parks within the study area feature surface parking surrounding the buildings. No on-street parking is available on major roads; however, it is permitted within residential subdivisions.

Suburban-style parking encourages automobile trips and congestion. Additionally, the large distance between building entrances and the sidewalks adjacent to roadways discourages pedestrians.

SAFETY

Safety in the North Druid Hills LCI study area is a major concern. While the absolute number of crashes that occur on a given corridor is one indicator of safety, crash rates are better for establishing relative levels of safety among similar facility types. The following analysis uses crash frequency to visually show locations in the study area with a high number of crashes and crash rates to describe the conditions of the corridor with respect to safety and compares the corridor to similar facilities throughout the state.

Figure 22: North Druid Hills LCI Existing Crash Frequency (2004 – 2008)



CRASH FREQUENCY

Crash frequency is the raw number of crashes. As expected, the highest number of crashes are occurring at or near major intersections. North Druid Hills Road at Briarcliff Road clearly stands out as a high crash location in the study area. The following figure represents crash frequency graphically.

CRASH RATES

This analysis relies on crash rates to identify segments of North Druid Hills Road and major cross streets that appear most susceptible to crashes. Crash rates take traffic volume and road section length into consideration to

create a ratio expressed as number of crashes per 100 million vehicle miles traveled (VMT). Crash rates can highlight areas that may appear to have a low or average number of crashes, but, when compared to other segments of the same functional class or other segments of the same corridor, actually exhibit a higher degree of crash danger.

Injury and fatal crashes have disproportionately higher associated monetary and social costs and are therefore highlighted independently in this analysis. Consideration of fatal, injury, and total crashes on a particular road segment is referred to in terms of the severity at a location.

For the purpose of establishing crash rates for individual segments of the study area, North Druid Hills Road was subdivided into 2 sections. The segment of North Druid Hills Road from the northern study area boundary to Briarcliff Road that carries a state route designation is one section. North Druid Hills Road from Briarcliff Road to Hill Park Court is the second segment. The other major roads analyzed in the study area were not broken into sections, because their length is short.

All facilities analyzed in the study area experience crash rates well over the statewide rates for similar facilities for total accidents and injury accidents. Only North Druid Hills Road and Clairmont Road are under the statewide average for fatal crashes. Comparing the facilities in the study area to each other, Buford Highway has high fatal, injury, and total accident rates.

LaVista Road has the highest rate of fatal crashes and the second highest frequency. Out of the three fatal crashes on LaVista Road, 1 involved a pedestrian. Buford Highway has the second highest rate of fatal crashes and the highest fatal crash frequency. One of the four fatal crashes on Buford Highway involved a pedestrian.

Buford Highway has the highest rate of injury accidents. Clairmont Road has the second highest rate of injury accidents.

Clairmont Road has the highest rate of total accidents in the study area, with Buford Highway having the second highest rate. North Druid Hills Road from the northern study area boundary to Briarcliff Road has the third highest rate of total crashes.

The following table provides crash rates by corridor.

Table 61: North Druid Hills LCI: Existing Crash Rates (2004 – 2008)

Description	From	To	2004 – 2008 Number of Accidents			2004 – 2008 Accident Rate Per 100 Million Vehicle Miles Traveled (VMT)			2007 Statewide Accident Rate Per 100 Million VMT (Similar Facility Types)		
			All Accidents	Fatal Accidents	Injury Accidents	All Accidents	Fatal Accidents	Injury Accidents	All Accidents	Fatal Accidents	Injury Accidents
North Druid Hills Road	Study Area Boundary	Briarcliff Road	1,372	0	223	1,954.3	0.0	317.6	513	1.36	126
North Druid Hills Road	Briarcliff Road	Hill Park Court	1,259	1	227	997.9	0.8	179.9	513	1.36	126
Buford Highway	Study Area Boundary	Study Area Boundary	704	4	166	2,073.7	11.8	489.0	445	1.42	113
Briarcliff Road	Study Area Boundary	Study Area Boundary	817	1	140	1,819.4	2.2	311.8	513	1.36	126
Lavista Road	Study Area Boundary	Study Area Boundary	370	3	85	1,667.2	13.5	383.0	513	1.36	126
Clairmont Road	Study Area Boundary	Study Area Boundary	413	0	68	2,361.8	0.0	388.9	445	1.42	113

DEVELOPMENT PLAN

The development plan describes how the LCI plan was created. This section includes an overview of the public process, the community visioning and design workshop, and the resulting concept plan.

METHODOLOGY AND PUBLIC PROCESS

Collaboration with the public is critical for truly understanding the transportation and land use needs in the North Druid Hills corridor. The success of the LCI planning process depends on the cooperation and support of the public. It has been our goal to ensure that anyone affected by transportation and land use patterns in the study area has had an opportunity to provide input at key technical milestones during the Plan's development. The study corridor serves as a major conduit for long-standing and tight-knit communities, businesses and commercial areas, and a number of agencies, faith and educational institutions. To ensure widespread collaboration among these entities, study area stakeholders were engaged on three levels: the Project Management Team level; the Core Team level; and the Greater Community level.

The Project Management Team consists of members of the consultant team, DeKalb County Government staff (including the Department of Transportation, Planning and Development Department and the County Commission and staff), DeKalb County Schools, and the Atlanta Regional Commission. At a minimum, this team met on a monthly basis to discuss the plan's progress, to work through any challenges or issues, and in advance of each community forum.

The Core Team was instrumental in guiding the course of the entire study through the identification of study area issues and opportunities, development of plan goals and objectives, and review of recommendations. This team consists of a smaller subset of the community and includes representation from several community and neighborhood associations, builders and developers, agencies and interest groups, and local businesses. Three Core Team meetings were held at key milestones throughout the process.

The Greater North Druid Hills community includes the study area community, at large. This group was engaged through a series of community forums designed to inform, invite and communicate with stakeholders about the LCI study.

Collaboration with the public is critical for truly understanding the transportation and land use needs in along the North Druid Hills corridor. Stakeholders in the study area have traditionally been vocal and participatory in previous planning studies and projects. As such, public involvement was an essential component of the North Druid Hills LCI. The process encouraged information sharing through meetings, workshops, open houses, and individual interviews with a variety of stakeholders. This focus on targeted collection and distribution of information, along with careful timing of activities to tie them directly to the anticipated completion of technical tasks and key milestones of the project allowed for public comment to be incorporated into the technical process in a meaningful way. The public involvement process included a variety of outreach tools including stakeholder interviews, community forums, and Core Team meetings.

STAKEHOLDER INTERVIEWS

Interviews with key stakeholders allowed an opportunity to share basic project information, to elicit their reactions, and to learn about the interviewee's views and constituency. INSERT # stakeholder interviews were conducted to provide additional input related to market conditions, community vision, and transportation issues.

COMMUNITY FORUMS

Community forums are an effective method for providing information to the public and for providing the means for the public to comment and review on the course of the study and its results. Four community-wide public engagement activities were planned to meet the objectives of the study. During the course of the study, however, the team decided to host an additional outreach opportunity. These forums are summarized below.

Table 62: Public Meeting Forums

Community Forum	Date	Objectives	Attendance
Kick-Off Meeting	10/29/09	• To introduce the study and study goals to the public • To recognize previous studies/projects and input received • To get feedback on a corridor vision • To discuss additional input opportunities • To help the study team set the context for this specific study	48
Design Workshop	11/17/09	• To discuss existing conditions • To get input regarding the land use vision and transportation needs • To discuss additional input opportunities	48
Open House	1/21/10	• To discuss current study status • To present the draft recommendations • To get input regarding and to begin to prioritize the draft recommendations • To discuss additional input opportunities	36
Additional Meeting	2/25/10	• To discuss current study status • To present the draft Land Use recommendations and solicit feedback • To solicit feedback on transportation project priorities • To discuss additional input opportunities	41
Final Meeting	3/11/10	• To present the final Land Use and Transportation recommendations • To solicit feedback	

Each community forum utilized a range of tools and techniques including PowerPoint presentations, map displays and graphics, hands-on workshop activities, and comment forms/surveys to inform, educate and receive feedback from the public. Stakeholders were notified by email to individuals, homeowner associations, community leaders, agencies (including the Atlanta Regional Commission), and the DeKalb County Commissioner's office. Full summaries of each community forum can be found in Appendix C.

COMMUNITY VISIONING AND DESIGN WORKSHOP

The kick-off meeting provided background information on the corridor's users and stakeholders. Attendees at this initial meeting were from various neighborhoods, civic associations and organizations that call the North Druid Hills corridor home. Therefore, it was important to gather input regarding their experience with the corridor, the challenges and issues on North Druid Hills, and what they believe to be essential changes for improving the study area, overall. Attendees were encouraged to complete a short survey to gather this input. The following is a summary of a few of the responses from the community. A full summary can be found in the appendix.

- The majority (66%) of respondents own a private residence in the study area; 27% were a part of a non-profit and/or neighborhood association.
- Most (56%) felt that the major purpose of the corridor is to move commuters safely and efficiently through the corridor
- From a regional perspective, respondents felt the single most important improvement would be to move vehicular traffic quickly (50%) followed closely by providing more opportunities to connect to public transit (45%).
- From a local perspective, respondents felt the single most important improvement would be to provide a better pedestrian travel network (35%); to provide more alternative routes/internal streets and interconnectivity (25%); and to provide a better bike travel network (20%).

In general, respondents understand that North Druid Hills is a commuter route and, with that purpose in mind, should be improved so that vehicular traffic can move quickly through. On a local, neighborhood level, respondents felt that the corridor should provide an improved pedestrian network by developing alternatives for internal circulation. These perspectives were considered while planning for the next community forum – a design workshop.

The November 17, 2010 community forum was a design workshop that allowed community residents and stakeholders to identify issues and opportunities in an active visioning process. The meeting began with a 20 minute open house session where attendees were invited to review project information. A PowerPoint presentation was given outlining the study area, goals, study team, tasks, and schedule. Next the group was broken into working tables and began with the land use vision activity. The purpose of this activity was to identify preferences along the corridor. The group was then given instructions for developing the transportation vision. Participants were expected to identify where users of the corridor need to connect by bicycle, on foot (using sidewalks), using transit, and in their vehicles. In brief, the public expressed the following for both the land use and transportation vision of the North Druid Hills corridor.

Land Use improvements on the North Druid Hills corridor should:

- Protect & connect existing green space
- Protect residential & maintain neighborhoods
- Improve aesthetics through landscaping and design (e.g., parking in rear of buildings)
- Reduce the number of driveways onto the corridor

Transportation improvements on the North Druid Hills corridor should:

- Consider other public transit alternatives
- Make better/more useful bicycle & pedestrian connections (to trails, paths, and open space)
- Consider new roads and connections for vehicular traffic
- Include a median

CONCEPT PLAN

The concept plan incorporates land use recommendations and transportation infrastructure projects. The goal of the concept plan is to create a vibrant and sustainable community with an identity and sense of place.

The concept plan, with its associated subarea master plans, was developed through a four step process. First, the key issues were identified through visioning exercises and analysis. Second, the needs, preferences and desires of the community and DeKalb County were determined through stakeholder interviews, a character preference survey and the established goals for the study. Third, market demand and potential were determined through a market analysis. Lastly, a public workshop was conducted to solicit the community vision for the Corridor Study Area in order to develop the Plan. The project team combined the results of this four-step process and prepared the final concept plan, informing it with transportation solutions that meshed with community objectives.

CONCEPT PLAN PRINCIPLES

The concept plan for the Corridor is based on the vision and goals of the community: residents, businesses, property owners, stakeholders, county and other civic, religious and social institutions. The concept plan incorporates several major initiatives. These initiatives are designed to leverage the resources in the Corridor Study Area, encourage appropriate redevelopment at key nodes, and promote a variety of land uses and green space to create a pedestrian friendly environment. These initiatives diverge from the current mode of development, but are designed to promote a vibrant, sustainable community with unique identity and sense of place.

The following are key goals and principles that guide the Concept Plan:

- Create a Town Center around Executive Park on the north side and south side of North Druid Hills Road. Extend this type of land use west of the I-85 freeway to the study area boundary. Promote a diversity of uses and activities: retail, office, housing, greenspace, and trails.

- Create a Neighborhood Center around the Toco Hill Shopping Center with an eye toward creating a focal point for the community that creates an enhanced 'sense of place' by allowing for pedestrian interconnectivity.

- Make North Druid Hills Road more pedestrian friendly and enhance the visual quality and character of the corridor (median, streetscape and signalization.)

- Provide a good hierarchical street network that offers alternative ways for traffic to circulate, especially the east-west circulation within Executive Park.

- Create a "loop road" on the south end of Executive Park that diverts traffic volume from Briarcliff Road; create a new road that improves traffic flow on North Druid Hills Road allowing for internal trips to be placed on Briarcliff Road.

- Create more greenspace at the Briarcliff node behind the current International School. Create a set of connections to the neighborhood. Create a network of paths to connect the various nodes, activities and uses.

- Create gateways at critical entry ways and nodes.

- Provide diverse housing types and product mix that promotes economic, social and cultural mix and residential neighborhoods.

- Attract new business types which respond to the strong location of the corridor and reflect the need for different types of office space.

- Provide senior housing options throughout the North Druid Hills Corridor in accordance with Lifelong DeKalb

- Create a Lifelong Community Center at the Mason Mill Park Node in accordance with the efforts being undertaken by the Atlanta Regional Commission.

- Create opportunities for Lifelong Communities throughout the corridor.

Following are the key recommendations of the concept plan:

- Develop corridor and node development patterns with higher densities and a mix of uses in the nodes and lower-density single uses along corridors

- Interstate 85 Node: Create a Town Center
- Briarcliff, Toco Hill, and Mason Mill Park Nodes: Create a Neighborhood Center
- Implement access management improvements along North Druid Hills Road
- Implement bicycle and pedestrian improvements throughout the study area
- Make North Druid Hills Road more pedestrian friendly and provide facilities for bicycle commuters
- Connect the three parks within the study area
- Improve transit in the study area
- Refine the transportation grid in the nodes

The concept plan reflects a nodes and corridors development pattern and recognizes a well connected grid street network will improve automobile circulation autos as well as benefit bicyclists and pedestrians. This concept plan became the basis for the identification of specific recommendations designed to realize that concept plan as described in the following section.

EXISTING CONDITIONS REVIEW

The LCI Study Area consists of several nodes with a lengthy suburban stretch along North Druid Hills Road from Toco Hill to the I-85 freeway. These nodes include: Interstate 85, Toco Hill, Briarcliff, and Mason Mill Park. There is scattered retail along Clairmont Road by Toco Hill and around the intersection of North Druid Hills Road and Briarcliff Road. Most of the retail/commercial uses in the Study Area are vibrant and well utilized. The Study Area has great accessibility to I-85. The freeway has ingress/egress onto North Druid Hills Road; other main arterial roads are Briarcliff Road and Clairmont Road.

There are two schools, two parks, a county owned tennis center and library with the latter having community programs. A good portion of the Study Area is suburban residential; parts of the Study Area include multi-family residential.

Most of the land is developed, with some pockets of under-utilized property. A large parcel of vacant land is located behind the International School. In terms of potential development, a residential project has been proposed within the Study Area along North Druid Hills Road and a master plan has been adopted for Executive Park south of this roadway between Briarcliff Road and the freeway. Also, parts of the Toco Hill shopping center have been revitalized and the Atlanta Regional Commission undertook a Lifelong Community study in the Williamsburg area.

SUBAREA IDENTIFICATION

Based on the location of the activities, uses, geographic structure and parcel size, the Concept Plan organizes the Study Area into subareas, each having similar functional, physical and social attributes. The character of the subareas emerges with a common theme that reinforces and reflects its uses/activities, open spaces, public realm, scale, architecture and land uses.

The following map identifies the Interstate 85 Town Center, Toco Hill Neighborhood Center, Briarcliff Education and Greenspace area, Briarcliff Node, Mason Mill Park Node and suburban residential corridor along North Druid Hills Road.

CONCEPT PLAN AND MASTER PLANS

Overall, the current suburban model of development with segregated uses, isolated buildings, large parking lots, cul-de-sac streets, and long, auto-oriented blocks does not provide for a cohesive and integrated pattern of development that is walkable and pedestrian friendly. As envisioned in the County Comprehensive Plan. Several nodes contemplate a mixed use development strategy that will allow for a vibrant urban sub-center offering room for various socio-economic groups and accessibility to diverse services, shopping, dining, entertainment, and recreation. A compact mixed use structure promotes greater interaction among the people and fosters a close knit community. This in turn creates a safe environment. By mixing uses and activities, the community generates a greater workday and leisure-evening mix of activity.

The vision behind the concept plan is to transform the corridor into a vibrant series of places with distinctive architectural characters. The plan aims to enhance the streetscape/pedestrian experience, pedestrian scale, and pedestrian connectivity. The uses and development strategy will depend on the assemblage of the parcels, as exemplified by Executive Park. Allowing for various degrees of mixed uses will provide required flexibility for economic success.

An important goal of the study is to further consolidate office, retail and commercial development into several, distinct nodes with a more appropriate internal street pattern. Currently, many of these establishments have ingress and egress onto North Druid Hills only, which hampers smooth traffic flow and makes the corridor unsafe for pedestrians. The master plan suggests consolidation of curb-cuts and interconnectivity between parcels as an important strategy to integrate different uses and provide a safe and pedestrian friendly environment along the corridor. The plan also addresses redevelopment of underutilized parcels and enhancement of open space.

Along with incorporating proposed traffic initiatives including traffic signals, new streets and street alignments, median cuts and improved crosswalks, the plan also identifies several traffic calming measures such as landscaped medians and paved intersections along the corridor to provide a safe pedestrian environment.

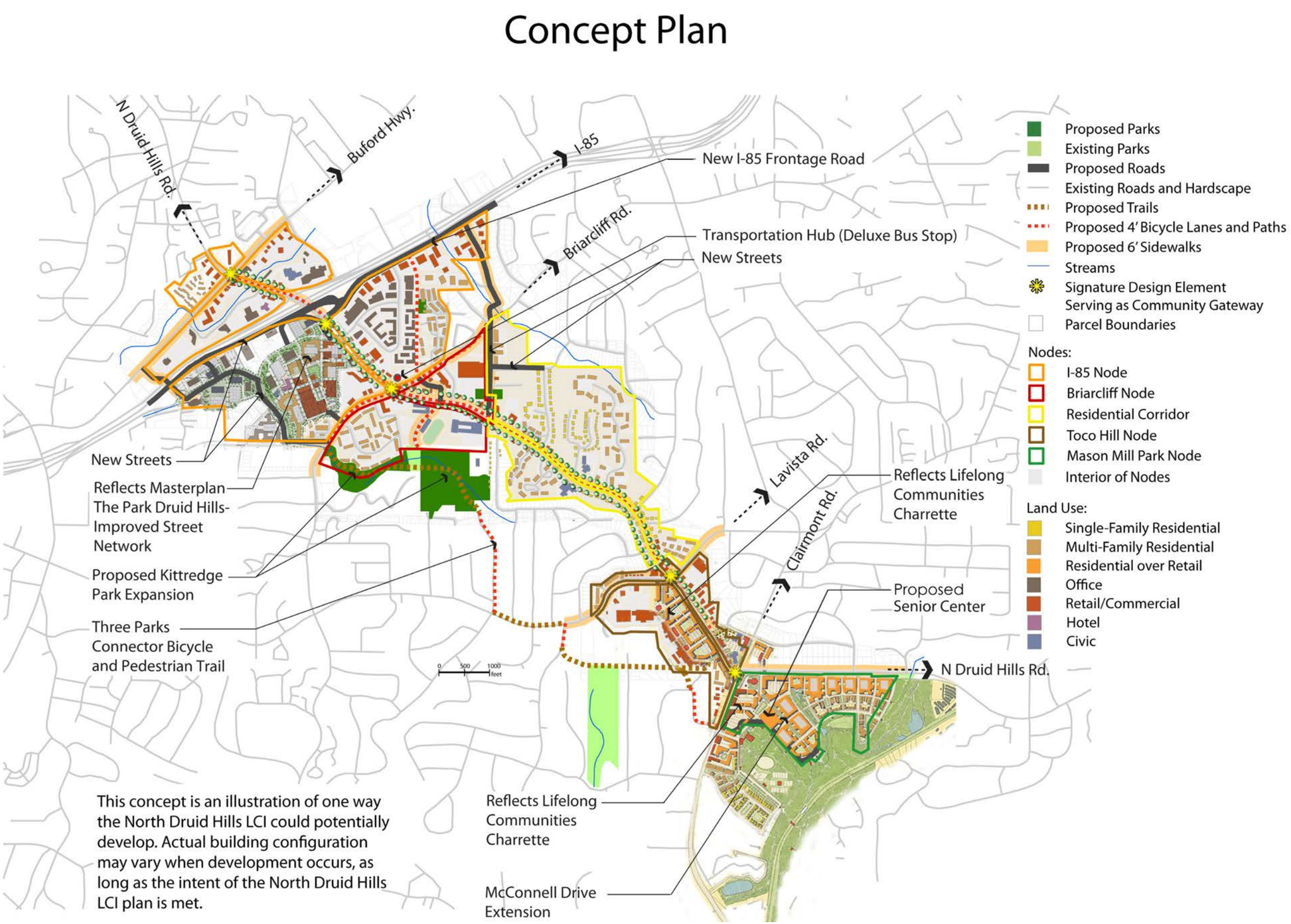
A major focus of the concept plan is the area around Executive Park. This is located along North Druid Hills Road and Briarcliff Road and the I-85 ramps to capture through traffic, but will offer a new pattern of local traffic circulation that invites the through traffic into the area while making it more livable for residents. The sub-area will contain a pocket park and an array of mixed uses; retail, office, multi-family housing townhomes and attached single family houses. This new mix of uses will create a sense of place, identity, character and pride for the community. The intensity of uses and density gradient will be higher at the core and decrease toward the neighborhood with a smooth transition achieved through both design features and use regulations.

Following are two maps. The Existing Building Footprints Map shows what is currently in the corridor. The Concept Map represents the overall, conceptual plan for destinations, new local road circulation and multi-use path network, and land use characters that emerged from the workshop, market study, and transportation analysis.

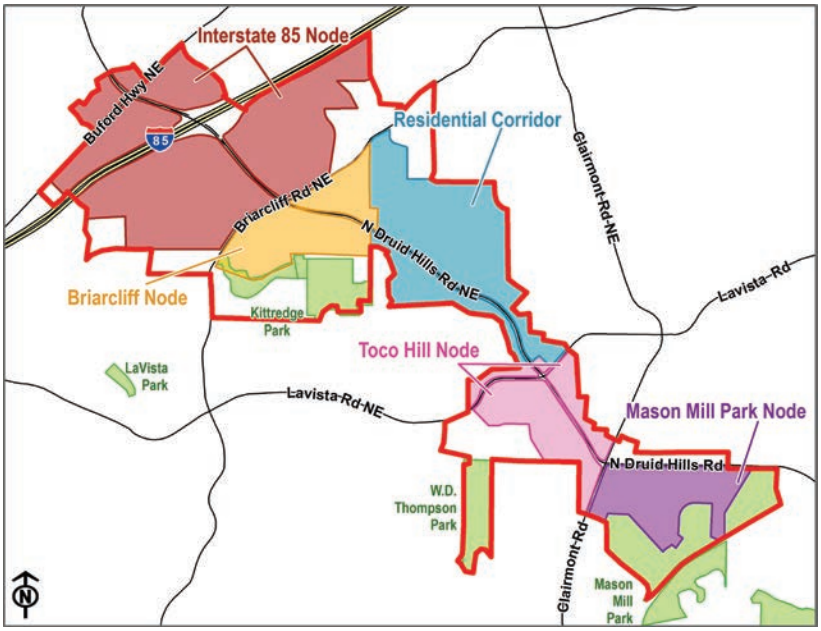
Narratives with urban design graphics elaborate further the intent of the Concept and Master Plans.

Figure 23: North Druid Hills LCI Existing Building Footprints Map

Figure 24: North Druid Hills LCI Concept Plan Map



CORRIDOR WIDE RECOMMENDATIONS



This section includes recommendations for transportation, land use, and connectivity applicable within the North Druid Hills LCI study area. The study area is comprised of four prominent neighborhood or commercial nodes in addition to a residential corridor and park space. The recommendations give direction for both general and specific initiatives that aim to enhance the character of future development in each of the defined nodes. The considerations included also provide short- and long-range actions that seek to improve the existing conditions identified through the public planning process. Thus, the recommendations are a synthesis of the desires expressed by residents, businesses, property owners, the Georgia Department of Transportation (DOT), DeKalb County, MARTA, and other stakeholders during the planning process, coupled with sound planning. They comprise a visionary yet achievable blueprint for change that reflects each node's nature, limited rights-of-way, strong pedestrian orientation, transit-supportive land uses, and high development pressure. To this end, recommendations strengthen the transportation and land use relationship by addressing the objectives developed based on public input and outlined at the beginning of the process:

- Improve traffic flow along North Druid Hills Road by addressing access management, safety, and local connectivity
- Make walking and bicycling a convenient and safe choice through complete networks
- Adopt appropriate street hierarchy with specific landscape treatment, access management/driveway spacing requirements, and design standards
- Encourage compatible infill development and redevelopment of underutilized buildings/parcels and dated office complexes

North Druid Hills Road is unique; no parallel facilities exist that directly serve Stone Mountain to Buckhead travel demand. As such, an adverse impact on adjacent routes due to land use changes and the recommended transportation projects is not anticipated. Additionally, the recommended transportation projects were developed in conjunction with the land use changes to serve the predicted increase in traffic volumes along North Druid Hills Road. The medians are intended to improve safety and traffic flow as well as increase capacity along North Druid Hills Road. New and upgraded roadways provide alternate routes in the corridor to relieve traffic on North Druid Hills Road.

The following two figures show recommended transportation projects. Each project on the map has an identification number that is referenced in the text describing the recommendations and also in the Work Program table at the end of this report. Figure 26 illustrates typical sections to provide an idea of what some of the recommended improvements will look like.

Figure 25: North Druid Hills LCI Recommended Transportation Projects (North)

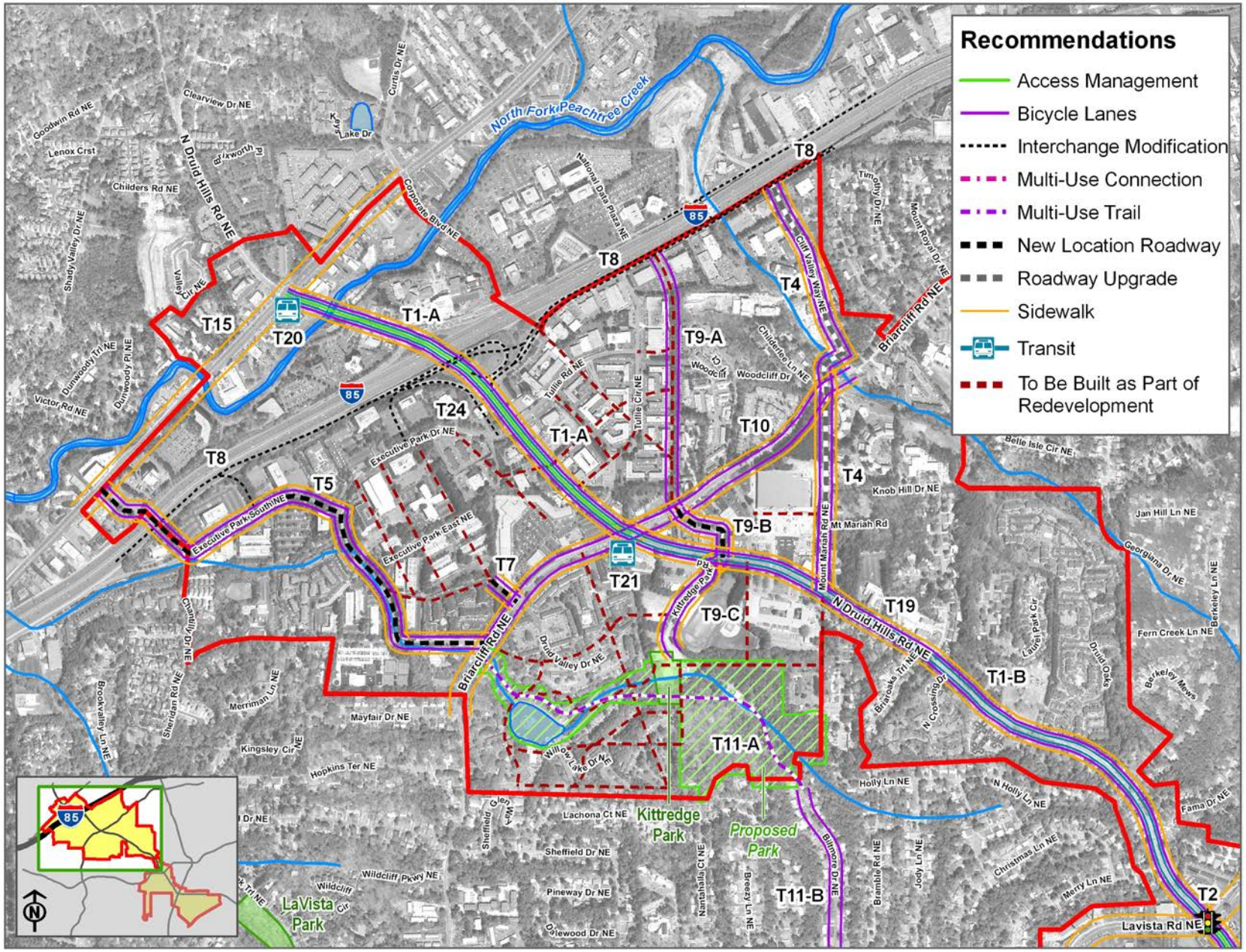


Figure 26: North Druid Hills LCI Recommended Transportation Projects (South)

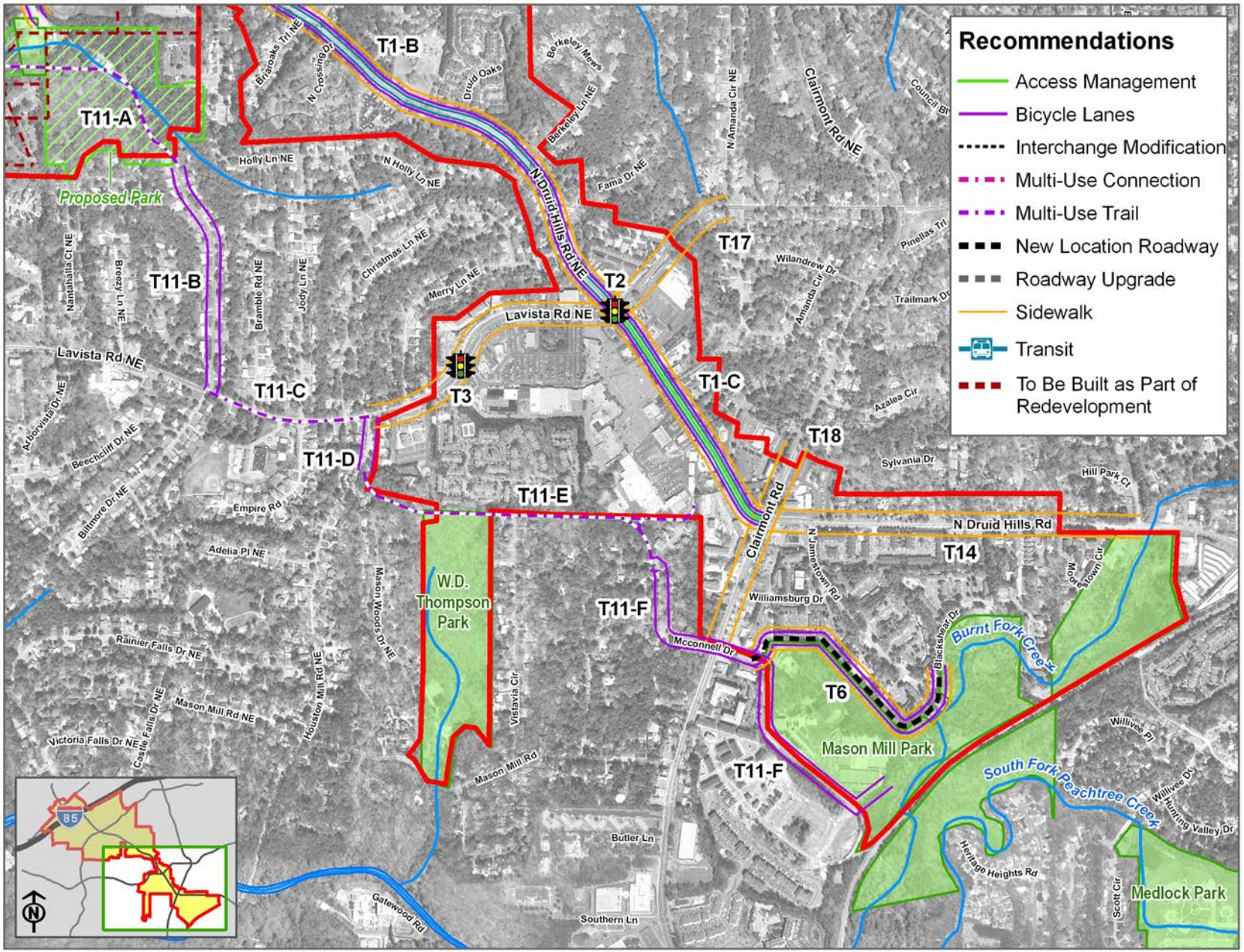
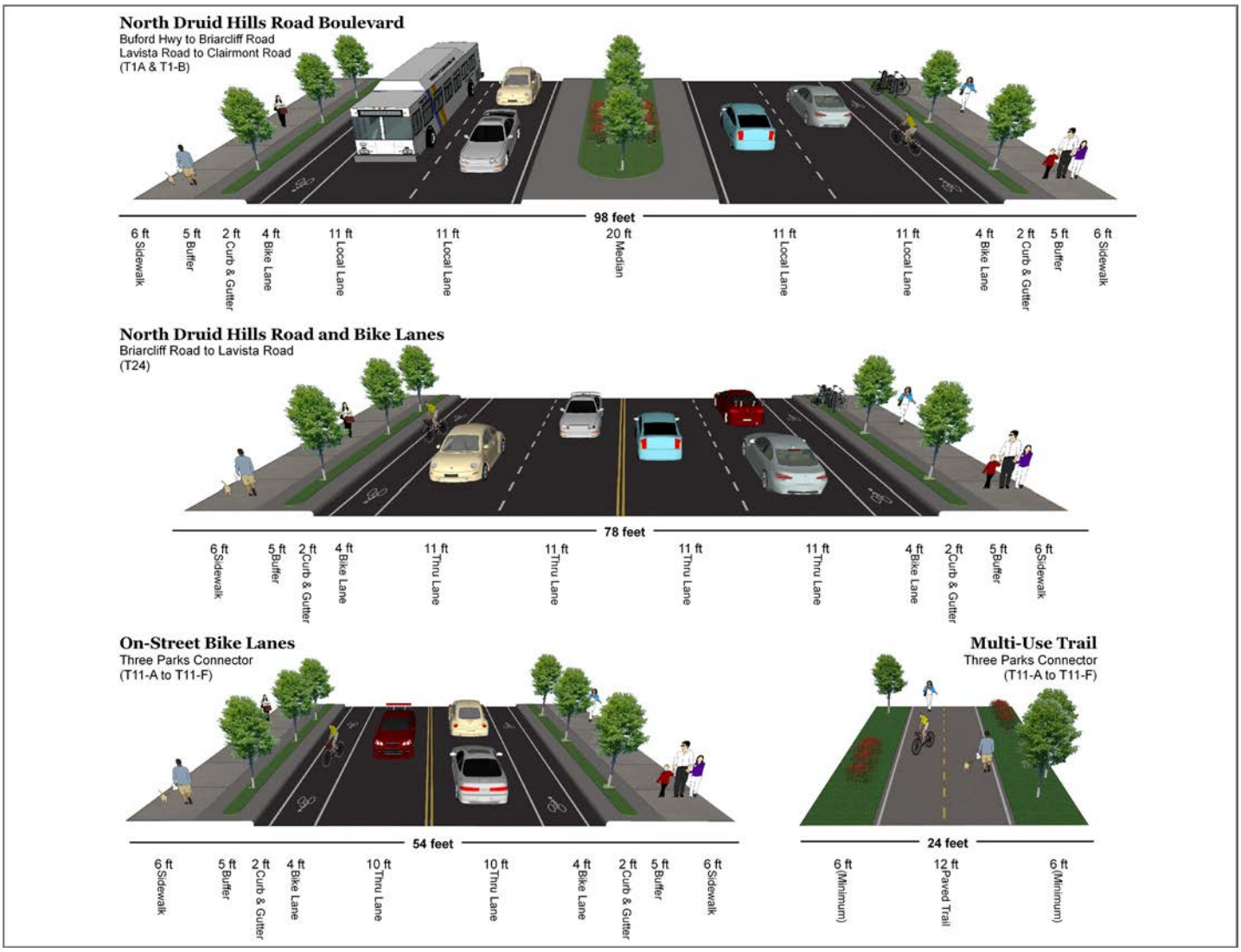


Figure 27: North Druid Hills LCI Typical Sections



Several projects affecting multiple nodes or the entire study area are recommended. They include:

- T11 A-F, Three Parks Connector, is a combination of off-street multi-use trails and on street bicycle lanes that connects Kittredge, W.D. Thompson, and Mason Mill Parks to neighborhoods and the commercial uses in the Interstate 85 Node and serves both recreational users and commuters. This project is intended to make walking and bicycling a convenient and safe choice by providing a facility that runs the length of the corridor. The Three Parks Connector is also a key part of the bicycle and pedestrian network, as it intersects several recommended bicycle and pedestrian improvements. Individual segments of the Three Parks Connector are discussed in more detail by node.

- T19, Implementation funds for recommendations along North Druid Hills Road that come out of the MARTA Clifton Corridor Transit Initiative from Buford Highway to Clairmont Road. Addresses capacity needs in the corridor by providing upgraded transit service.

- T23, BRT Feasibility Sub-area Study in the Briarcliff, LaVista, and Clairmont Roads is a study of higher capacity transit in the mentioned corridors, which all intersect North Druid Hills Road and carry substantial volumes of traffic. This is intended as a follow on study to the MARTA Clifton Corridor Transit Initiative.

In addition to the above projects and studies, the Briarcliff Road (SR 42) Corridor Study (DK 269) is sponsored by DeKalb County and programmed for 2010 in the Atlanta Regional Commission (ARC) Transportation Improvement Program.

ACCESS MANAGEMENT

To meet current best practices, the number of driveways along North Druid Hills Road would have to be reduced by half. Because each of the nodes and the corridor all serve different land uses and have different transportation infrastructure recommendations, access management will be discussed separately in detail for each node. The following list summarizes access management recommendations in the North Druid Hills corridor:

- A raised median is recommended in segments of the corridor with a high number of commercial driveways, specifically from Buford Highway to Briarcliff Road and from LaVista Road to Clairmont Road
- Where new internal streets are recommended as part of the redevelopment process, driveways on North Druid Hills Road should be consolidated and focused on the recommended new internal streets where possible
- As the Residential Corridor redevelops at an increased density, driveways that formerly served single family homes should be consolidated

BICYCLE AND PEDESTRIAN VISION

One of the project goals is to make walking and bicycling a convenient and safe choice through complete networks. Several bicycle and pedestrian projects are identified and discussed in detail in each node, the intent of this section is to summarize the overall network. The following two projects traverse the length of the study area, connect a variety of land uses, and provide a spine for other bicycle and pedestrian projects to connect with:

- Bicycle lanes and 6 foot wide sidewalks with 5 foot wide buffers along North Druid Hills Road – the bicycle lanes will serve commuters and experienced riders, while the wider sidewalks and buffers will make walking along North Druid Hills Road safer and more pleasant
- Three Parks Connector – this facility is a combination of multi-use path segments and on-street bicycle facilities intended to serve commuters and recreational bicyclists, as well as pedestrians and provides access to neighborhoods, employment, and parks

The following projects connect to North Druid Hills or the Three Parks Connector and complete the bicycle and pedestrian network by providing access to a diverse set of destinations within the study area:

- Briarcliff Road - bicycle lanes and 6 foot wide sidewalks with 5 foot buffers
- Buford Highway - 6 foot wide sidewalks with 5 foot buffers
- LaVista Road - 6 foot wide sidewalks with 5 foot buffers

- Bicycle lanes and 5 or 6 foot wide sidewalks with buffers are included in all new location roadway and most roadway upgrade projects recommended in the study area.

TRANSIT VISION

Currently, MARTA is underway with the Clifton Corridor Transit Initiative, which includes the North Druid Hills LCI study area. While the results of the Clifton Corridor Transit Initiative are not complete at this time, projects T19 and T23, discussed in detail above, are intended to work with likely MARTA recommendations and address the transit needs identified in this LCI study.

The North Druid Hills community has expressed support for future high capacity transit along North Druid Hills Road. As a future transit corridor, the design of roadway upgrades as well as bicycle and pedestrian projects along North Druid Hills Road should not preclude future transit options. Additionally, building setback requirements along North Druid Hills Road should take into account its designation as a future transit corridor.

DEVELOPMENT OBJECTIVES

Of the key development and design goals previously articulated, this section focuses on the following economic development dimensions of the LCI Study Area:

- Upgrading and repositioning retail and services to appeal to changing consumer preferences and to meet demand per trends identified in the Market Analysis section;
- Increasing/Strengthening office space development;
- Redevelopment of the interior of the Toco Hill shopping center
- Increase of professional and business offices and services
- Positioning of Executive Park to take advantage of future improvements to the interstate system
- Creation of community-wide linkages, green spaces and amenities

DEVELOPMENT OPPORTUNITIES

Potential sites for new development or redevelopment of existing facilities (primarily retail) were identified based on a number of factors, including the following:

- Location within the Study Area, particularly with respect to current and potential future impact on the improvement of major traffic corridors (Physical appearance, age, state of repair/disrepair and both quantity and quality of site landscaping
- Traffic patterns
- Availability of undeveloped or significantly underdeveloped land
- Potential for assemblage of multiple parcels of land into one larger development/redevelopment site

- Land use and zoning
- Potential positive impact on the Study Area as indicated by participants' comments and recommendations during public meetings and workshops

Recommendations regarding the types of development or redevelopment that should occur on these identified sites are based on an assessment of current and emerging market conditions and trends, with that assessment focusing primarily on the following census- and survey-based data collected from ESRI, a national proprietary database:

- Documented (1990-2006) and projected (2006-2011) population and household growth within the Study Area and, more importantly, the Primary and Secondary consumer market areas
- Disposable income indicators relating to housing and retail spending, including average and median per capita and household income, disposable household income, housing sale prices and rent rates, and the rate of increase within these categories (see Market Analysis)
- Identified spending patterns and preferences
- Assessment of area supply or retail and services in relation to consumer demand

In addition to comments and preferences indicated by participants in the public meetings and design workshop, information came from various residential and retail developers (local and regional), as well as from brokers and investors familiar with the area and existing retail and residential inventory.
Based a combination of demand and developable land within the identified nodes/sites, net new development is projected as follows:

Table 63: North Druid Hills LCI Projected Net New Study Area Development

North Druid Hills Corridor LCI								
STUDY AREA: Projected Net New Development								
	Site	Retail SF	Local Office, Meeting SF	Professional Office SF	Hotel Rooms	Townhome Units	MF Apts Units	SFD Units
1	Buford Hwy Node	50,000	20,000	250,000	150			
2	Executive Park	750,000	40,000	750,000	150		500	
3	Interstate 85 Node	1,000,000	40,000	1,500,000	150	125	800	
4	NE Briarcliff Node	200,000	20,000			75		
5	SE Briarcliff Node		20,000			50		
6	Residential Corr					25		100
7	LaVista Node	150,000	25,000					
8	Toco Hill SC	150,000	25,000					
9	Clairmont Node	50,000	25,000					
10	Williamsburg	50,000	20,000			300	200	
	TOTAL BUILT	**2,400,000**	**235,000**	**2,500,000**	**450**	**575**	**1,500**	**100**
	Demand	3,199,780	378,864	2,523,301	600	351	4,690	2,674
	% of Demand Built	75%	62%	99%	75%	164%	32%	4%

URBAN DESIGN PRINCIPLES

Design is critical for creating sustainable and successful communities. Redevelopment projects should be consistent with the vision and goals of the community to create vibrant a pedestrian-friendly, quality environment. It is recommended that a study be commissioned to develop detail design guidelines. In the interim, it is essential to establish broad design principles that guide future development.

It is difficult to anticipate the types of development in the future that satisfy the market and the community, as well as the timing and exact location of a particular project. To address this uncertainty, it is important to provide flexibility in land use, intensity of use and design. In this respect design principles focus on the form and character of these developments rather than specificity of realizing a certain end product. The key to successful and sustainable communities are the scale of the streets, street grids and network, relationship of buildings to streets and with each other, the streetscape and landscape, integrated parking, variety of uses and mix of uses and activities, visual and aesthetic quality, walkability and pedestrian oriented, public realm, and open spaces. It is these qualities that can create the unique identity and sense of place for a this part of DeKalb County.

The following design principles should be kept in mind as detailed design guidelines and standards are developed.

MIX OF USES AND ACTIVITIES

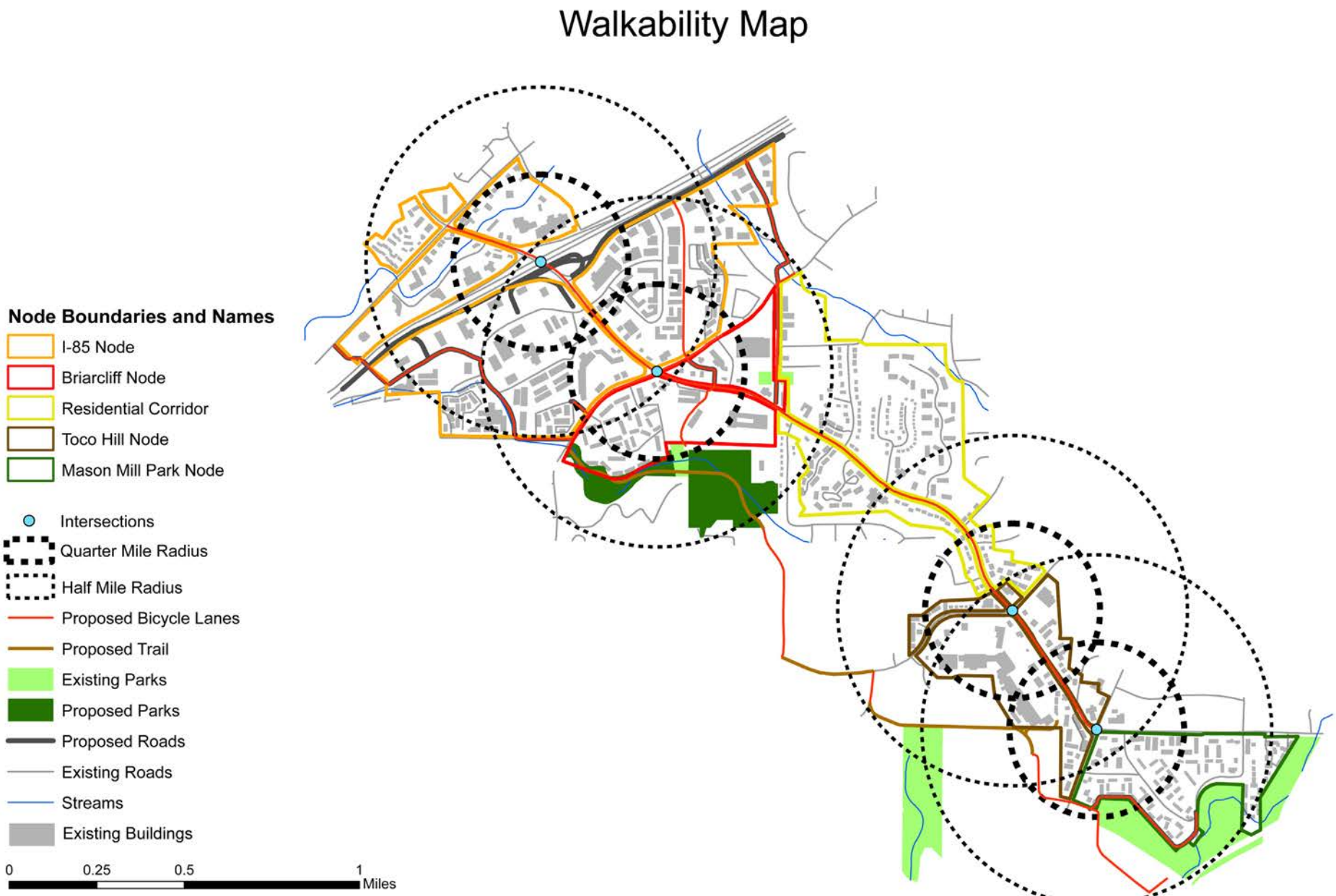
A diverse mix of uses is important for the identity of the North Druid Hills corridor. It enriches the quality of life, allowing for social interaction and a strengthening of the area's fabric. A variety of compatible and complementary uses feed off each other and support how each use functions. It draws a diverse clientele as well. As various uses expand it generates more pedestrian traffic which enhances the vitality and quality of life. The size and location of these mixed use nodes are critical.

DENSITY

Successful places thrive on the appropriate location of density. This allows for people to live, work and play in relatively close proximity. It offers pedestrian friendly environments. A critical mass helps create self-sustaining community. The appropriate density depends on the location and the mix of uses that are desired. Mixed use areas thrive on higher density. The densities decrease as it moves away from these nodes toward the residential neighborhoods as suggested in the Concept Plan. The Interstate 85 Node is envisioned to have the highest density given its proximity to the I-85 freeway. The Toco Hill node is characterized as a neighborhood center. The Briarcliff node will have additional recreation and open space. The Williamsburg areas has been the focus of a Lifelong community.

The following map illustrates how the proposed Concept Plan for the Study Area concentrates the most intense, mixed use development in walkable centers.

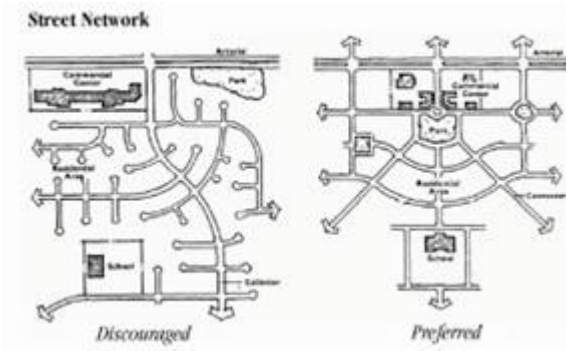
Figure 28: North Druid Hills LCI Walkable Centers of Development Map



North Druid Hills LCI
land use/transportation/connectivity

STREET NETWORK AND GRID

A good street grid network is critical for pedestrian friendly environment. A good network facilitates vehicular flow and offers multiple paths of travel, distributes the traffic and alleviates the traffic grid lock that the typical suburban development is often faced with. The size of these streets is critical for creating the pedestrian scale streets and promoting pedestrian safety. The transportation network need not completely be installed by public investment in new rights of way. Inter-parcel connectivity should be provided which facilitate movement between parcels without requiring to get out on the main roads. Private Roads and access easements play an important role. The residential street grids should be compact in order to cater to pedestrian travel. This is the fundamental premise behind the redevelopment of Executive Park.



A dense Street Network offers multiple paths of travel by non-motorized means.

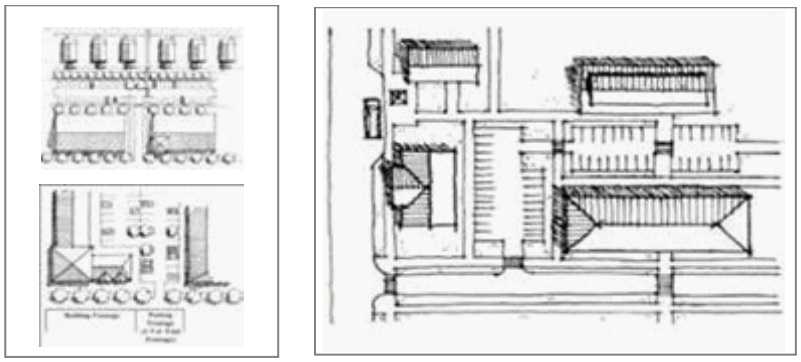
STREETS AND STREET LIFE

The quality of streets reflects the quality of the community and quality of life. The width of streets, tree planting, sidewalks, street furniture, paving texture, bike lanes add to the pedestrian experience and safety. It not only enhances the pedestrian experience, it also enriches the vehicular experience. Lively streets are the hallmark of great urban places. It gives reason for the people to be on the street. The streets are not merely a two dimensional surface, but are public spaces; they are the nervous system of urban fabric. It is essential that the buildings and streets inter-relate to one another to facilitate the pedestrian experience. Special attention has to be given to the streetscape, such as lighting, signage, street furniture, paving texture, art work and other elements that contribute to the quality of streets.

Lively pedestrian streets act as public spaces.

PARKING AND INTER-PARCEL CONNECTIVITY

Parking should be provided below or behind the buildings and any residual small sections of parking on the street or alongside buildings should be provided with landscape buffer/screens.



Inter Parcel connectivity ensures minimum local traffic on main roads

PUBLIC SPACES

Creating good and active public spaces are critical. A hierarchy of public spaces and gathering spaces should be provided that offer opportunity for an array of activities; public plazas, extended streetscape, pedestrian boulevards, civic greens and other elements facilitates public activities and social interaction. A well defined focal point gives unique identity, orientation and sense of place. Landscape elements such as fountains, water bodies, art installations, enhance the visual quality and experience of the public realm. Such spaces make the community sustainable over long periods of time. Spaces such as amphitheatre or podium or civic greens for civic activities should be provided for recreation and entertainment.

Town Green/Public Plaza

PARKS, OPEN SPACES AND TRAILS

Amenities such as parks and trails should be provided throughout the community. Natural open spaces such as flood-plains, natural buffers, etc. should be preserved. Creating a connected green space system would enhance the natural areas of the community. In residential areas, pocket parks should be provided within 5 minute walking radius for the residents. A larger community park that offers an array of active and passive recreation should be provided; activities such as ball fields, picnic areas, large open green space for festivals and large gathering. A good network of multi-purpose trails for bike and pedestrians should be provided that offer opportunity for connecting different parts of the neighborhood and community. Such pathways should be designed to serve not only recreational but also mobility purposes.

GREEN SPACE CONNECTIVITY

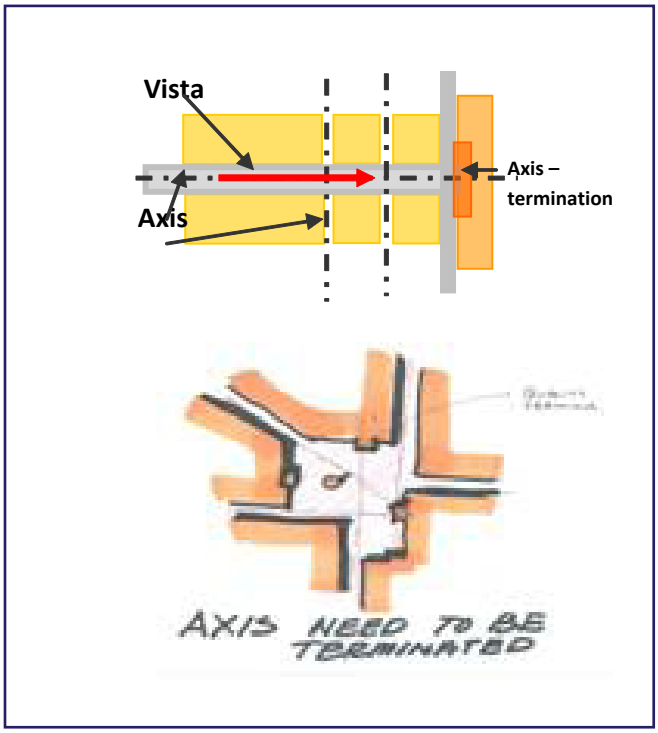
The following map illustrates the network of greenspace and trails proposed for the LCI Study Area. Note that the proposed trails and streetscape enhancements not only serve as recreational amenities but also facilitate and encourage circulation by pedestrians and bicyclists. Greenspace connectivity is illustrated in the previous Concept Plan Map, Figure 23.

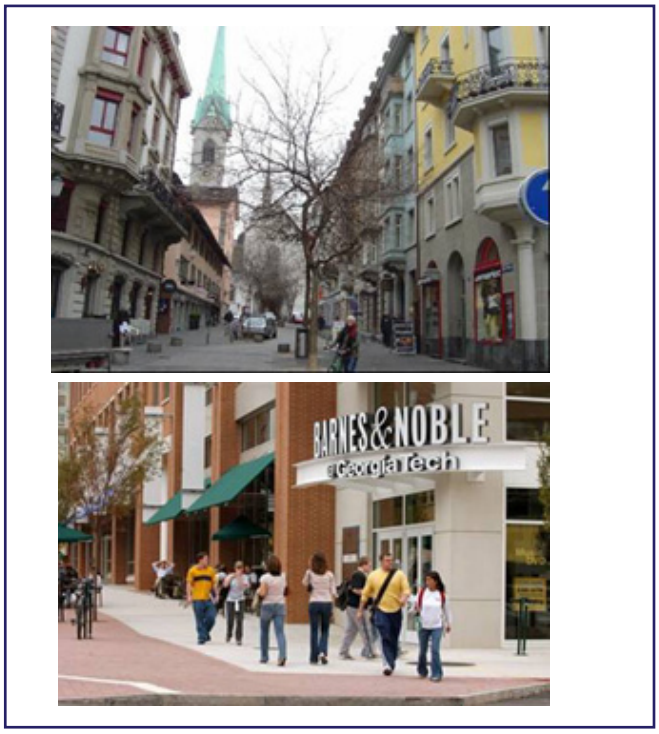
CIVIC AMENITIES

New and additional investments in civic amenities (community center, library, fire station, school, amphitheatre, museum, and other public urban-scale facilities) should be considered for location in the Briarcliff Node, behind the International School. The football field should be enhanced to allow for additional sporting activities. The additional of greenspace and perhaps a community building will provide an amenity to the community, enriching the public realm and quality of life. Similarly, the tennis center and library in the Williamsburg area should be married with the Lifelong Community concept. Such diverse activities create uniqueness to the community; the amenities act as catalyst for private development and investment. Public-private partnerships are encouraged in creating these amenities that benefit both the public and the private sector. People take pride and ownership with these facilities and the community.

GOOD DESIGN

Good urban design is the foundation of great neighborhoods. Attention needs to focus on the mass, scale, color, material, texture, proportion, building location and form of the buildings. Buildings must relate to each other, as well as the street and public realm, especially at the ground level where pedestrians engage with the building, i.e., store fronts, canopies, entrances and others. Creating axis and vistas and culminating in good buildings are important to the urban fabric; these elements give character to the place, sense of place, enclosure and orientation to the users and pedestrians.





Good Urban Design – Enhancing the public realm

SUSTAINABLE COMMUNITIES

Sustainability is very critical to the survival and endurance of the community. Offering life cycle housing options (Lifelong Community) that can retain people throughout their life will ensure the longevity of the residence and the community. Preserving natural areas and resources, such as creeks, forests, flood plains, historic and cultural resources and significant buildings such as churches, cemeteries, are crucial to the sustainability of the community. Accommodating a variety of uses, activities and pedestrian friendly environment with jobs to housing balance leads to healthy community. Compact walkable environments not only promote social interaction but a healthy life style. Building forms that provide flexibility for adapting to different uses and functions are encouraged. Large paved parking areas should be avoided and should be supplemented with tree planting and pervious surfaces wherever feasible. Use of environmental building materials, energy efficient systems and building design, promotes healthy living and sustainable environment. An effort should be made to have the buildings LEED certified. All of these efforts are critical for the long term sustainability of the community.

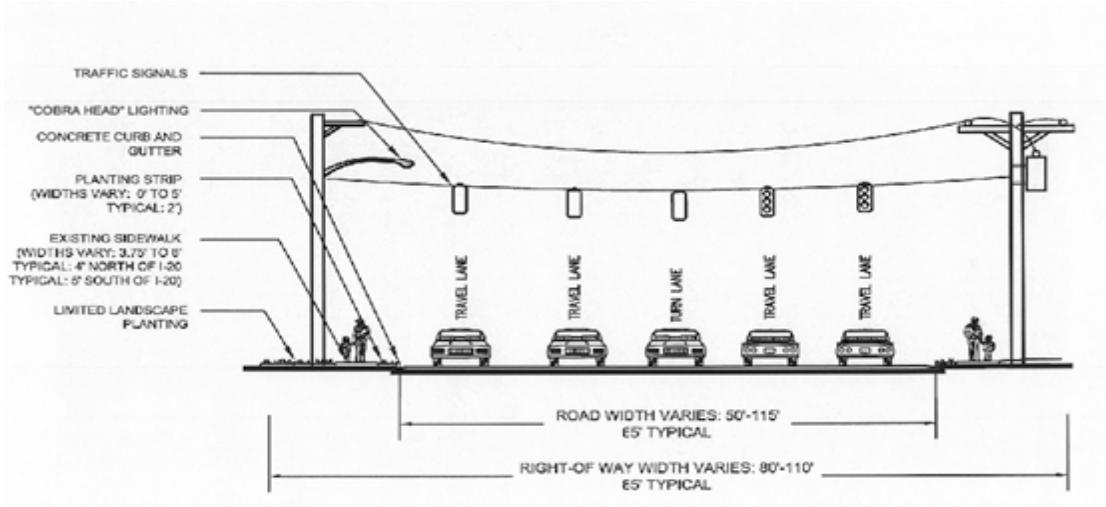
URBAN DESIGN CHALLENGES

OVERHEAD UTILITY LINES

Overhead utility lines are one of the major contributing factors to visual clutter along parts of North Druid Hills Road and Briarcliff Road. Tall wooden poles, in combination with the large number and complex pattern of lines, create a congested and unsightly visual environment. The poles occupy valuable pedestrian space and in some cases are dangerously close to the traffic lanes.

Overhead power lines

Utility poles take away valuable pedestrian space



Ideally all utility lines should be located underground. The placement of underground electric power lines, telephone, and cable enhances the visual appearance of roadways, reduces vehicle safety hazards, provides a safer pedestrian environment and also, due to the elimination of above-ground poles, reduces the cost of maintenance.

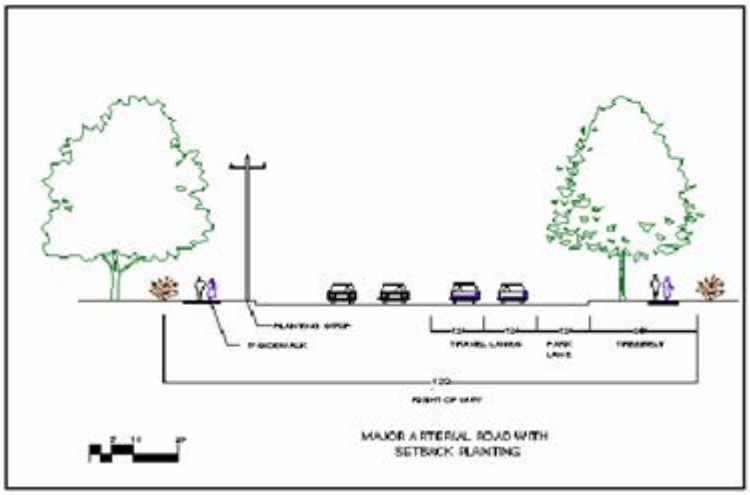
However, it is an established fact that although the long-term benefits of underground utilities are attractive, it is not typically fiscally feasible for government to place the overhead electric power lines underground unless the private sector pays for the cost. Thus, the public sector should implement appropriate measures that minimize the visual impact of these overhead power lines. Following are some techniques that can be implemented to reduce visual clutter of these overhead utilities along main corridors:

CONSOLIDATING UTILITY POLE USAGE

The joint use of poles is the most useful technique in reducing the visual impact of the utility poles. Joint use refers to the process of securing agreements from the public works departments, traffic agencies and utility companies to combine several different types of components onto one pole thereby reducing the number of poles along a corridor. All overhead utilities should be bundled together where possible on stronger/taller steel poles.

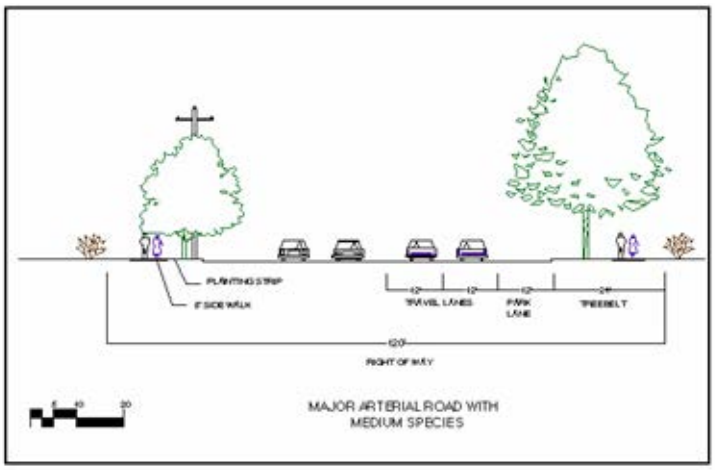
LANDSCAPE TREATMENT

Planting street trees reduces the impact of these utility lines at the pedestrian level. Where there are existing overhead utility lines, wider landscape buffers/green strips should be provided to provide adequate planting area for full canopy trees. This allows for sufficient room for the street tree to grow without reaching the clearance distance from the utility lines. Another alternative is to provide smaller understory trees so that the tree foliage does not interfere with the power lines.



Setback planting –

Wider green strips



Planting smaller understory trees

(Source: Street trees, overhead distribution and physical infrastructure: Design Implications, Maintenance costs and design alternatives)

RECOMMENDED ACTIONS

Many utility lines including power, telephone and cable are supported on individual wooden poles all along the corridor. Several County traffic signals, MARTA signage etc. is also supported on these utility poles.
Any new infrastructure the county invests in should be kept independent of these existing utility poles. All streetlights, signage and traffic signals and other street furniture should be well coordinated within a common design aesthetic and should be be mounted on independent structures so as not to be dependent on the utility poles.

In accordance with the Master Plan, the county should concentrate efforts on utility consolidation/relocation in each node, especially, Interstate 85, Briarcliff and Toco Hill. Prioritization will allow the county to negotiate for a phased strategy for utility consolidation/relocation so that the costs are spread over time to accommodate budget constraints.

SIGNAGE

Guidelines affect signs put in place by new businesses, but many existing in the study area are non-conforming. Several measures can encourage replacement of non-conforming signs, including:

- providing a size bonus for a new sign if the old sign is removed by a certain date;
- offering to remove the nonconforming sign without charge to the owner;
- offering a cash incentive or a tax credit for the removal of nonconforming signs;
- conditioning any rezonings, variances, or conditional use permits on the removal of nonconforming signs; and
- requiring the removal of nonconforming signs any time there is a change in the certificate of occupancy or business license for the premise.

LAND USE CHANGE IMPACTS ON TRANSPORTATION FACILITIES

Impacts from the recommended land use changes are minimal in all nodes except the Interstate 85 node. Traffic analysis details are available in Appendix B: Trip Generation Analysis.

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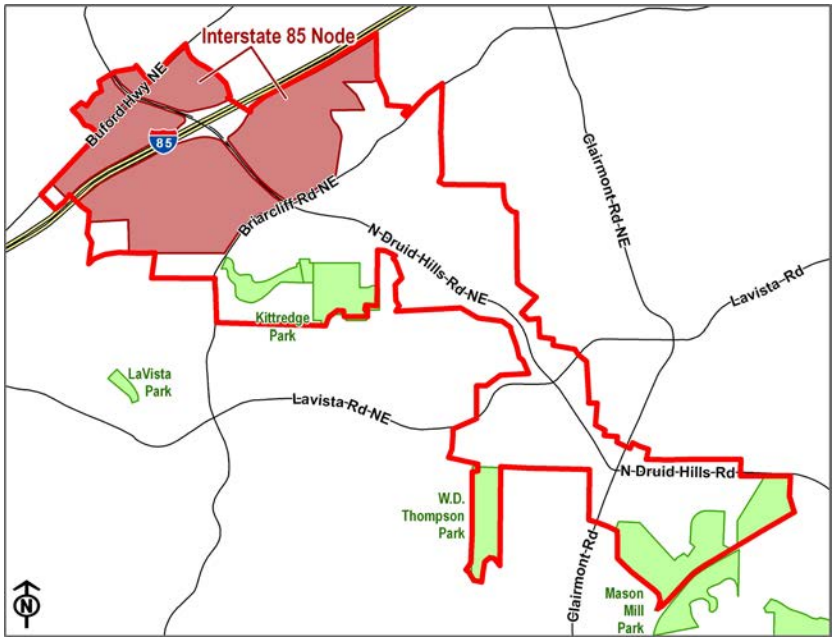
INTERSTATE 85 NODE

Based on its proximity to the intersection of I-85 at North Druid Hills Road and the age of existing development in the area, the Interstate 85 Node has substantial redevelopment potential. One of the purposes of the Interstate 85 Node recommendations is to enhance the transportation network to provide capacity and mode choice and to establish a land use framework to accommodate future redevelopment in the node. The transportation recommendations and land use framework are intended to spur redevelopment that contributes to the economic development of the area while also improving quality of life in the North Druid Hills LCI corridor.



TRANSPORTATION RECOMMENDATIONS

Currently, traffic volumes along North Druid Hills Road in the Interstate 85 Node are the highest in the study area. This high degree of use is a result of the multiple functions that North Druid Hills Road serves. North Druid Hills Road provides access to businesses, provides access to and distribution of traffic from the interstate, and is a regional thoroughfare between Buckhead and the eastern suburbs. Facilities in the Interstate 85 Node for non-automobile users are currently quite limited and include sidewalks and local bus routes along North Druid Hills and Briarcliff roads. Additionally, a short pair of bicycle lanes exists along Briarcliff Road.

ACCESS MANAGEMENT

To address traffic flow, safety, aesthetic issues, and non-motorized users, the following project is recommended in this node:

- T1-A, Raised and planted median along North Druid Hills Road, 6-foot sidewalks with 5 foot planted buffers, and 4-foot, on-street bicycle lanes from Buford Highway to Briarcliff Road. The addition of the raised median will improve safety by reducing left turn conflicts. Aesthetics of the corridor will be improved by providing an opportunity for landscaping.

According to the Federal Highway Administration, raised medians can increase lane capacity up to 36 percent, reduce crashes in urban areas 40 percent, and reduce crashes involving pedestrians by 45 percent overall and fatalities by 78 percent.

In addition to project T1-A, as properties in the node redevelop and internal streets are built out, existing driveways should be consolidated or removed from North Druid Hills Road and relocated to access the new streets where practical. These redevelopment streets are discussed in detail at the end of the Interstate 85 Node section.

NEW LOCATION ROADWAY, UPGRADES, AND MODIFICATIONS

To provide enhanced circulation, relief to North Druid Hills Road, and alternate routes to travelers coming from, going to, or crossing I-85, the following projects are recommended:

- T4, Upgrade Cliff Valley Way and realign the southern end with Knob Hill Drive with a new crossing of Fern Creek. Realign Childerlee Lane to a T intersection with Cliff Valley Way. Upgrade Knob Hill and Mount Mariah roads with new location roadway between them. Six-foot sidewalks with 5-foot planted buffers and 4-foot, on-street bicycle lanes are included on all facilities except the access road. This project extends from the I-85 Frontage Road underpass to North Druid Hills Road. Provides an alternate route for travelers going between I-85 and points east in the corridor that avoids the intersection of North Druid Hills Road at Briarcliff Road. It also provides some relief to the ramps at North Druid Hills Road at I-85.

- T5, Four-lane ring road along the southern side of Executive Park following Chantilly Drive, Executive Park South, Executive Park Drive, and Sheridan with a new crossing of I-85. Tie into Briarcliff Road at Sheridan, including 6-foot sidewalks with 5-foot planted buffers and an adjacent multi-use path from Buford Highway to Briarcliff Road. Includes a new crossing of I-85 parallel to North Druid Hills Road and a direct connection between Buford Highway and Executive Park and Briarcliff Road. This project is intended to serve local traffic by providing an additional route between Buford Highway and Briarcliff Road without interstate access. The multi-use path will be built by the developer as a condition of the zoning.

- T7, Executive Park connector along the southern end of Loehmann's Plaza; two-lane roadway includes 6-foot sidewalks with 4-foot buffers and 4-foot, on-street bicycle lanes from Executive Park Internal Street (to be built as part of redevelopment) to Briarcliff Road at apartment complex driveway. Links future roads that provide internal circulation to Executive Park with Briarcliff Road. Currently, there is no access to Executive Park from Briarcliff Road, and traffic is forced onto North Druid Hills Road.

INTERCHANGE MODIFICATION

All traffic accessing the study area from I-85 is currently required to use North Druid Hills Road. The following recommended projects enhance the distribution of traffic from the interstate and support higher land use intensities as the I-85 Node redevelops from suburban-style office parks to a more urban mixed-use configuration.

- T8, I-85 access road modification and additional ramps. New exit ramp from the I-85 access road to Chantilly Drive, and a new entrance ramp from Executive Park Drive to the I-85 access road. Convert the southern side access road to two-way operation from Tullie Circle to Cliff Valley Way. Convert the northern side access road to two-way operation from the underpass to Briarwood Road. This project extends from 3,700 feet south of North Druid Hills Road to Briarwood Road. Provides access to Executive Park from northbound I-85 with a ramp to Executive Park South. Return access to I-85 northbound is accommodated with a ramp from Executive Park Drive to the existing I-85 access road. This improvement relieves the I-85 northbound ramps at North Druid Hills Road by proving a direct route into Executive Park from I-85 northbound. To the north of North Druid Hills Road, project T8 will convert the access road to two-way operations, which opens access to Tullie Circle from I-85 southbound and redevelopment projects A8, A9, and A10, which will be built when the area redevelops. In concert with project T4, project T8 provides southbound I-85 traffic access to North Druid Hills Road southeast of Briarcliff Road, avoiding the I-85 ramps and the busy intersection at Briarcliff Road.

- T24, Add a dedicated right-turn lane from I-85 into Executive Park. A low-cost alternative to project T8 with limited benefits. While project T24 will enhance access from I-85 northbound into Executive Park, it does not address traffic from Executive Park to I-85 northbound or distribution issues north of North Druid Hills Road.

BICYCLE AND MULTI-USE TRAIL

Bicycle facilities in the Interstate 85 Node are currently very limited. The following project connects existing bicycle lanes along Briarcliff Road with the bicycle lanes proposed as part of project T1-A and extends them north to the Briarcliff Branch Library.

- T9-A, On-street bicycle lanes along new road to be built as part of redevelopment from I-85 Frontage Road to Kittredge Park. Connects with bicycle lanes proposed as part of projects T9-B and C, discussed later as part of the Briarcliff Node.

- T10, Extension of existing Briarcliff Road on-street bicycle lanes and 6-foot sidewalks with 5-foot planted buffers from current endpoint near the southern driveway to Loehmann's Plaza to Cliff Valley Way. Extends the current bicycle lanes to the Briarcliff Branch Library and serves several residential complexes and shopping destinations.

Project T1-A, discussed previously in detail under access management, includes 4-foot bicycle lanes along the segment of North Druid Hills Road in this node.

SIDEWALK

Existing sidewalks in the Interstate 85 Node are generally in good condition. However, the sidewalks are narrow, have a minimal buffer between the concrete and the street, and sometimes have utilities, newspaper boxes, and other obstacles obstructing them. The following project addresses sidewalks on two heavily travelled roads that connect numerous pedestrian destinations, including bus stops, shopping, and residential areas:

- T15, Six-foot sidewalk with 5-foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Buford Highway from South Executive Park Ring Road (proposed) to Corporate Boulevard

Project T1-A, discussed above under access management, includes sidewalks and buffers along North Druid Hills Road from Buford Highway to Briarcliff Road.

TRANSIT

Several local bus routes serve the study area; however, shelters and amenities at stations are lacking. The following project provides an enhanced shelter at the intersection of two major MARTA bus routes to facilitate transfers between them and enhance the transit stops:

- T20, Transfer hub at North Druid Hills Road and Buford Highway

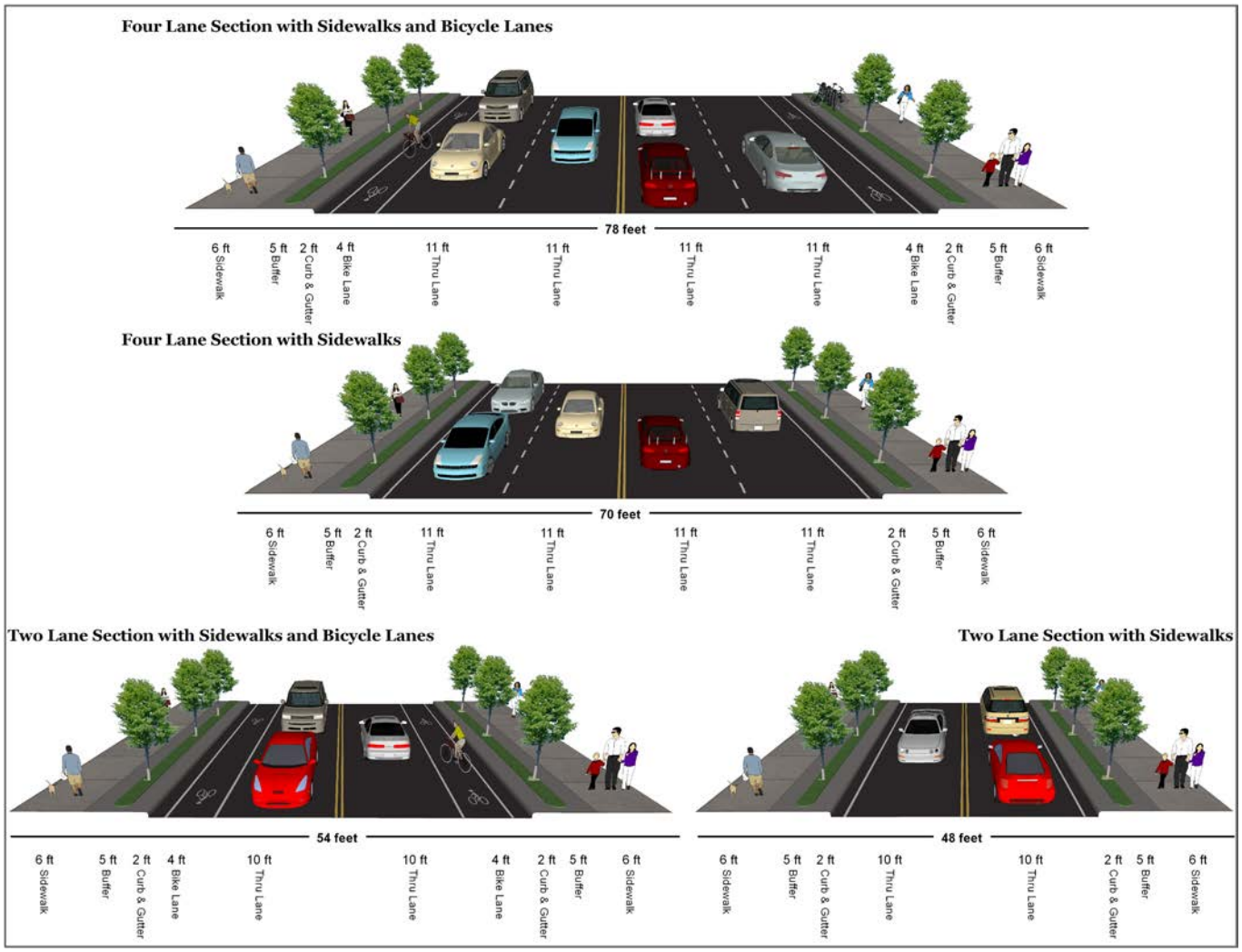
REDEVELOPMENT STREETS

A previous study, A New Public Realm for DeKalb County, dated 2008, identified several new streets in the Interstate 85 Node. These streets provide new circulation within existing super blocks and enhanced connectivity. However, there are existing buildings in the way of the proposed streets. As part of the redevelopment process, DeKalb County will administer the implementation of the new streets. Appropriate typical sections should be chosen and streets built either by developers or DeKalb County as negotiated during the development process. An appropriate menu of street types is recommended herin, in Figure 28.

LAND USE CHANGE IMPACTS ON TRANSPORTATION FACILITIES

The land use changes discussed in the following section will have a significant impact on transportation facilities in the Interstate 85 Node. Using the ITE Trip Generation Manual, an additional 6,631 trips during the AM peak hour and 11,511 trips during the PM peak hour are predicted based on the land use and development figures. All the transportation projects recommended in this node are needed to efficiently distribute the new traffic, however, project T8, I-85 access road modification and additional ramps is the most critical.

Figure 29: Interstate 85 Node Redevelopment Street Menu of Recommended Typical Sections



LAND USE

Leverage existing assets. The plan envisions redevelopment of the area north and south of Briarcliff Road with a proposed mixed use development at the southwest edge of the property. Private investment already has moved to create a master plan and the county has altered the land use and zoning accordingly. In addition, policy suggestions have been made regarding signage.

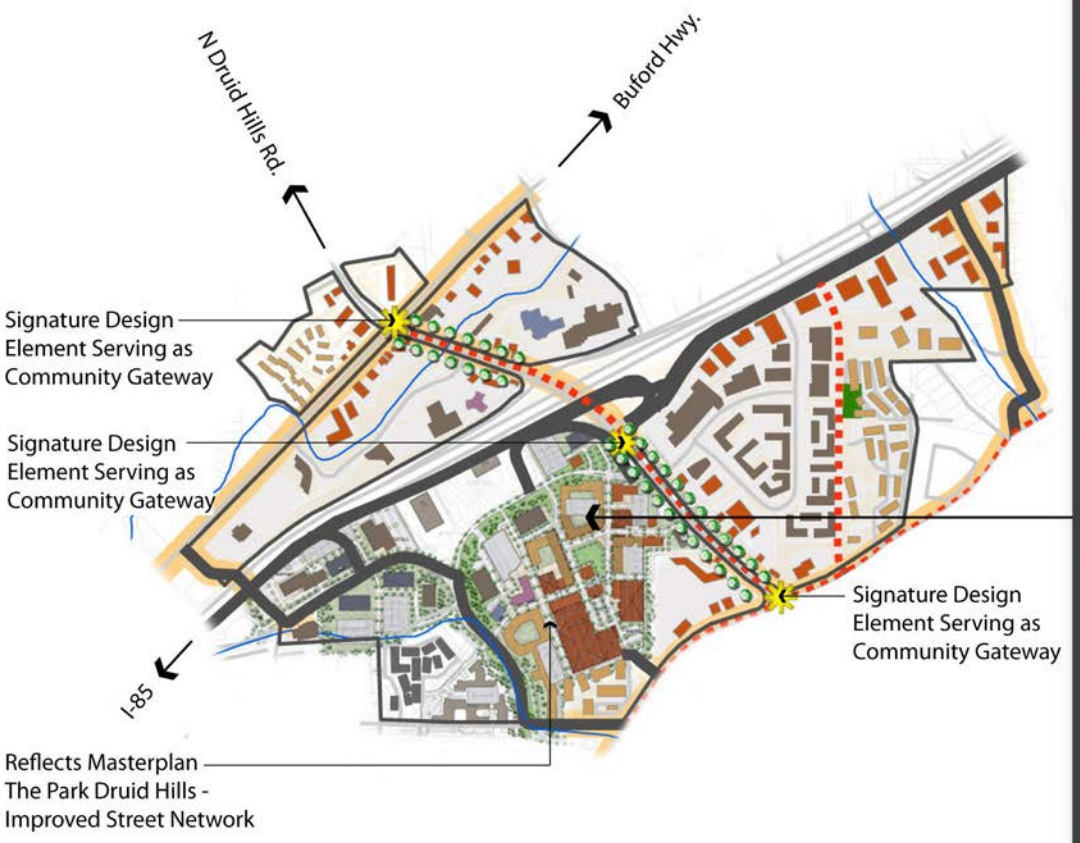
New Grid Network. A series of interconnected roads highlight the redevelopment of the south side of Briarcliff Road. The new street grid network is proposed to create pedestrian-friendly, town center type blocks. Proposed streetscaping of North Druid Hills Road will be integrated into redevelopment efforts The peripheral blocks that surround the sub-area could contain liner retail fronting Briarcliff Road and residential (town homes and offices) behind. Within the heart of redevelopment are blocks could contain office with some residential and the blocks behind would contain office at the street level and residential above.

The blocks created by the master plan street grid creates the framework, street and block structure with adequate flexibility to accommodate various uses and building types to meet the changing needs of the market. A small public space could be created that can support cultural activities. A path network would connect various uses.

Similarly, to the north of Briarcliff Road, is a proposed new roadway connection that allows traffic to enter and exit onto Briarcliff Road when new, associated development occurs
Please note that:

- New streets and site plans displayed in the illustrations are conceptual;
- Detailed engineering analyses will be required to consider environmental and fiscal constraints before street alignments and site plans may be finalized;
- Such plans must continue to be monitored to serve the best interest of the county overall.

ILLUSTRATIVE MASTER PLAN MAP (INTERSTATE 85 NODE)



Multi-Family Housing
Maximum Building Height:
8 stories

Mixed Use Buildings with
Retail at Street Level
Maximum Building Height:
8 stories

Multi-Family Housing
Maximum Building Height:
8 stories

RECOMMENDATIONS

The following list of recommendations is an overview for the Interstate 85 Node. See Figure 29: Transitional Height Planes and Figure 30: Interstate 85 Land Use Standards for details:

- Town Center Mixed-Use District
  - Maximum building height: 8 Stories
  - Maximum density 60 units/acre
  - Other: Transitional height plane
  - Uses:
    - Residential
    - Office
    - Commercial
    - Institutional
    - Civic
    - Lodging

Figure 30: Interstate 85 Node Transitional Height Planes

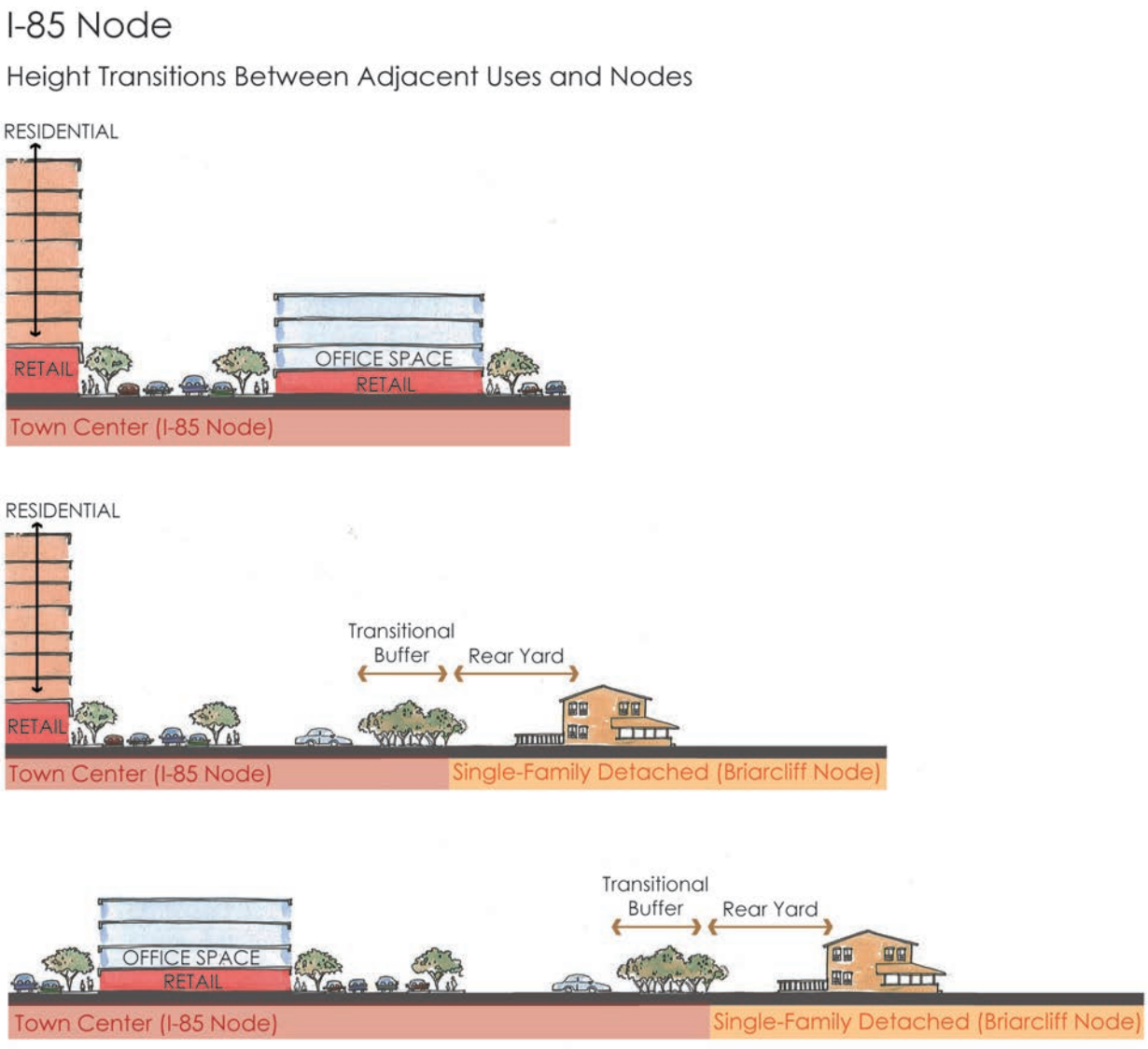
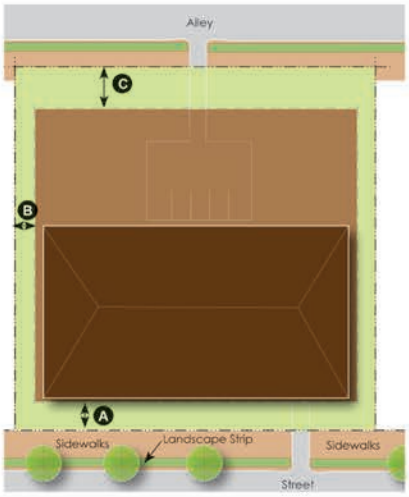


Figure 31: Interstate 85 Node Land Use Standards

I-85 Node

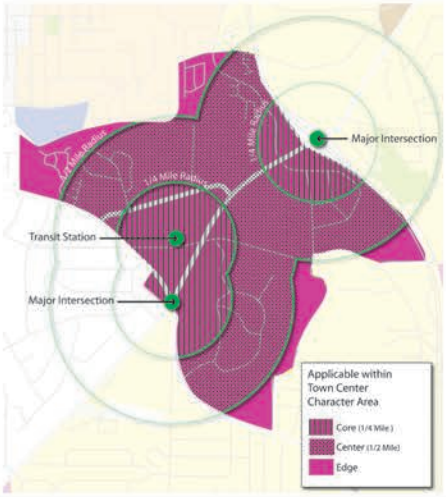
Town Center - Mixed-Use District



Example: Plan diagram "edge"

Property Line — Setback Line

Buildable Area — Building



Example: Town center location criteria diagram

Building Placement		
Mixed use / commercial / multi family		
Front - core	Max. 10 ft.	A
Front - center	Max. 15 ft.	A
Front - edge	Max. 20 ft.	A
Side	Max. 5 ft.	B
Side-corner If parking deck or liner building	0 ft. - 15 ft. 0 ft.	B
Rear	Max. 10 ft.	C
Rear w/alley	Max. 10 ft.	C
Corner-thoroughfare	Same as front	
Corner-all other streets	Same as front	
Single family attached (core / center / edge)		
Front	Min. 10 ft. - Max. 20 ft. 5 only allowed if alley garage	
Side (interior)	N/A	
Side - corner	Max. 5 ft.	
Rear	Max.10 ft.	
Rear w/alley	Max. 5 ft.	
Single family detached / two family /three family		
Front	TBD.	
Side (interior)	TBD	
Side - corner	TBD	

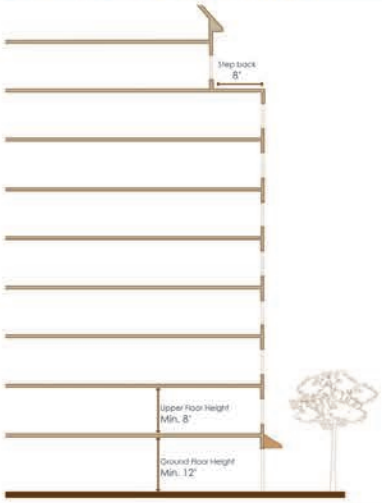
Building Placement (Continued)	
Rear	TBD
Rear w/alley	TBD
FAR	

Lot Dimensions	
Lot width	N/A
Multi-family	1 bldg - Min. 50 ft./ 2 bldg - Min. 100
Commercial/office/civic	Min. 25 ft.
Lot size	
Multi family	Min.10,000 SF.
Mixed-use / commercial	Min. 0 SF.
Lot coverage	
Single-family attached (core / center)	Max. 80 %
Single-family attached (edge)	Max. 65 %
Mixed-use / commercial / multi-family (core / center)	Max. 90 %
Mixed-use / commercial / multi-family (edge)	Max. 80 %

North Druid Hills LCI

I-85 Node

Town Center - Mixed-Use District



Example: Building cross section / floor height and step back (building height)

Location Criteria and Density

TC character area

Building Configuration

Height	
Core	Max. 8 stories
Center	Max. 6 stories - 70 ft.
Edge	Max. 4 stories - 55 ft.
Minimum height	2 stories - 28 ft.
First floor height	12 ft.
All other floor height	8 ft.
Transitional height plane (edge only)	**45°**

Streets and Blocks

Major thoroughfare	Max. 700 ft.
All other street	300 ft. - 600 ft.

Open Space

10% (possible 0% if sustainable development)

Architecture Controls

Percentage of primary exterior materials (of all sides): 80%

Primary exterior materials

Natural wood/clapboard	Stone
Brick	Masonry
Fiber cement siding	Glass
Concrete (no concrete blocks)	Stucco

Primary roofing materials

Vegetative
White roof / reflective roof
Asphalt shingles and architectural shingles
Slate
Terracotta

Transparency (for mixed-use / commercial / multi-family)

Primary street (front)	
Ground floor	Min. 60%
Upper floor	Min. 35%
Side street	Min. 35%

General Types of Uses

Dwelling, single-family attached
Dwelling, multi-family
Office
Commercial
Civic
Institutional
Lodging

Example: Open space by function: Plaza and Green

I-85 Node

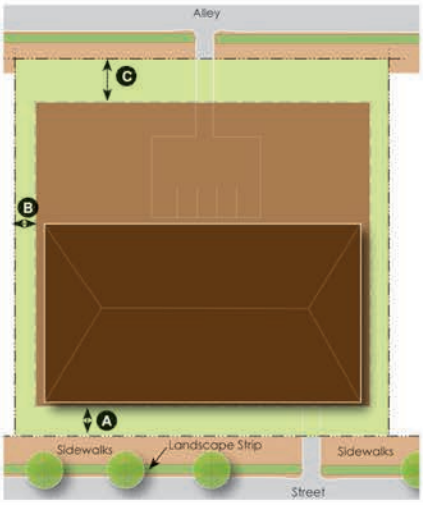
Town Center - Mixed-Use District

Suggested Sign Standards for Non-Residential Nodes

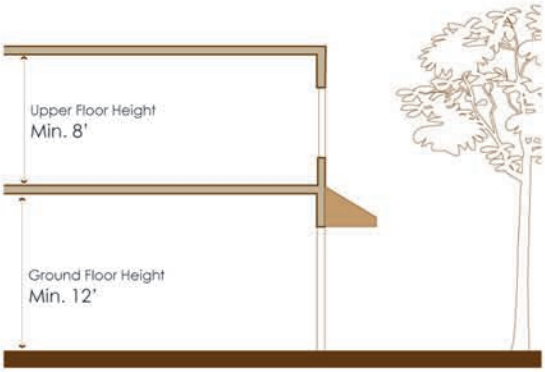
Sign Class	Allowed Sign Types	Maximum Number of Signs	Maximum Sign Area	Maximum Sign Height	Location Requirements	Lighting Allowed?	Additional Requirements
1. Business Identification -Primary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket, free-standing bracket or monument.	3 per primary business frontage. 1 per side street frontage.	1 sq. ft. for each linear ft. of primary business frontage. Corner parcels: 1 additional sq. ft. for each linear ft. of side street frontage, 25 sq. ft. max. for signs on side elevation.	Below edge of roof. 6 ft. for free-standing signs.	Near main entrance. Shall not cover doors, windows, or architectural details.	Yes	Signs are allowed only for second story tenants which may be accessed directly from the second story level. Monument signs not allowed for second story tenants.
2. Business Identification -Secondary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket.	1 per secondary business frontage	1 sq. ft. for each linear ft. of primary business frontage	8 ft.	Near secondary entrance	Yes	
3. Building or Project Identification -Multi-tenant Sites	Wall or monument	1 sign for each street frontage	1 sq. ft. for each linear ft. of building facade. 25 sq. ft. maximum per sign.	Below edge of roof. 6 ft. for monument.	Near main entrance to building or project.	Yes	

I-85 Node

Town Center - Residential District



Example: Building Placement



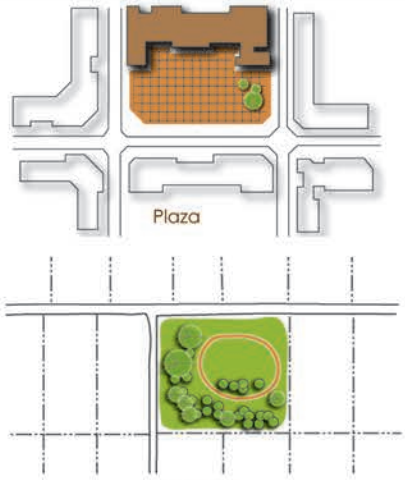
Example: Building cross section / floor height

Building Placement	
Single-family detached (if desired in TC)	
Front - major thoroughfare	10 ft. -25 ft.
Front - minor thoroughfare	10 ft. - 25 ft.
Front - w/alley	TBD
Front - collector / all others	TBD
Front - maximum	TBD
Side (interior)	Min. 7.5 ft.
Rear	Min. 20 ft.
Rear (alley)	Min. 10 ft.
Rear (liner or parking deck)	
Cul-de-sac	N/A
Corner - thoroughfare	15 ft.
Corner - all other streets	15 ft.
Single-family attached	
Front - major thoroughfare	5 ft. - 20 ft.
Front - minor thoroughfare	5 ft. - 20 ft.
Front - w/alley	TBD
Front - all others	TBD
Front	TBD
Side (interior)	N/A.
Rear	Min. 15 ft.

Building Placement (Continued)	
Rear (alley)	Min. 10 ft.
Rear (liner or parking deck)	
Cul-de-sac	N/A
Two-family	
Front - major thoroughfare	10 ft. - 25 ft.
Front - minor thoroughfare	10 ft. - 25 ft.
Front - w/alley	TBD
Front - collector / all others	TBD
Front - maximum	TBD
Side (interior)	Min. 7.5 ft.
Rear	
Rear (alley)	
Rear (liner or parking deck)	
Cul-de-sac	N/A
Corner - thoroughfare	15 ft.
Corner - all other streets	15 ft.

I-85 Node

Town Center - Residential District



Example: Open space by function: Plaza and Mini Park

Building Placement (Continued)

Multi-family	
Front - major thoroughfare	5 ft. - 20 ft.
Front - minor thoroughfare	5 ft. - 20 ft.
Front - w/alley	TBD
Front - all others	TBD
Front - maximum	TBD
Side (interior)	0 ft.
Rear	
Rear (alley)	
Rear (liner or parking deck)	
Cul-de-sac	N/A
Corner - thoroughfare	
Corner - all other streets	
Commercial / office / civic	
Front major thoroughfare	0 ft. - 15 ft.
Front minor thoroughfare	0 ft.-15 ft.
Front - w/alley	TBD
Front all others	TBD
Front	TBD
Side (interior)	
Rear	

Lot Dimensions

Single-family detached	
Lot width	Min. 50 ft.
Lot size	Min. 4,500 SF.
Lot coverage	Max. 55%
Single-family attached	
Lot width	Min. 25 ft.
Lot size	Min. 2,500 SF.
Lot coverage	Max. 80% - 90%
Two-family	
Lot width	Min. 60 ft.
Lot size	Min. 5,500 SF.
Lot coverage	Max. 55 %
Multi-family	
Lot width	Min. 50 ft.
Lot size	Min. 10,000 SF.
Lot coverage	65% - 85%
Commercial / office / civic	
Lot width	Min. 25 ft.
Lot size	Min. 3,500 SF.
Lot coverage	Max. 80%

Location Criteria and Density

Infrastructure	
Transit	
Town center characters area	
Density	

Open Space

10%	
Transitional buffer	**Min. 50 ft.**

Building Configuration

Height	**2 - 7 stories**
First floor height	Min. 12 ft.
All other floor height	Min. 8 ft.
Transitional height plane	**45°**

I-85 Node

Town Center - Residential District

Architectural Controls

Percentage of primary exterior materials (of all sides)	**80 %**

Primary exterior materials

- Natural wood/clapboard
- Stone
- Brick
- Masonry
- Fiber cement siding
- Concrete (no concrete block)
- Glass
- Stucco

Primary roofing materials

- Vegetative
- White roof / reflective roof
- Asphalt shingles and architectural shingles
- Slate
- Terra cotta

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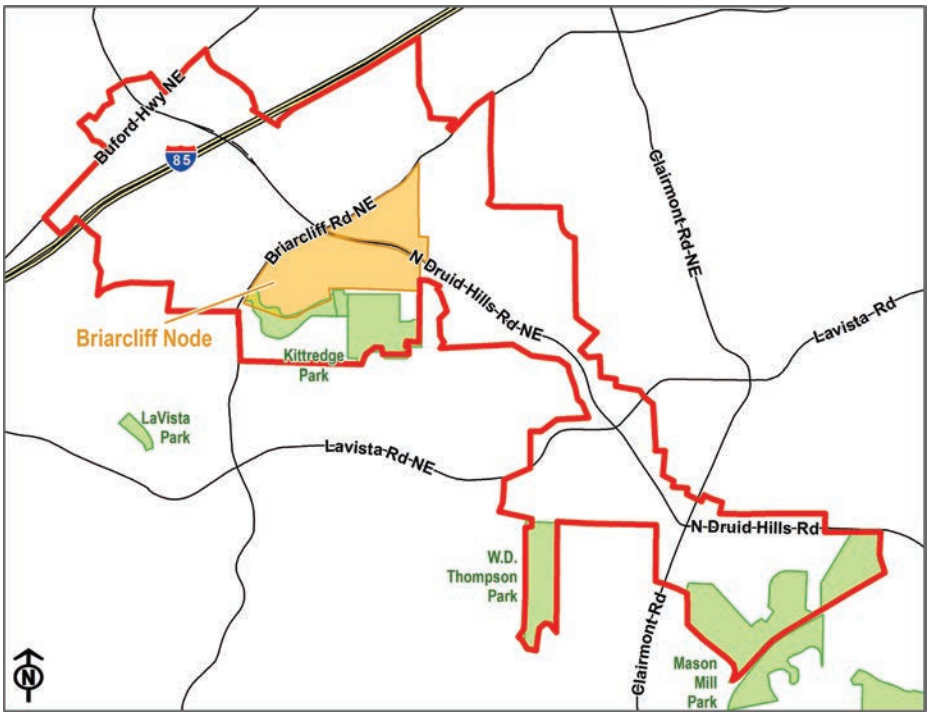


BRIARCLIFF NODE

The Briarcliff Node, served by two high-volume arterials, has substantial redevelopment potential. The purpose of the Briarcliff Node recommendations is to enhance the transportation network to provide capacity and mode choice and to establish a land use framework to accommodate future redevelopment in the node. The transportation recommendations and land use framework are intended to spur redevelopment that contributes to the economic development of the area while improving quality of life in the North Druid Hills LCI corridor. In concert with Interstate 85 Node improvements, several recommendations in the Briarcliff Node are intended to relieve congestion at the Briarcliff Road and North Druid Hills Road intersection.

TRANSPORTATION

Along North Druid Hills Road in the Briarcliff Node, traffic volumes are substantially lower than those recorded in the Interstate 85 Node. Within the Briarcliff Node, North Druid Hills Road provides access to businesses, provides distribution of traffic from the interstate, and acts as a regional thoroughfare between Buckhead and the eastern suburbs. Non-automobile transportation facilities in the Briarcliff Node are limited and include sidewalks and local bus routes along North Druid Hills and Briarcliff roads. Additionally, a short pair of bicycle lanes exists along Briarcliff Road.

ACCESS MANAGEMENT

As redevelopment takes place in the Briarcliff Node, driveways should be reconfigured to access the redevelopment roads and consolidated or removed from North Druid Hills and Briarcliff roads where practical. Additionally, as parcels redevelop, opportunities to provide inter-parcel access and consolidate driveways along North Druid Hills and Briarcliff Roads should be taken advantage of.

NEW LOCATION ROADWAY, UPGRADES, AND MODIFICATIONS

- T9-B, New location roadway with 6-foot sidewalks, 4-foot planted buffers, and 4-foot bike lanes. This project is a new roadway connection that will connect a redevelopment street in the Interstate 85 Node with the existing Kittredge Park Road, improving access to the park from the northern side of Briarcliff Road.

Project T4 is a new location roadway that extends into the Briarcliff Node. It is discussed in detail as part of the Interstate 85 Node.

BICYCLE AND MULTI-USE TRAIL

- T1-B, Six-foot sidewalks with 5-foot planted buffers and 4-foot, on-street bicycle lanes along North Druid Hills Road from Briarcliff Road to LaVista Road
- T9-C, Six-foot sidewalks, 4-foot planted buffers, and 4-foot, on-street bicycle lanes from North Druid Hills Road to Kittredge Park
- T11-A, Kittredge Park expansion from Briarcliff Road to Biltmore Drive

Project T4, discussed as part of the Interstate 85 Node above, includes on-street bicycle lanes.
Projects T9-A, B, and C all work together to provide improved access to Kittredge Park from the northern side of the study area. Project T9-A is discussed as part of the Interstate 85 Node. Project T9-B, discussed above under new location roadway, upgrades, and modifications, includes bicycle and pedestrian facilities that will connect with project T9-C, which substantially upgrades the pedestrian facilities along Kittredge Park Road and provides new bicycle facilities connecting to the park.

Project T1-B is a bicycle and pedestrian facility along North Druid Hills Road primarily serving bicycle commuters that will provide enhanced sidewalks to improve conditions for current pedestrians and encourage walking. Project T11-A is one segment of the Three Parks Connector, which is a bicycle/pedestrian facility linking Kittredge, W.D. Thompson, and Mason Mill parks with the mixed-use development currently under construction at Executive Park.

SIDEWALK

Project T1-B, discussed above under bicycle and multi-use trail, includes 6-foot sidewalks with 5 foot planted buffers to serve existing pedestrian users along North Druid Hills Road and to encourage more walking.
Project T9-B, discussed above under new location roadway, upgrades, and modifications, includes 6-foot sidewalks with 4-foot buffers. In conjunction with project T9-B, project T9-C, discussed above under bicycle and multi-use trail, enhances pedestrian access to Kittredge Park and includes 6-foot sidewalks with 4-foot buffers.

STUDY

A key corridor study of Briarcliff Road that intersects North Druid Hills Road is in the Transportation Improvement Program. The Briarcliff Road (SR 42) Corridor Study (DK-269) is sponsored by DeKalb County and programmed for 2010. No additional studies are recommended specific to the Briarcliff Node as part of this LCI.

TRANSIT

Several local bus routes serve the study area; however, shelters and amenities at stations are lacking. The following project provides an enhanced shelter at the intersection of two major MARTA bus routes to facilitate transfers between them and improve the existing transit stops:

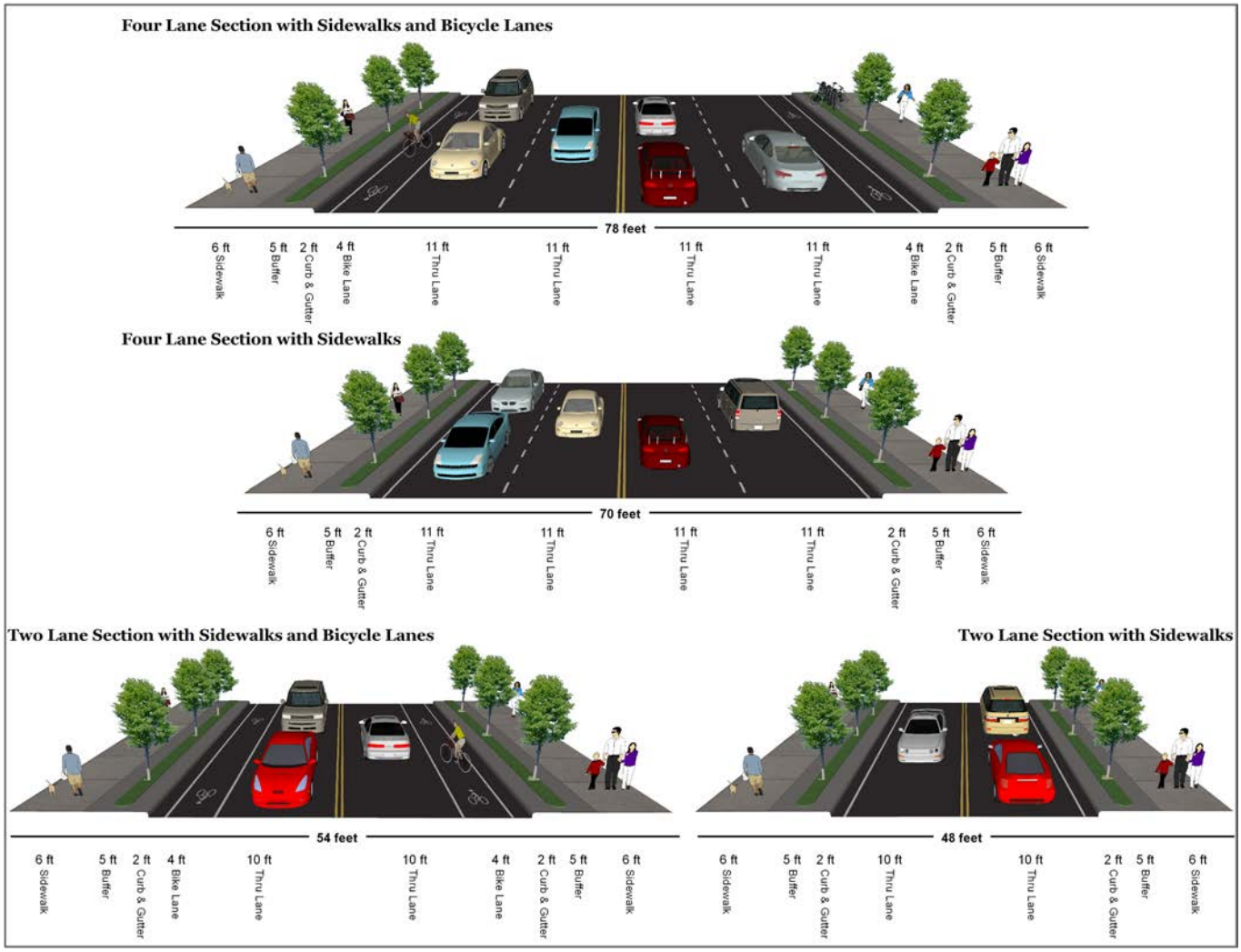
- T21, Transfer hub at North Druid Hills Road at Briarcliff Road

REDEVELOPMENT STREETS

Several new streets in the Briarcliff Node were identified in a previous study, A New Public Realm for DeKalb County, dated 2008. These streets provide new circulation within existing super blocks, an extension to the South Executive Park Ring Road (T5, discussed as part of the Interstate 85 Node), enhanced connectivity, and a border for the Kittredge Park expansion. Because existing buildings are in the way of the proposed streets,

DeKalb County will administer the implementation of the new streets as part of the redevelopment process. Appropriate typical sections should be chosen and streets built either by developers or DeKalb County as negotiated during the development process. An appropriate menu of street types is recommended in Figure 31.

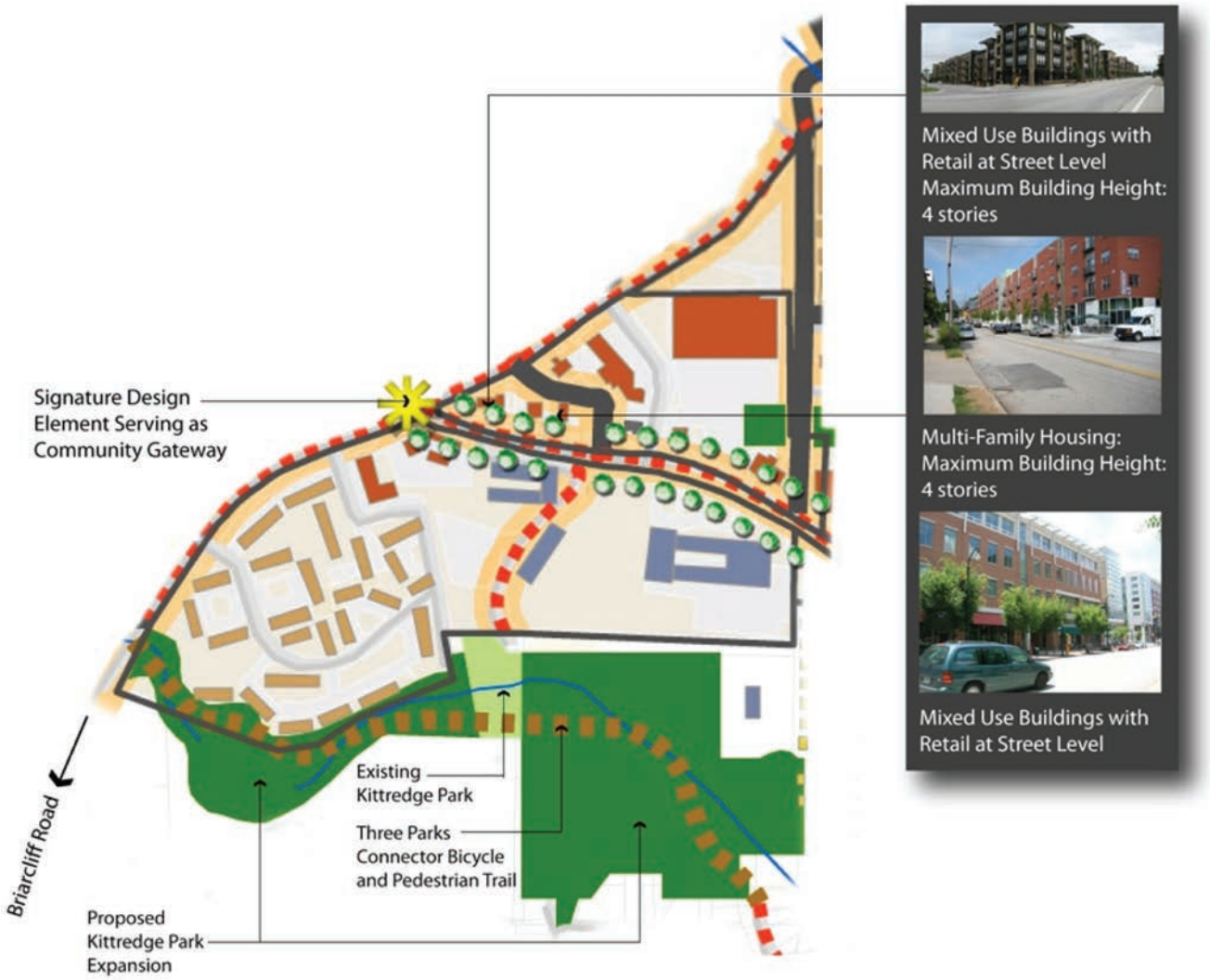
Figure 32: Briarcliff Node Redevelopment Street Menu of Recommended Typical Sections



LAND USE

The area south and east of the intersection of North Druid Hills and Briarcliff Road is envisioned to contain greater public greenspace and an enhancement of the current football stadium. Currently the area consists of several, Board of Education school buildings with parking lots. The existing schools have been part of an ongoing discussion as to their future and have been proposed to be consolidated into a cohesive multifamily and townhome district with an attractive architectural character.

ILLUSTRATIVE MASTER PLAN MAP (BRIARCLIFF NODE)



RECOMMENDATIONS

The following list of recommendations is an overview for the Briarcliff Node. See Figure 32: Briarcliff Node Transitional Height Planes and Figure 33: Briarcliff Node Land Use Standards for details:

- Neighborhood Center Mixed-Use District
  - Maximum building height: 4 Stories
  - Maximum density 24 units/acre
  - Other: Transitional height plane
  - Uses:
    - Residential
    - Office
    - Commercial
    - Institutional
    - Civic
    - Lodging

Figure 33: Briarcliff Node Transitional Height Planes

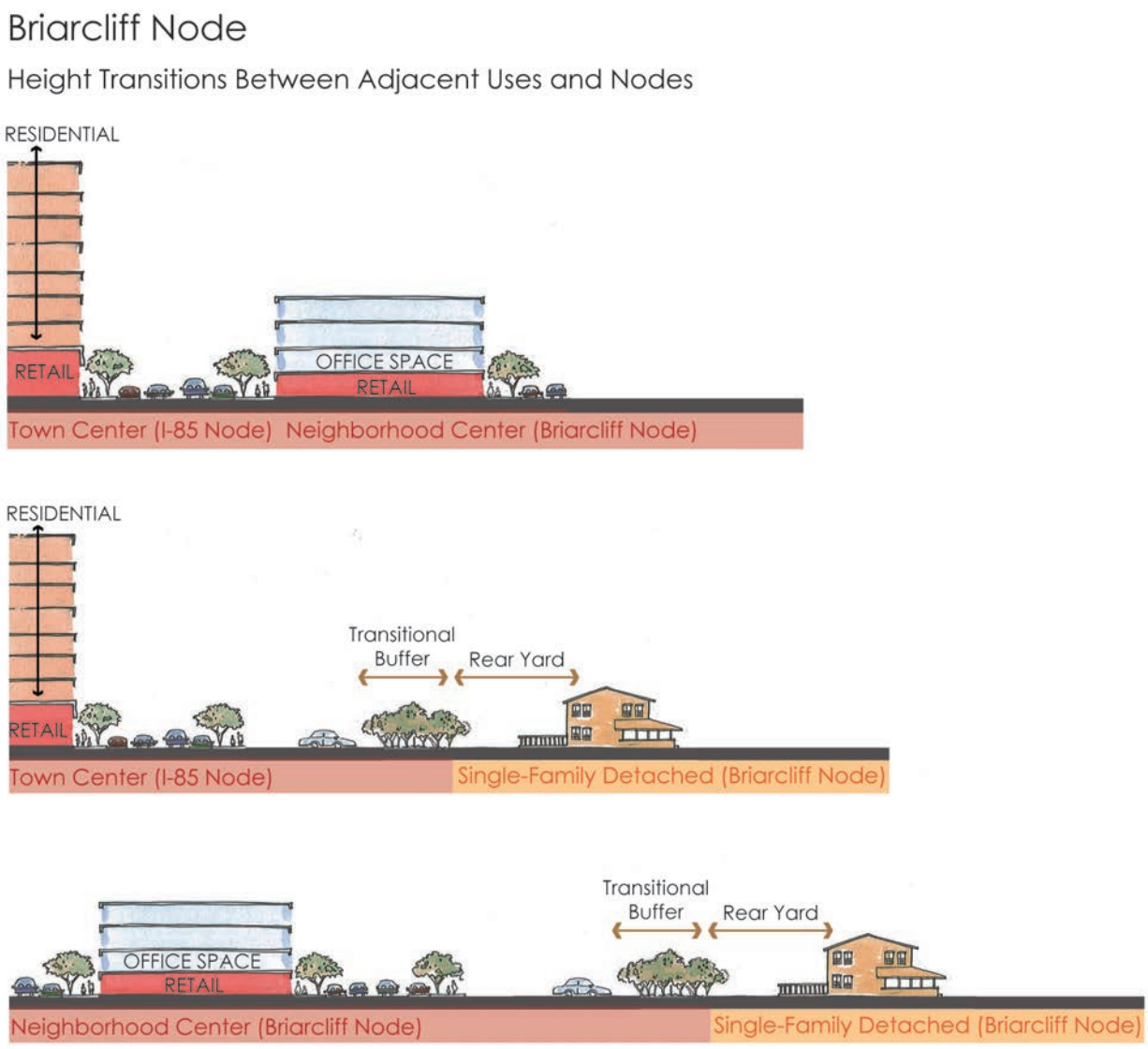
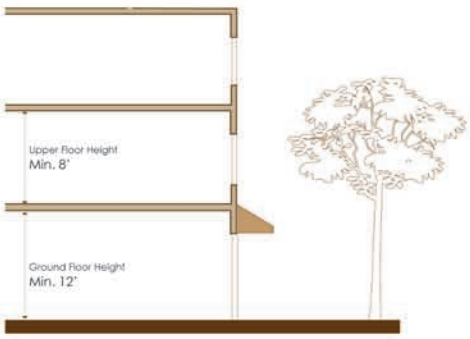


Figure 34: Briarcliff Node Land Use Standards

Briarcliff Node

Neighborhood Center - Mixed-Use District

Example: Neighborhood Center character area master plan creates focal point, integrates existing topography and transitions to suburban



Example: Building cross section / floor height

Building Placement

Single-family detached / two-family /three-family	
Front	**Min. 10 ft. - Max. 25 ft.**
Interior side	Min. 7.5 ft.
Side corner	Min. 7.5 ft.
Rear	Min. 10 ft.
Rear w/alley	Min. 10 ft.
Single-family attached	
Front If alley garage	**Min. 10 ft. - Max. 20 ft.** 5 ft.
Interior side	N/A
Side - corner	Min. 5 ft.
Rear If parking deck or liner building	Min. 10 ft. 0 ft.
Rear w/alley If parking deck or liner building	Min. 10 ft. 0 ft.
Mixed-use / commercial / multi-family	
Front	**Max. 20 ft.**
Interior side	Min. 0 ft.
Side-corner If parking deck or liner building	15 ft. to 18 ft. 0 ft.
Rear If parking deck or liner building	Min. 15 ft. 0 ft.
Rear w/alley	10 ft.

Location Criteria and Density

Neighborhood Center character area	
Density	Max. 24/ Acre

Lot Dimensions

Single-family detached	
Area	Min. 4,500 SF.
Width	Min. 50 ft.
Coverage	Max. 55 %
Single-family attached	
Area	Min. 2,500 SF.
Width	Min. 22 ft.
Coverage	Max. 90 %
Two-four-family	
Area	Min. 5,500 SF
Width	Min. 60 ft.
Coverage	Max. 55 %
Multi-family	
Area	Min. 10,000 SF.
Width 2 or more bldg	1bldg - 50 ft. 100 ft.
Coverage	Max. 80 %

North Druid Hills LCI

Briarcliff Node

Neighborhood Center - Mixed-Use District

Mini Park

Example: Open space by function: Mini Park

Lot Dimensions (continued)

Commercial / office / civic	
Area	Min. 3,500 SF.
Width	Min. 25 ft.
Coverage	Max. 85 %

Building Configuration

Height	**2-4 story**
Transitional height plane	**Yes**

Open Space

20 %	
Transition buffer	**Min. 30 ft.**

Note: Thresholds to be determined 10 % in urban, 0 % if sustainable developments, green roof, transit stop shelter, etc.

Streets and Blocks

Major thoroughfare	Max. 700 ft.
All other streets	300 ft. - 600 ft.

Architectural Controls

Percentage of primary exterior material (of all sides): 80%

Primary exterior materials:

- Natural wood/clapboard
- Stone
- Brick
- Masonry
- Fiber cement siding
- Glass
- Concrete (no concrete block)
- Stucco

Primary roofing materials

- Vegetative
- White roof / reflective roof
- Asphalt shingles and architectural shingles
- Slate
- Terracotta

Transparency (for mixed-use / commercial / multi-family)

Primary street (front)	
Ground floor	Min. 60 %
Upper floor	Min. 35 %
Side street	Min. 35 %

General Types Of Uses

- Dwelling, single-family detached
- Dwelling, single-family attached
- Dwelling, multi-family
- Commercial
- Institutional
- Civic
- Office
- Lodging

Briarcliff Node

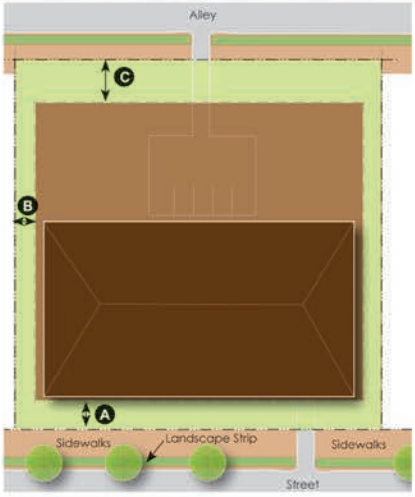
Neighborhood Center - Mixed-Use District

Sign Standards for Non-Residential Nodes

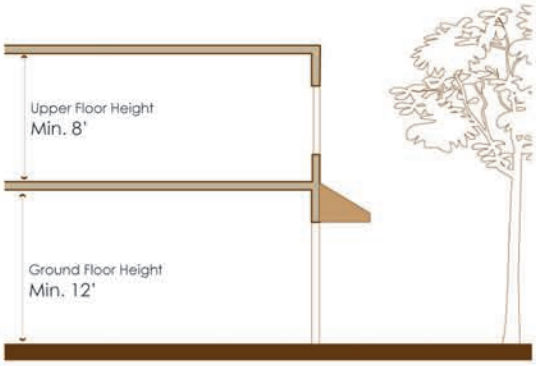
Sign Class	Allowed Sign Types	Maximum Number of Signs	Maximum Sign Area	Maximum Sign Height	Location Requirements	Lighting Allowed?	Additional Requirements
1. Business Identification -Primary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket, free-standing bracket or monument.	3 per primary business frontage. 1 per side street frontage.	1 sq. ft. for each linear ft. of primary business frontage. Corner parcels: 1 additional sq. ft. for each linear ft. of side street frontage, 25 sq. ft. max. for signs on side elevation.	Below edge of roof. 6 ft. for free-standing signs.	Near main entrance. Shall not cover doors, windows, or architectural details.	Yes	Signs are allowed only for second story tenants which may be accessed directly from the second story level. Monument signs not allowed for second story tenants.
2. Business Identification -Secondary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket.	1 per secondary business frontage	1 sq. ft. for each linear ft. of primary business frontage	8 ft.	Near secondary entrance	Yes	
3. Building or Project Identification -Multi-tenant Sites	Wall or monument	1 sign for each street frontage	1 sq. ft. for each linear ft. of building facade. 25 sq. ft. maximum per sign.	Below edge of roof. 6 ft. for monument.	Near main entrance to building or project.	Yes	

Briarcliff Node

Neighborhood Center Residential District



Example: Building placement



Example: Building cross section / floor height

Building Placement

Single-family detached / two-family / three-family	
Front - major thoroughfare	10 ft. - 25 ft.
Front - minor thoroughfare	10 ft. - 25 ft.
Multi-family	
Front - major thoroughfare	5 ft.- 20 ft.
Front - minor thoroughfare	5 ft.- 20 ft.
Corner - thoroughfare	TBD
Corner - all other streets	TBD

Lot Dimensions

Single-family detached	
Lot width	Min. 50 ft.
Lot size	Min. 4,500 SF.
Lot coverage	Max. 55 %

Location Criteria and Density

Infrastructure
Transit
Character area policy

Building Configuration

Height	**2 - 4 stories**
First floor height	Min. 12 ft.
All other floor height	Min. 8 ft.
Transitional height plane	**45°**

Open Space

20% or greater height; 10% if sustainable development elements (TBD)

Transitional buffer	**Min. 50 ft.**

Architectural Controls

Percentage of primary exterior materials (of all sides)	**80%**
Primary exterior materials:	
Natural wood/clapboard	Stone
Masonry	Brick
Fiber cement siding	Glass
Concrete (no concrete block)	Stucco
Primary roofing materials	
Vegetative	
White roof / reflective roof	
Asphalt shingles and architectural shingles	
Slate	
Terra cotta	

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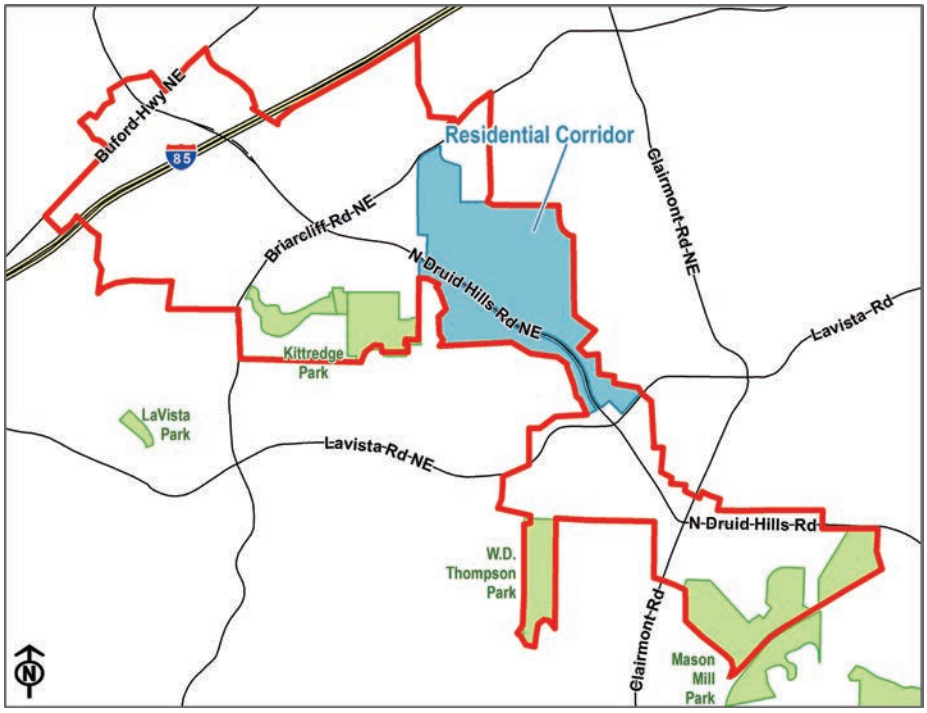
RESIDENTIAL CORRIDOR

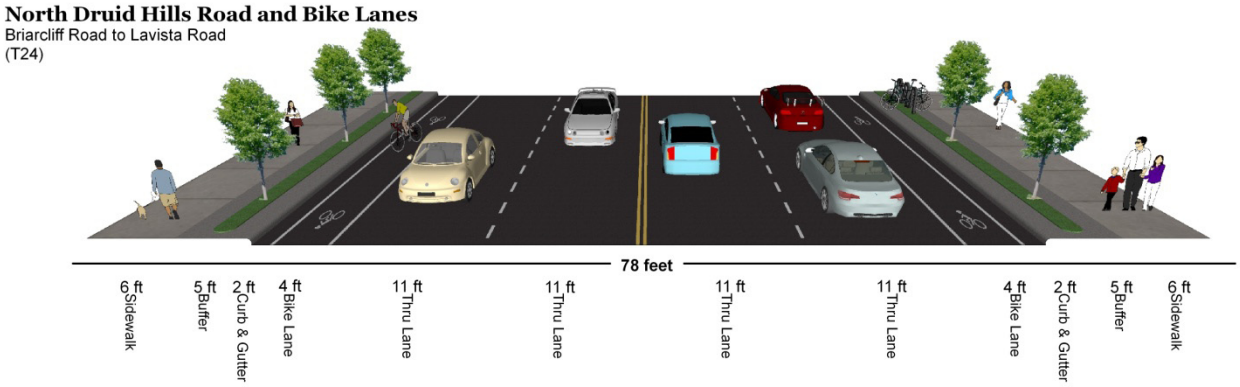
Based on the concept of higher density at nodes and lower density in corridors, the Residential Corridor has the most limited redevelopment prospects in the study area. The purpose of the Residential Corridor recommendations is to enhance the transportation network to improve mode choice and establish a land use framework to accommodate future redevelopment. The transportation recommendations and land use framework are intended to improve the quality of life in the North Druid Hills LCI corridor.



TRANSPORTATION

The lowest traffic volumes on North Druid Hills Road in the study area are in the Residential Corridor. Facilities in the Residential Corridor for non-automobile users are currently quite limited and include sidewalks and local bus routes along North Druid Hills Road. This segment of North Druid Hills Road currently experiences the lowest frequency of automobile crashes as compared to the rest of North Druid Hills Road in the study area. The following figure illustrates the recommended cross section of North Druid Hills Road in the Residential Corridor.

Figure 35: Residential Corridor Typical Section



ACCESS MANAGEMENT

Because most of the land uses in this corridor are residential, turning movements from driveways are substantially less than in the nodes with commercial properties. As the area redevelops, driveways should be consolidated. While a raised median is desirable, one is not assumed because of right-of-way constraints and low crash frequency in this section of the corridor.

BICYCLE AND MULTI-USE TRAIL

- T11-B, On-street bicycle lanes along Biltmore Drive from Kittredge Park Multi-Use Trail to LaVista Road
- T11-C, Bi-directional multi-use trail along one side of LaVista Road from Biltmore Drive to Houston Mill Road
- T11-D, On-street bicycle lanes along Houston Mill Road from LaVista Road to just south of Intown Community School

Projects T11-B, C, and D are segments of the Three Parks Connector, which is a bicycle/pedestrian facility linking Kittredge, W.D. Thompson, and Mason Mill parks with the mixed-use development currently under construction at Executive Park.

Project T1-B, discussed as part of the Briarcliff Node, includes 4-foot, on-street bicycle lanes along North Druid Hills Road.

SIDEWALK

Project T11-B, discussed above under bicycle and multi-use trail, includes 6-foot sidewalks with 5 foot planted buffers to serve existing pedestrian users along North Druid Hills Road and to encourage more walking.

LAND USE

Townhome development along this corridor that relates to the street with inter-parcel connectivity and access management is envisioned for this corridor. The infill development as it happens should ensure the integration of the roadway and provide for pedestrian friendly environment. Older, single family homes that sit on deep lots can be consolidated leveraging the natural surroundings and the proposed trail network. The low density neighborhood will act as a transition between the dense Interstate 85 Node and the Toco Hill Neighborhood Center.

Character Images: Pedestrian Friendly Corridor

Character Images: Proposed residential developments

ILLUSTRATIVE MASTER PLAN MAP (RESIDENTIAL CORRIDOR)

RECOMMENDATIONS

The following list of recommendations is an overview for the Residential Corridor. See Figure 35: Residential Corridor Transitional Height Planes and Figure 36: Residential Corridor Land Use Standards for details:

- Suburban Corridor
  - Maximum building height: 3 Stories
  - Maximum density 8 units/acre
  - Other: Transitional height plane
  - Uses:
    - ☐ Single Family Residential
    - ☐ Townhomes

Figure 36: Residential Corridor Transitional Height Planes

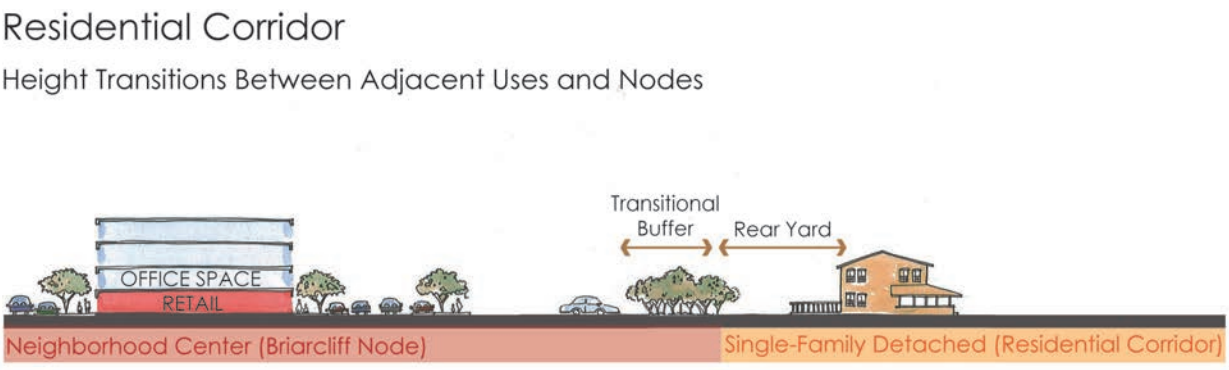
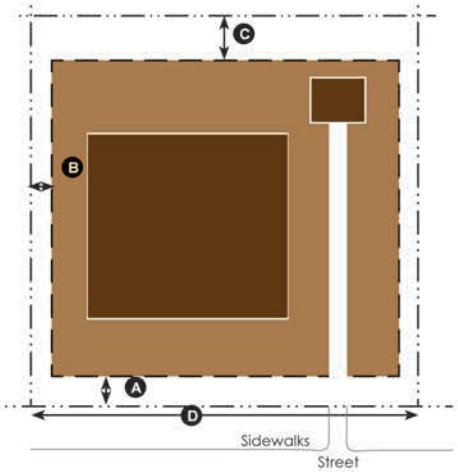


Figure 37: Residential Corridor Land Use Standards

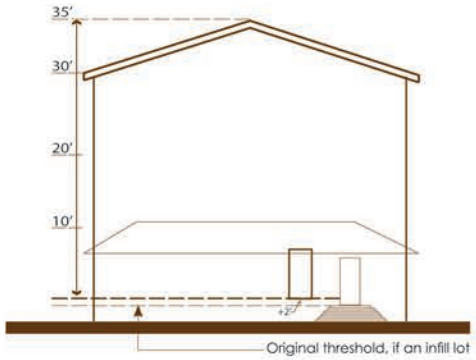
Residential Corridor

Residential Suburban Single Family District



Example: Building placement

Property Line
Setback Line
Buildable Area
Building



Example: Height measurement

The illustration above shows how to measure building height

Building Placement

Setback (distance from property line)	
Front-major thoroughfare	Min. 70 ft.
Front-minor thoroughfare	Min. 60 ft.
Front-w/alley	N/A
Front-collector / all others	Min. 55 ft.
Side (interior)	Min. 10 ft. B
Cul-de-sac	Min. 35 ft.
Rear	Min. 40 ft. C
Corner-thoroughfare	60 % (of front setback)
Corner-all other streets	60 % (of front setback)

Lot Dimensions

Lot width	Min. 65 ft. D
Lot size	Min. 30,000 SF.
Lot coverage	Max. 35 %

Building Configuration

Height	**Max. 35 ft.**
Accessory building	Max. 24 ft.
Floor area / unit	Min. 1,400 SF.

Architectural Controls

Percentage of primary exterior material (of all sides): 80 %

Primary exterior materials:

- Natural wood/clapboard
- Stone
- Brick
- Masonry
- Fiber cement siding
- Concrete (no concrete block)
- Bamboo
- Stucco
- Glass

Architectural Controls (Continued)

Encroachments

Sills, beltcourses, cornice eaves, chimneys and other:	Max. 3 ft.
Porch-uncovered / or covered not enclosed (no impervious foundation) (rear and front):	Max. 10 ft.

North Druid Hills LCI

Residential Corridor

Residential Suburban Single Family District

Tot Lot and Playground

Mini - Park

Example: Open space by function: Tot Lot and Playground and Mini-Park

Open Spaces	
If 5 acres or 36 units	**20 %**

Parking

2 spaces / unit

General Types Of Uses

Dwelling, single-family detached

Accessory dwelling units, attached and detached

Residential Corridor

Residential Suburban Single Family District

Suggested Sign Standards for Residential Corridor

Sign Class	Allowed Sign Types	Maximum Number of Signs	Maximum Sign Area	Maximum Sign Height	Location Requirements	Lighting Allowed?	Additional Requirements
1. Service Stations: **a. Identification**	Wall or canopy	1 per building frontage and 1 per canopy facing a street - 2 signs maximum per street frontage.	10 sq. ft. per sign	Below edge of roof.	On building facade or canopy	Yes	No pricing information allowed.
b. Pricing and Identification	Monument	1 per use	30 sq. ft. per face - 2 faces maximum.	48 in.	Shall not create hazard at driveways or corners.	Yes	Signs shall include identification of the station and gasoline prices. No other price signs are allowed.
2. Theater Signs **a. Identification**	Wall	1 per street frontage	2 sq. ft. of sign area per linear ft. of building frontage. 200 sq. ft. maximum total sign area.	Below edge of roof unless on architectural element that extends above roof edge.	None	Yes	Architectural element shall be integral part of theater building design. Not more than 25% of architectural element shall be devoted to sign area.
b. Marquee	Marquee - changeable copy allowed	1 per use	40 sq. ft. for each screen or stage	Below edge of roof	None	Yes	Allowed in addition to other theater signs, only for displaying movie or performance titles.

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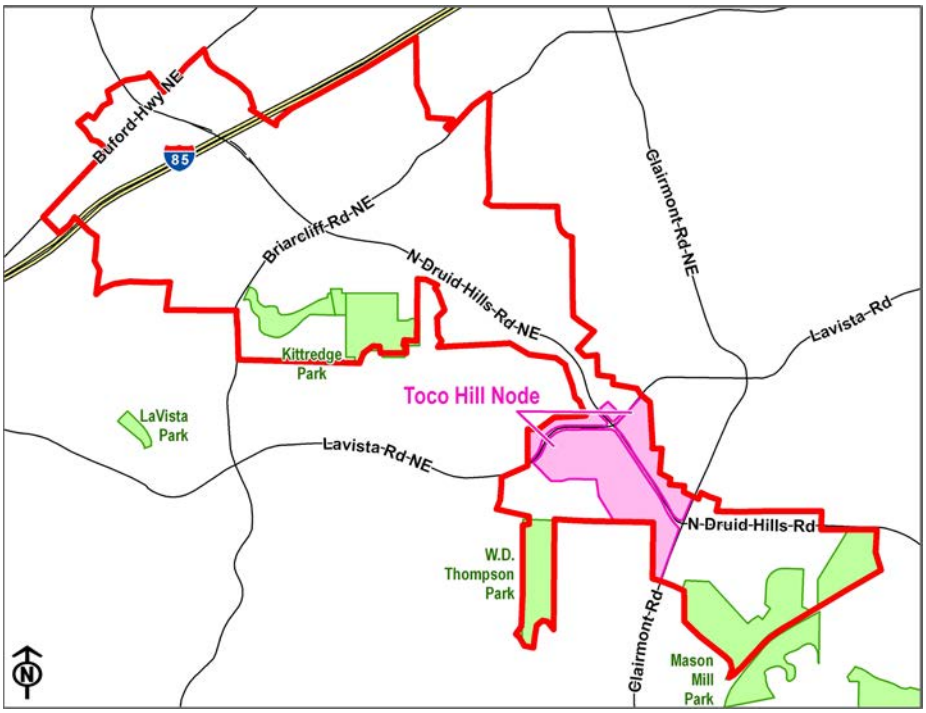


TOCO HILL NODE

The Toco Hill Node encompasses the area within the North Druid Hills corridor between LaVista Road and Clairmont Road. The predominantly commercial land uses make the node significant in terms of development potential and traffic generation. Both land use and transportation recommendations for the Toco Hill Node seek to balance development pressures with concern for the adjacent lower intensity Residential Corridor and Mason Mill Park Node.

TRANSPORTATION RECOMMENDATIONS

Traffic volumes resulting from commercial intensities and through traffic flow from LaVista and Clairmont roads create congestion in the Toco Hill Node. Generally, traffic flows in the Toco Hill Node range between severely restricted and over capacity with the heaviest volumes concentrated at the Clairmont Road intersection. Given this, multiple areas have been identified for congestion mitigation. Recommendations center on access management, intersection improvements in commercial districts, and multi-use trails to accommodate alternate modes in residential areas. The following policies are recommended to improve traffic flow and reduce congestion in the Toco Hill Node:

- Encourage high-density housing within walking distance of retail and transit to reduce the need to drive.
- Limit vehicular access to alleys and side streets via zoning requirements.
- Require access management with new development, which may include right-in/right-out islands and shared driveways.
- Amend Public Works standards to permit new multi-family and commercial uses to use existing alleys.
- Amend Public Works standards to remove the requirement for alleys and driveways to be set 7 feet from side property lines, even if zoning permits it.

ACCESS MANAGEMENT

To address traffic flow, safety, aesthetic issues, and non-motorized users, the following projects are recommended in this node:

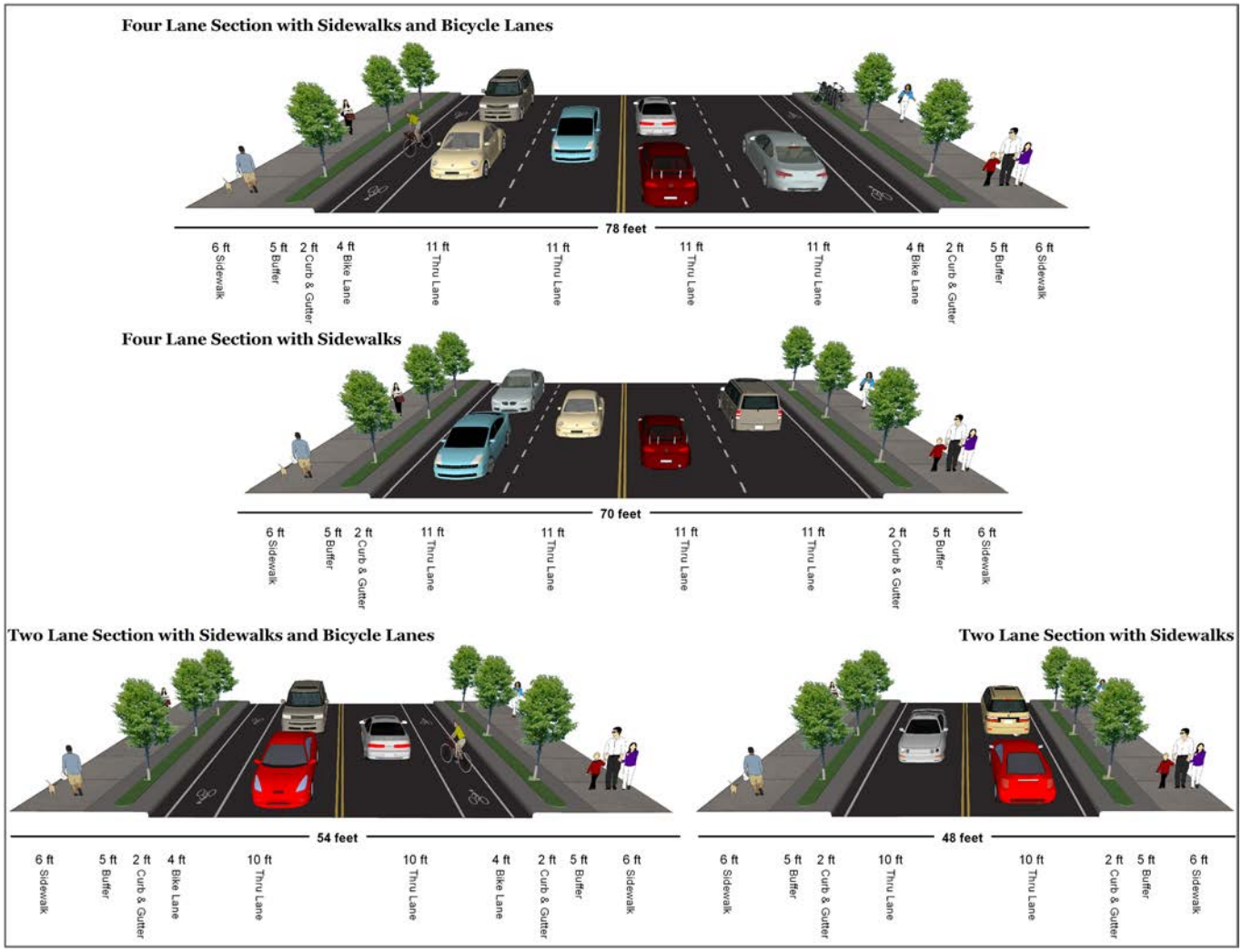
- T1-C, Raised and planted median along North Druid Hills Road, 6-foot sidewalks with 5 foot planted buffers, and 4-foot, on-street bicycle lanes from LaVista Road to Clairmont Road. This project provides a median that

limits left turns into and out of the Toco Hill shopping center and directs traffic to one or two median breaks. By decreasing the number of driveways where left turns onto the main line are possible, conflict points are reduced and safety is increased. Traffic flow along North Druid Hills Road also benefits from a reduction in conflicts. According to the Federal Highway Administration, raised medians can reduce crashes in urban areas 40 percent, and reduce crashes involving pedestrians by 45 percent overall and fatalities by 78 percent. Medians can also increase lane capacity up to 36 percent.

- T2, Intersection improvement at North Druid Hills Road, including a median on LaVista Road across from the Toco Hill shopping center at LaVista Road. This addresses the multiple curb cuts at the Toco Hill shopping center by channeling left turns to one or two median breaks and removing the ability to turn left from any driveway.

As redevelopment takes place in the Toco Hill Node, driveways should be reconfigured to access the redevelopment roads and consolidated or removed from North Druid Hills and LaVista Roads where practical. Figure 37 provides a menu of typical sections for the redevelopment roads. Additionally, as parcels redevelop, opportunities to provide inter-parcel access and consolidate driveways along North Druid Hills and LaVista Roads should be taken advantage of.

Figure 38: Toco Hill Node Redevelopment Street Menu of Recommended Typical Sections



INTERSECTION IMPROVEMENT

Traffic flow and ingress-egress issues are significant problems on LaVista Road approaching the North Druid Hills Road intersection. To address these issues, the following project is recommended:

- T3, New signal on LaVista Road; realign driveways at townhomes/Toco Hill driveways

Project T3 works in concert with project T2 described above under access management to improve traffic flow and increase safety along LaVista Road. This project also provides a signalized left turn from the Toco Hill shopping center onto LaVista Road. Currently, none of the shopping center driveways along LaVista Road are signalized.

BICYCLE AND MULTI-USE TRAIL

Multi-use trails for bicycles and pedestrians can mitigate congestion by providing alternatives to motor vehicle trips, specifically shorter ones that may unnecessarily add to traffic volumes. The following project is recommended:

- T11-E, Multi-use trail along the southern side of the Intown Community School property to W.D. Thompson Park and then east/west through the northern end of the park extending to McConnell Drive from just south of the Intown Community School to McConnell Drive/the Toco Hill shopping center. This project provides bicycle and pedestrian access from adjacent neighborhoods to the Toco Hill shopping center. Additionally, project T11-E is a segment of the Three Parks Connector, which is a bicycle/pedestrian facility linking Kittredge, W.D. Thompson, and Mason Mill parks with the mixed-use development currently under construction at Executive Park.

Project T1-C, discussed previously under access management, includes 4-foot bicycle lanes along the segment of North Druid Hills Road in this node.

SIDEWALK

- T17, LaVista Road Sidewalks 6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of LaVista Road from Houston Mill Road to the Northern Study Area Boundary.

Project T1-C, discussed above under access management, includes 6-foot sidewalks with 5 foot planted buffers to serve existing pedestrian users along North Druid Hills Road and to encourage more walking.

LAND USE

Enhancing existing asset. The plan envisions redevelopment of this neighborhood shopping center with an eye toward improved internal circulation, less at-grade parking and a mix of uses.. Private investment already has moved to enhance the areas on the Kroger side of the development.

New Pedestrian Network. A series of interconnected paths within the development is proposed to create a pedestrian-friendly environment. Proposed internal walkways will be supported by trees and shrubs on refuge type islands.

ILLUSTRATIVE MASTER PLAN MAP (TOCO HILL NODE)

RECOMMENDATIONS

The following list of recommendations is an overview for the Toco Hill Node. See Figure 38: Toco Hill Node Transitional Height Planes and Figure 39: Toco Hill Node Land Use Standards for details:

- Neighborhood Center Mixed-Use District
  - Maximum building height: 4 Stories
  - Maximum density 24 units/acre
  - Other: Transitional height plane
  - Uses:
    - Residential
    - Office
    - Commercial
    - Institutional
    - Civic
    - Boutique Lodging

Figure 39: Toco Hill Node Transitional Height Planes

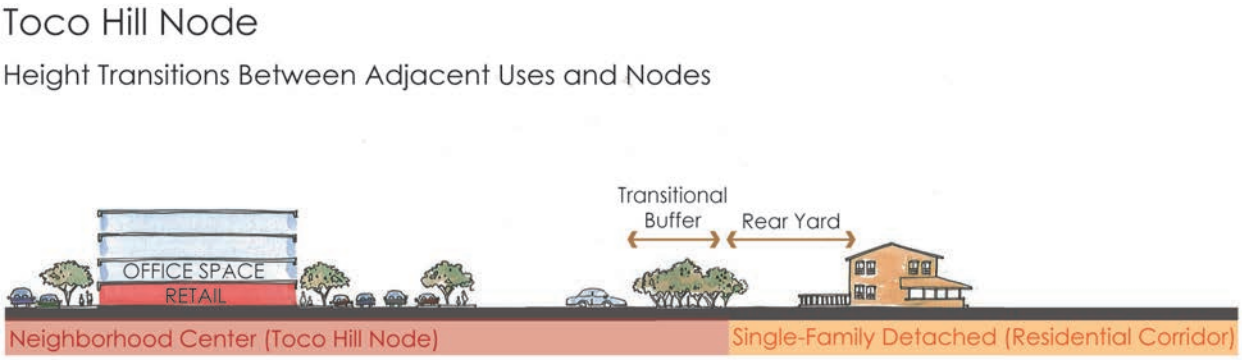
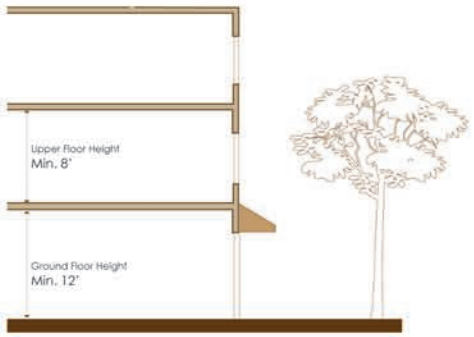


Figure 40: Toco Hill Node Land Use Standards

Toco Hill Node

Neighborhood Center - Mixed-Use District

Example: Neighborhood Center character area master plan creates focal point, integrates existing topography and transitions to suburban



Example: Building cross section / floor height

Building Placement	
Single-family detached / two-family /three-family	
Front	**Min. 10 ft. - Max. 25 ft.**
Interior side	Min. 7.5 ft.
Side corner	Min. 7.5 ft.
Rear	Min. 10 ft.
Rear w/alley	Min. 10 ft.
Single-family attached	
Front If alley garage	**Min. 10 ft. - Max. 20 ft.** 5 ft.
Interior side	N/A
Side - corner	Min. 5 ft.
Rear If parking deck or liner building	Min. 10 ft. 0 ft.
Rear w/alley If parking deck or liner building	Min. 10 ft. 0 ft.
Mixed-use / commercial / multi-family	
Front	**Max. 20 ft.**
Interior side	Min. 0 ft.
Side-corner If parking deck or liner building	15 ft. to 18 ft. 0 ft.
Rear If parking deck or liner building	Min. 15 ft. 0 ft.
Rear w/alley	10 ft.

Location Criteria and Density	
Neighborhood Center character area	
Density	Max. 24/ Acre

Lot Dimensions	
Single-family detached	
Area	Min. 4,500 SF.
Width	Min. 50 ft.
Coverage	Max. 55 %
Single-family attached	
Area	Min. 2,500 SF.
Width	Min. 22 ft.
Coverage	Max. 90 %
Two-four-family	
Area	Min. 5,500 SF
Width	Min. 60 ft.
Coverage	Max. 55 %
Multi-family	
Area	Min. 10,000 SF.
Width 2 or more bldg	1bldg - 50 ft. 100 ft.
Coverage	Max. 80 %

North Druid Hills LCI

Toco Hill Node

Neighborhood Center - Mixed-Use District

Example: Open space by function: Mini Park

Lot Dimensions (continued)

Commercial / office / civic

Area	Min. 3,500 SF.
Width	Min. 25 ft.
Coverage	Max. 85 %

Building Configuration

Height	**2-4 story**
Transitional height plane	**Yes**

Open Space

20 %

Transition buffer	**Min. 30 ft.**

Note: Thresholds to be determined 10 % in urban, 0 % if sustainable developments, green roof, transit stop shelter, etc.

Streets and Blocks

Major thoroughfare	Max. 700 ft.
All other streets	300 ft. - 600 ft.

Architectural Controls

Percentage of primary exterior material (of all sides): 80%

Primary exterior materials:

- Natural wood/clapboard
- Stone
- Brick
- Masonry
- Fiber cement siding
- Glass
- Concrete (no concrete block)
- Stucco

Primary roofing materials

- Vegetative
- White roof / reflective roof
- Asphalt shingles and architectural shingles
- Slate
- Terracotta

Transparency (for mixed-use / commercial / multi-family)

Primary street (front)	
Ground floor	Min. 60 %
Upper floor	Min. 35 %
Side street	Min. 35 %

General Types Of Uses

- Dwelling, single-family detached
- Dwelling, single-family attached
- Dwelling, multi-family
- Commercial
- Institutional
- Civic
- Office
- Lodging

Toco Hill Node

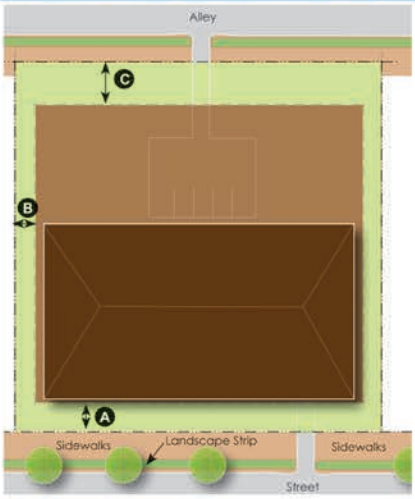
Neighborhood Center - Mixed-Use District

Sign Standards for Non-Residential Nodes

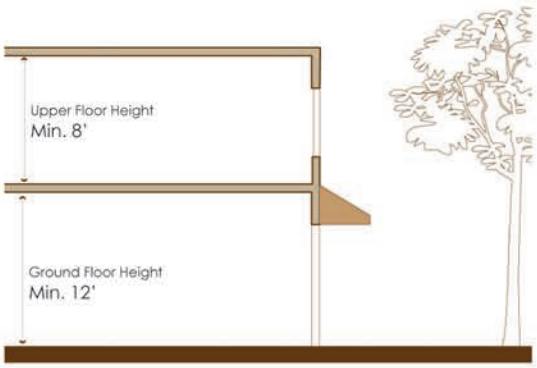
Sign Class	Allowed Sign Types	Maximum Number of Signs	Maximum Sign Area	Maximum Sign Height	Location Requirements	Lighting Allowed?	Additional Requirements
1. Business Identification -Primary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket, free-standing bracket or monument.	3 per primary business frontage. 1 per side street frontage.	1 sq. ft. for each linear ft. of primary business frontage. Corner parcels: 1 additional sq. ft. for each linear ft. of side street frontage, 25 sq. ft. max. for signs on side elevation.	Below edge of roof. 6 ft. for free-standing signs.	Near main entrance. Shall not cover doors, windows, or architectural details.	Yes	Signs are allowed only for second story tenants which may be accessed directly from the second story level. Monument signs not allowed for second story tenants.
2. Business Identification -Secondary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket.	1 per secondary business frontage	1 sq. ft. for each linear ft. of primary business frontage	8 ft.	Near secondary entrance	Yes	
3. Building or Project Identification -Multi-tenant Sites	Wall or monument	1 sign for each street frontage	1 sq. ft. for each linear ft. of building facade. 25 sq. ft. maximum per sign.	Below edge of roof. 6 ft. for monument.	Near main entrance to building or project.	Yes	

Toco Hill Node

Neighborhood Center Residential District



Example: Building placement



Example: Building cross section / floor height

Building Placement

Single-family detached / two-family / three-family	
Front - major thoroughfare	10 ft. - 25 ft.
Front - minor thoroughfare	10 ft. - 25 ft.
Multi-family	
Front - major thoroughfare	5 ft.- 20 ft.
Front - minor thoroughfare	5 ft.- 20 ft.
Corner - thoroughfare	TBD
Corner - all other streets	TBD

Lot Dimensions

Single-family detached	
Lot width	Min. 50 ft.
Lot size	Min. 4,500 SF.
Lot coverage	Max. 55 %

Location Criteria and Density

Infrastructure

Transit

Character area policy

Building Configuration

Height	**2 - 4 stories**
First floor height	Min. 12 ft.
All other floor height	Min. 8 ft.
Transitional height plane	**45°**

Open Space

20% or greater height; 10% if sustainable development elements (TBD)

Transitional buffer **Min. 50 ft.**

Architectural Controls

Percentage of primary exterior materials (of all sides) **80%**

Primary exterior materials:

Natural wood/clapboard	Stone
Masonry	Brick
Fiber cement siding	Glass
Concrete (no concrete block)	Stucco

Primary roofing materials

Vegetative
White roof / reflective roof
Asphalt shingles and architectural shingles
Slate
Terra cotta

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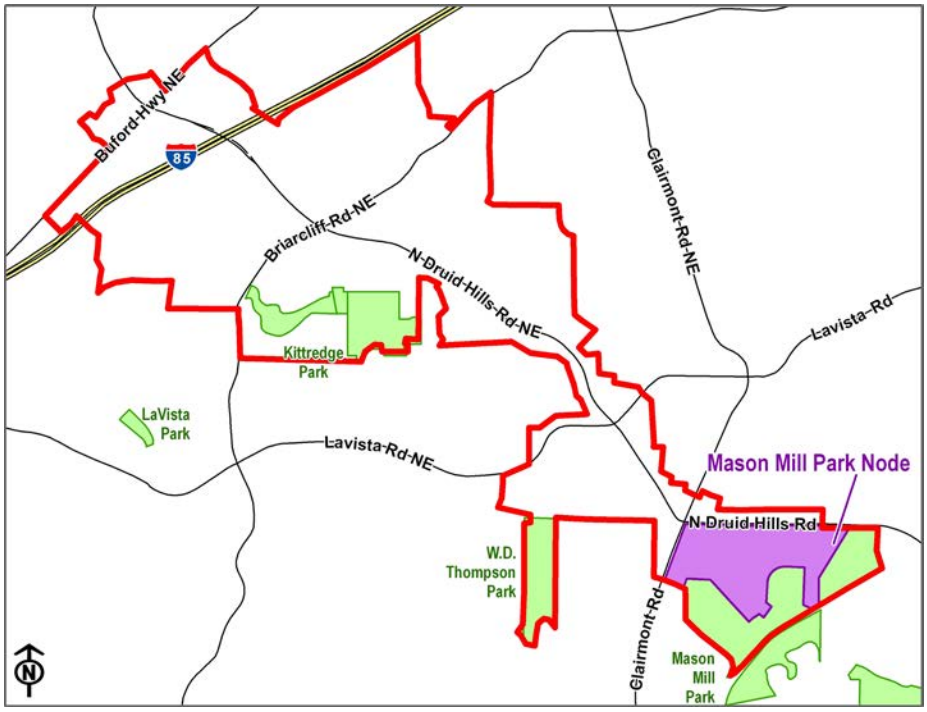
MASON MILL PARK NODE



Based on its proximity to Clairmont and North Druid Hills roads, the age of existing development in the area, and the changes envisioned in the Lifelong Community Sites: Toco Hills/DeKalb County, dated 2009, the Mason Mill Park Node has substantial redevelopment potential. The purpose of the Mason Mill Park Node recommendations is to enhance the transportation network to provide connectivity, capacity, and mode choice and to establish a land use framework that builds on Lifelong Community Sites: Toco Hills/DeKalb County to accommodate future redevelopment in the node. The transportation recommendations and land use framework are intended to spur redevelopment that contributes to the economic development of the area while improving quality of life in the North Druid Hills LCI corridor and implementing the vision of the Lifelong Community Sites: Toco Hills/DeKalb County.

LIFELONG COMMUNITIES

The Mason Mill Park Node has been the subject of the previous Lifelong Community Sites: Toco Hills/DeKalb County study. From a transportation perspective, the Lifelong Communities recommendations are similar in concept to A New Public Realm for DeKalb County, which covers portions of the Interstate 85 and Briarcliff nodes. A key recommendation of the Lifelong Communities plan is to address connectivity issues by running a series of boulevards and promenades between North Druid Hills and Clairmont roads. Another important recommendation from the plan is to implement a grid system within the Mason Mill Park Node.

TRANSPORTATION

Traffic volumes along North Druid Hills Road in the Mason Mill Park Node are the second highest in the study area. This high degree of use is a result of North Druid Hills Road providing access to businesses and apartments and serving as a regional thoroughfare between Buckhead and the eastern suburbs. Despite neighborhood shopping in the adjacent Toco Hill Node and residential uses in the Mason Mill Park Node, transportation facilities for non-automobile users are currently quite limited and include sidewalks and local bus routes along North Druid Hills and Clairmont roads.

ACCESS MANAGEMENT

As the new streets recommended as part of Lifelong Community Sites: Toco Hills/DeKalb County are implemented, existing driveways along North Druid Hills Road in the Mason Mill Park Node should be reconfigured to provide access from the new streets. Additionally, as parcels redevelop, opportunities to provide inter-parcel access and consolidate driveways along North Druid Hills and Clairmont Roads should be taken advantage of.

ROADWAY UPGRADES/CHANGES

- T6, McConnell Drive extension; two-lane roadway including 6-foot sidewalks, 4-foot planted buffers, and 4-foot, on-street bicycle lanes from Clairmont Road to North Jamestown Road. This os part of Lifelong Community Sites: Toco Hills/DeKalb County and provides a connection between North Druid Hills Road and Clairmont Road. This project is also one of the two priority projects selected to be submitted to ARC for prequalification.

BICYCLE AND MULTI-USE TRAIL

- T11-F, On-street bicycle lanes along McConnell Drive from McConnell Drive/Toco Hill shopping center to the PATH Foundation Multi-Use Trail terminus in Mason Mill Park. This is a segment of the Three Parks Connector, which is a bicycle/pedestrian facility linking Kittredge, W.D. Thompson, and Mason Mill parks with the mixed-use development currently under construction at Executive Park.

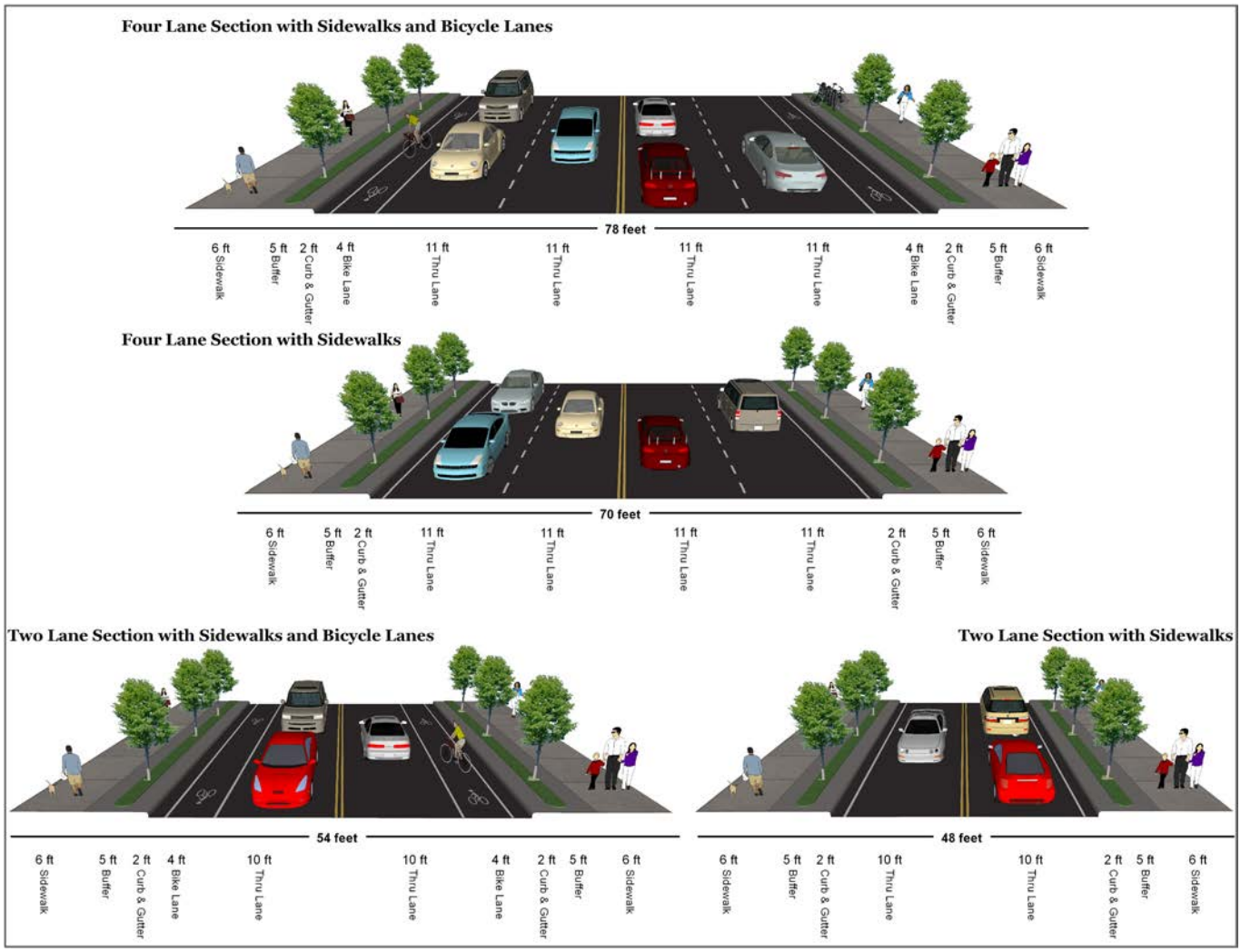
SIDEWALK

- T14, Six-foot sidewalk with 5-foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of North Druid Hills Road from Clairmont Road to Hill Park Court
- T18, Six-foot sidewalk with 5-foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Clairmont Road from McConnell Drive to Sylvania Drive

LIFELONG COMMUNITIES/REDEVELOPMENT STREETS

Several new streets in the Mason Mill Park Node were identified in the Lifelong Community study. These streets provide new circulation and enhanced connectivity. Because existing buildings are in the way of the proposed streets, DeKalb County will administer the implementation of the new streets as part of the Lifelong Community Sites: Toco Hills/DeKalb County implementation or as the Mason Mill Park Node redevelops. Appropriate typical sections should be chosen from the following menu of typical sections (Figure 40) and streets built either by developers or DeKalb County as negotiated during the development process.

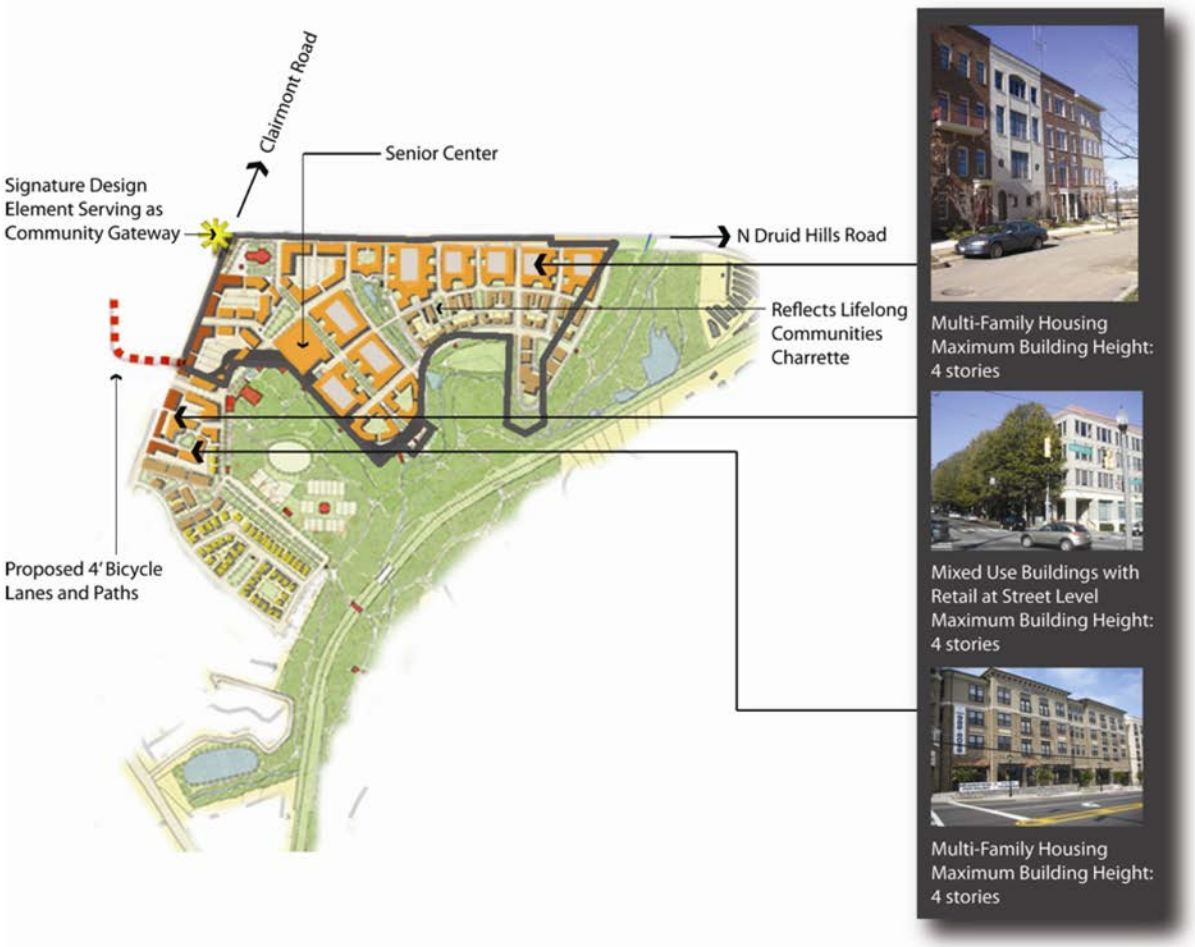
Figure 41: Mason Mill Park Node Redevelopment Street Menu of Recommended Typical Sections



LAND USE

As the market demand increases with various initiatives within the Study Area, this subarea holds potential to be developed for a Lifelong Community Center. Various medical offices and other office uses will serve the needs of active living participants. In the future, depending on the demand for this type of facility, additional housing could be developed along with community programs aimed at the new residents in the area..

ILLUSTRATIVE MASTER PLAN MAP (MASON MILL PARK NODE)



RECOMMENDATIONS

The following list of recommendations is an overview for the Mason Mill Park Node. See Figure 41: Mason Mill Park Node Transitional Height Planes and Figure 42: Mason Mill Park Node Land Use Standards for details:

- Neighborhood Center Mixed-Use District
  - Maximum building height: 4 Stories
  - Maximum density 24 units/acre
  - Other: Transitional height plane
  - Uses:
    - Residential
    - Office
    - Commercial
    - Institutional
    - Civic
    - Lodging

Figure 42: Mason Mill Park Node Transitional Height Planes

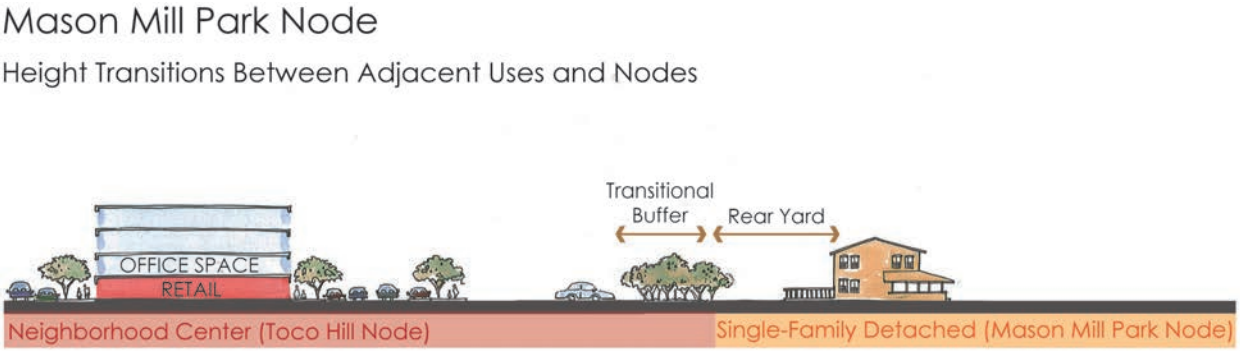
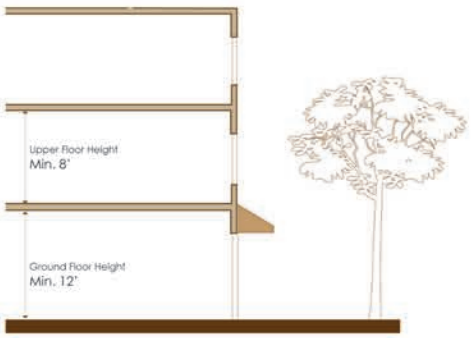


Figure 43: Mason Mill Park Node Land Use Standards

Mason Mill Park Node

Neighborhood Center - Mixed-Use District

Example: Neighborhood Center character area master plan creates focal point, integrates existing topography and transitions to suburban



Example: Building cross section / floor height

Building Placement	
Single-family detached / two-family /three-family	
Front	**Min. 10 ft. - Max. 25 ft.**
Interior side	Min. 7.5 ft.
Side corner	Min. 7.5 ft.
Rear	Min. 10 ft.
Rear w/alley	Min. 10 ft.
Single-family attached	
Front If alley garage	**Min. 10 ft. - Max. 20 ft.** 5 ft.
Interior side	N/A
Side - corner	Min. 5 ft.
Rear If parking deck or liner building	Min. 10 ft. 0 ft.
Rear w/alley If parking deck or liner building	Min. 10 ft. 0 ft.
Mixed-use / commercial / multi-family	
Front	**Max. 20 ft.**
Interior side	Min. 0 ft.
Side-corner If parking deck or liner building	15 ft. to 18 ft. 0 ft.
Rear If parking deck or liner building	Min. 15 ft. 0 ft.
Rear w/alley	10 ft.

Location Criteria and Density	
Neighborhood Center character area	
Density	Max. 24/ Acre
Lot Dimensions	
Single-family detached	
Area	Min. 4,500 SF.
Width	Min. 50 ft.
Coverage	Max. 55 %
Single-family attached	
Area	Min. 2,500 SF.
Width	Min. 22 ft.
Coverage	Max. 90 %
Two-four-family	
Area	Min. 5,500 SF
Width	Min. 60 ft.
Coverage	Max. 55 %
Multi-family	
Area	Min. 10,000 SF.
Width 2 or more bldg	1bldg - 50 ft. 100 ft.
Coverage	Max. 80 %

North Druid Hills LCI

Mason Mill Park Node

Neighborhood Center - Mixed-Use District

Example: Open space by function: Mini Park

Lot Dimensions (continued)

Commercial / office / civic	
Area	Min. 3,500 SF.
Width	Min. 25 ft.
Coverage	Max. 85 %

Building Configuration

Height	**2-4 story**
Transitional height plane	**Yes**

Open Space

20 %	
Transition buffer	**Min. 30 ft.**

Note: Thresholds to be determined 10 % in urban, 0 % if sustainable developments, green roof, transit stop shelter, etc.

Streets and Blocks

Major thoroughfare	Max. 700 ft.
All other streets	300 ft. - 600 ft.

Architectural Controls

Percentage of primary exterior material (of all sides): 80%

Primary exterior materials:

- Natural wood/clapboard
- Stone
- Brick
- Masonry
- Fiber cement siding
- Glass
- Concrete (no concrete block)
- Stucco

Primary roofing materials

- Vegetative
- White roof / reflective roof
- Asphalt shingles and architectural shingles
- Slate
- Terracotta

Transparency (for mixed-use / commercial / multi-family)

Primary street (front)	
Ground floor	Min. 60 %
Upper floor	Min. 35 %
Side street	Min. 35 %

General Types Of Uses

- Dwelling, single-family detached
- Dwelling, single-family attached
- Dwelling, multi-family
- Commercial
- Institutional
- Civic
- Office
- Lodging

Mason Mill Park Node

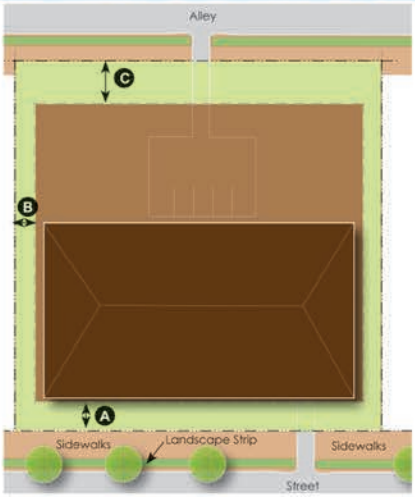
Neighborhood Center - Mixed-Use District

Sign Standards for Non-Residential Nodes

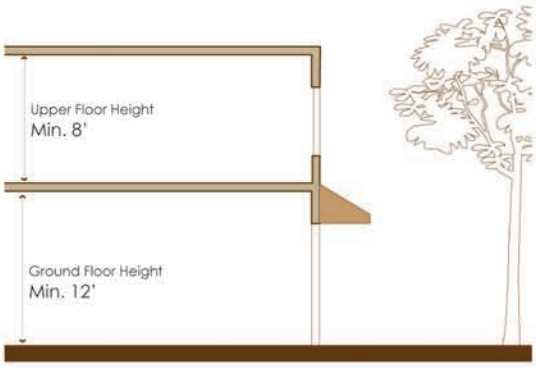
Sign Class	Allowed Sign Types	Maximum Number of Signs	Maximum Sign Area	Maximum Sign Height	Location Requirements	Lighting Allowed?	Additional Requirements
1. Business Identification -Primary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket, free-standing bracket or monument.	3 per primary business frontage. 1 per side street frontage.	1 sq. ft. for each linear ft. of primary business frontage. Corner parcels: 1 additional sq. ft. for each linear ft. of side street frontage, 25 sq. ft. max. for signs on side elevation.	Below edge of roof. 6 ft. for free-standing signs.	Near main entrance. Shall not cover doors, windows, or architectural details.	Yes	Signs are allowed only for second story tenants which may be accessed directly from the second story level. Monument signs not allowed for second story tenants.
2. Business Identification -Secondary Business Frontage	Wall and/or window, awning/ canopy blade/ bracket.	1 per secondary business frontage	1 sq. ft. for each linear ft. of primary business frontage	8 ft.	Near secondary entrance	Yes	
3. Building or Project Identification -Multi-tenant Sites	Wall or monument	1 sign for each street frontage	1 sq. ft. for each linear ft. of building facade. 25 sq. ft. maximum per sign.	Below edge of roof. 6 ft. for monument.	Near main entrance to building or project.	Yes	

Mason Mill Park Node

Neighborhood Center Residential District



Example: Building placement



Example: Building cross section / floor height

Building Placement

Single-family detached / two-family / three-family	
Front - major thoroughfare	10 ft. - 25 ft.
Front - minor thoroughfare	10 ft. - 25 ft.
Multi-family	
Front - major thoroughfare	5 ft.- 20 ft.
Front - minor thoroughfare	5 ft.- 20 ft.
Corner - thoroughfare	TBD
Corner - all other streets	TBD

Lot Dimensions

Single-family detached	
Lot width	Min. 50 ft.
Lot size	Min. 4,500 SF.
Lot coverage	Max. 55 %

Location Criteria and Density

Infrastructure

Transit

Character area policy

Building Configuration

Height	**2 - 4 stories**
First floor height	Min. 12 ft.
All other floor height	Min. 8 ft.
Transitional height plane	**45°**

Open Space

20% or greater height; 10% if sustainable development elements (TBD)

Transitional buffer **Min. 50 ft.**

Architectural Controls

Percentage of primary exterior materials (of all sides) **80%**

Primary exterior materials:

Natural wood/clapboard	Stone
Masonry	Brick
Fiber cement siding	Glass
Concrete (no concrete block)	Stucco

Primary roofing materials

Vegetative
White roof / reflective roof
Asphalt shingles and architectural shingles
Slate
Terra cotta

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ACTION PLAN

Strategies for implementing the concept plan and recommendations are included in this section. Additionally, a list of prioritized projects is a key part of this action plan. Twenty-five year projections are included in the final section.

IMPLEMENTATION STRATEGIES

The following strategies are intended to implement the concept plan. They include transportation, land use, zoning, and urban design strategies. The implementation strategies lay the foundation for success and build momentum to implement the entirety of the work program.

TRANSPORTATION

- Submit pre-qualification applications to ARC for the two priority projects (Briarcliff Road Bicycle Lanes and Sidewalks [T10] and McConnell Drive Extension [T6])
- Work with Georgia DOT to implement the North Druid Hills median from Buford Highway to Briarcliff Road (T1-A)
- Work with ARC and MARTA to fund and undertake the North Druid Hills Road and Clairmont Road BRT Feasibility Studies (T22 and T23, respectively)
- Work with Georgia DOT to implement the Buford Highway sidewalks (T15)
- Implement the remaining priority tier two, three, and four projects through partnerships with appropriate agencies and jurisdictions

LAND USE, ZONING, AND URBAN DESIGN

- Pursue DeKalb County adoption of proposed new zoning ordinance
- If the proposed new zoning ordinance is not adopted, create an overly using the recommendations and detailed zoning standards for each node.

FUNDING SOURCES

Transportation infrastructure is expensive to construct, operate and maintain - it is one of the most expensive elements of our public infrastructure. As such, identifying funding sources for recommended transportation improvements is important. Funding sources can generally be divided into federal, state, regional, and local sources.
Federal funding sources include FHWA and FTA. Both require a local match, which is a minimum of 20 percent of the project cost. In the North Druid Hills LCI study area, federal funding would be passed through ARC and applied for as part of the Transportation Improvement Program (TIP) or Regional Transportation Plan (RTP).
Georgia DOT is a potential funding source, however only projects on interstates or state routes are eligible. Within the study area, projects on I-85, Buford Highway, the section of North Druid Hills Road designated as a state route, and the segment of Briarcliff Road designated as a state route, LaVista Road, and Clairmont Road may be eligible for DOT funds.

ARC is a regional entity that has set aside a lump sum amount to fund LCI projects. This funding source requires a local match of 20 percent for transportation funds. Additionally, there is a limit of $4 million per project from this funding source. Other funding sources can be combined with the ARC LCI funding for projects over $4 million.

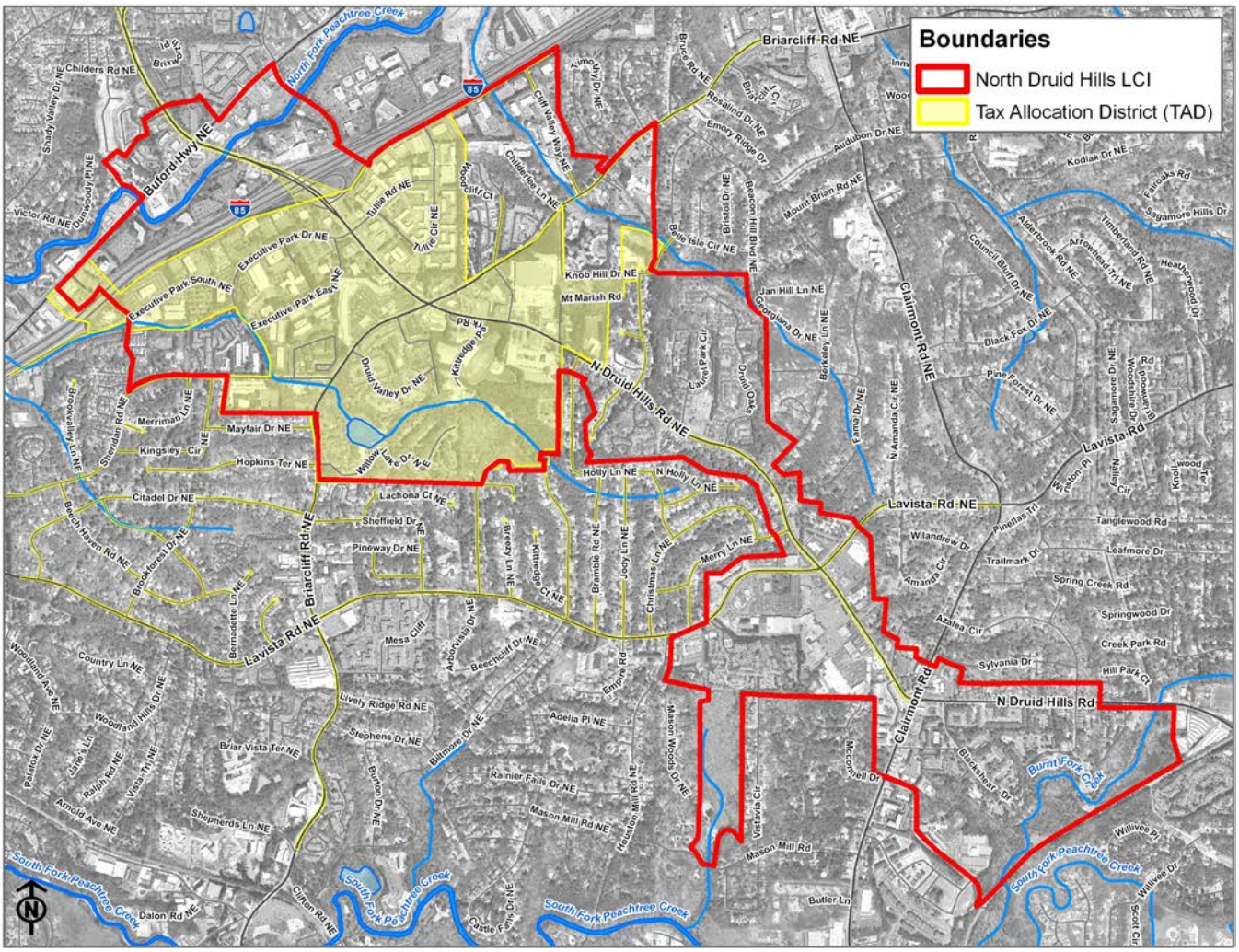
Local funds come from a variety of sources, such as the DeKalb County general fund, special option local sales tax (SPLOST), Community Improvement Districts (CID), Tax Allocation Districts (TAD), and private funds. Any of these local sources could be used where DeKalb County is specified in the Funding Source column of the Work Program. As several of the local funding sources have restrictions, the county will need to decide on a project by project basis what specific source the local funds are coming from.

Community Improvement Districts are public private partnerships that pay an additional tax to fund infrastructure improvements within their borders. Only commercial properties pay the additional tax, residential properties are exempt. The North Druid Hills LCI study area does not currently contain a CID, however many other commercial districts in the Atlanta region have formed CIDs and successfully leveraged the additional tax monies to pay for transportation infrastructure improvement. In the future, a CID may be a source of local matching funds.

Part of the North Druid Hills LCI study area falls within a tax allocation district (TAD), which is intended to finance infrastructure improvements. A key advantage of the TAD is that revenue generated is not restricted to certain project types. However, an important disadvantage is that TAD revenues are based on additional real estate taxes provided from development or redevelopment and the timing and amount of revenue is uncertain. Additionally, TAD money can only be spent inside the TAD boundaries.

The boundary of the TAD is extremely irregular, but it generally encompasses the northern section of the North Druid Hills LCI study area with several fingers extending along roadways. See the following figure for a detailed map of the TAD boundary.

Figure 44: Tax Allocation District Boundary



PROJECT PRIORITIZATION METHODOLOGY

The project prioritization methodology uses objective criteria to sort projects into four priority tiers. The methodology encompasses public input from the dot exercise at the January 21, 2010, public meeting, as well as the core team. The dot exercise fed directly into one of the criteria, while the core team commented on and provided input to the proposed ranking methodology.

Three criteria were used in the project prioritization methodology. For each of the three criteria, a project was awarded a score of 1, 2, or 3 based on how well it met the criteria. The criteria are as follows:

- Vision - How well does the project meet the goals and objectives? A project was awarded 3 points if it met a majority of the study goals, 2 points if it met two goals, and 1 point if it met only one goal

- Feasibility - How difficult is the project to construct? How obtainable is funding? A project was awarded 3 points if construction issues are likely minimal and funding is projected to be easily available, 2 points if either construction difficulty was predicted to be low or funding could be easily obtained, and 1 point if construction was predicted to be difficult or funding was not likely to be easily available

- Partnering. – Are partner agencies likely support the project, or can DeKalb County build it on their own? What is the level of public support (as measured by the dot exercise)? A project was awarded 3 points if partner agencies are likely to support the project and public support was high, 2 points if there was likely agency support or high public support, and 1 point if both likely partner agency and public support were low

The scores for the criteria were then summed and projects were sorted in descending order. The highest scoring projects were placed in Tier 1, the second highest in Tier 2, the third highest in Tier 3, and the lowest scoring in tier 4. Priority tiers were used instead of absolute ranks, as actual project implementation times will vary based on project complexity, funding availability, staff availability, and agency coordination.

WORK PROGRAM

Table 64: Transportation Work Program

Priority Tier	Project						PE/Study		ROW		CST (Includes Utilities)		Total	Responsible Party	Funding Source
	Name	ID	Type	Description/ Location	From/At	To	Year	Cost	Year	Cost	Year	Cost	Cost		
1	North Druid Hills Median	T1-A	Access Management	Raised and planted median along North Druid Hills Road, 6 foot sidewalks with 5 foot planted buffers and 4 foot on-street bicycle lanes	Buford Highway	Briarcliff Road	2011	$ 700,000	2013	$ 5,000,000	2015	$ 1,900,000	$ 7,600,000	Georgia DOT	Fed/State
1	Briarcliff Bicycle Lanes & Sidewalks	T10	Bicycle Lanes/ Sidewalk	Extension of existing Briarcliff Road on-street bicycle lanes and 6 foot sidewalks with 5 foot planted buffers	Current endpoint near the south driveway to Loehmann's Plaza	Cliff Valley Way	2011	$ 600,000	2012	$ 3,300,000	2014	$ 2,400,000	$ 6,300,000	DeKalb County	LCI
1	BRT Feasibility Sub-area Study	T23	Study	Briarcliff Road, LaVista Road, Clairmont Road, Other Corridors to be Determined. Follow on to MARTA Clifton Corridor Study	Buford Highway	Decatur MARTA Station	2011	$1,000,000		$ -		$ -	$ 1,000,000	ARC	Fed/State/DeKalb County
1	Buford Highway Sidewalks	T15	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Buford Highway	South Executive Park Ring Road (Proposed)	Corporate Boulevard	2012	$ 400,000	2014	$ 2,400,000	2015	$ 900,000	$ 3,700,000	Georgia DOT	LCI
1	McConnell Drive Extension	T6	New Location Roadway	McConnell Drive Extension 2 lane roadway including 6 foot sidewalks, 4 foot planted buffers and 4 foot on-street bicycle lanes	Clairmont Road	North Jamestown Road	2012	$ 400,000	2014	$ 2,700,000	2015	$ 1,400,000	$ 4,500,000	DeKalb County	LCI
2	North Druid Hills Median	T1-B	Bicycle Lanes/ Sidewalk	Six foot sidewalks with 5 foot planted buffers and 4 foot on-street bicycle lanes along North Druid Hills Road	Briarcliff Road	LaVista Road	2013	$ 900,000	2016	$ 5,400,000	2018	$ 2,900,000	$ 9,200,000	DeKalb County	LCI/DeKalb County
		T1-C	Access Management	Raised and planted median along North Druid Hills Road, 6 foot sidewalks with 5 foot planted buffers and 4 foot on-street bicycle lanes	LaVista Road	Clairmont Road	2013	$ 600,000	2016	$ 4,100,000	2018	$ 1,600,000	$ 6,300,000	DeKalb County	LCI/DeKalb County
2	Three Parks Connector	T11-A	Multi-use Trail	Through Kittredge Park expansion	Briarcliff Road	Biltmore Drive	2012	$ 100,000		$ -		$ 980,000	$ 1,080,000	DeKalb County	LCI/PATH Foundation
		T11-B	Bicycle Lanes	On-street Bicycle lanes along Biltmore Drive	Kittredge Park Multi-use Trail	LaVista Road	2012	$ 120,000	2013	$ 390,000	2013	$ 820,000	$ 1,330,000	DeKalb County	LCI/PATH Foundation
		T11-C	Multi-use Trail	Bidirectional Multi-use Trail along one side of LaVista Road	Biltmore Drive	Houston Mill Road	2012	$ 130,000	2013	$ 870,000	2014	$ 380,000	$ 1,380,000	DeKalb County	LCI/PATH Foundation
		T11-D	Bicycle Lanes	On-Street Bicycle lanes along Houston Mill Road	LaVista Road	Just south of Intown Community School	2012	$ 40,000	2013	$ 120,000	2014	$ 240,000	$ 400,000	DeKalb County	LCI/PATH Foundation

Priority Tier	Project						PE/Study		ROW		CST (Includes Utilities)		Total	Responsible Party	Funding Source
	Name	ID	Type	Description/ Location	From/At	To	Year	Cost	Year	Cost	Year	Cost	Cost		
		T11-E	Multi-use Trail	Along the south side of the Intown Community School property to W.D. Thompson Park and then east/west through the north end of the park extending to McConnell Drive	Just south of Intown Community School	McConnell Drive/Toco Hill Shopping Center	2012	$ 280,000	2013	$ 1,960,000	2014	$ 850,000	$ 3,090,000	DeKalb County	LCI/PATH Foundation
		T11-F	Bicycle Lanes	On-Street Bicycle lanes along McConnell Drive	McConnell Drive/Toco Hill Shopping Center	PATH Foundation Multi-use trail terminus in Mason Mill Park	2012	$ 300,000	2013	$ 700,000	2013	$ 1,500,000	$ 2,500,000	DeKalb County	LCI/PATH Foundation
2	North Druid Hills Sidewalks	T14	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of North Druid Hills Road	Clairmont Road	Hill Park Court	2013	$ 300,000	2014	$ 1,700,000	2015	$ 600,000	$ 2,600,000	DeKalb County	LCI
2	I-85 North Druid Hills Connector	T4	Roadway Upgrade	Upgrade Cliff Valley Way and realign the southern end with Knob Hill Drive with new crossing of Fern Creek. Realign Childerlee Lane to T into Cliff Valley Way. Upgrade of Knob Hill and Mount Mariah Roads, with new location roadway between them. Six foot sidewalks with 5 foot planted buffers and 4 foot on-street bicycle lanes are included on all facilities except the access road.	I-85 Frontage Road underpass	North Druid Hills Road	2014	$ 600,000	2017	$ 3,500,000	2019	$ 2,200,000	$ 6,300,000	Georgia DOT	LCI/DeKalb County
2	North Druid Hills/LaVista	T2	Intersection Improvement	Intersection Improvement at North Druid Hills Road including median on LaVista Road across from Toco Hill shopping center	LaVista Road		2010	$ 100,000	2011	$ 400,000	2012	$ 200,000	$ 700,000		LCI
2	Briarcliff Road Transfer Station	T21	Transit	Transfer hub at North Druid Hills Road	Briarcliff Road		2013								MARTA/DeKalb County
2	Kittredge Park Bicycle Access	T9-A	Bicycle Lanes	On-street Bicycle lanes along new road to be built as part of redevelopment	I-85 Frontage Road	Kittredge Park		$ 300,000		$ 700,000		$ 1,500,000	To be built as part of redevelopment road cst	DeKalb County	Private
		T9-B	New Location Roadway	New location 2 lane roadway with 6 foot sidewalks, 4 foot planted buffers, and 4 foot on-street bicycle lanes	Briarcliff Road	North Druid Hills Road		$ 200,000		$ 900,000		$ 500,000	$ 1,600,000	DeKalb County	LCI
		T9-C	Bicycle Lanes	6 foot sidewalks, 4 foot planted buffers, and 4 foot on-street bicycle lanes	North Druid Hills Road	Kittredge Park		$ 80,000		$ 240,000		$ 510,000	$ 830,000	DeKalb County	LCI
2	Buford Highway Transfer Station	T20	Transit	Transfer hub at North Druid Hills Road	Buford Highway		2013								MARTA/DeKalb County

North Druid Hills LCI
land use/transportation/connectivity

Priority Tier	Project						PE/Study		ROW		CST (Includes Utilities)		Total	Responsible Party	Funding Source
	Name	ID	Type	Description/ Location	From/At	To	Year	Cost	Year	Cost	Year	Cost	Cost		
3	LaVista Road Sidewalks	T17	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of LaVista Road	Houston Mill Road	Northern Study Area Boundary	2014	$ 300,000	2015	$ 1,700,000	2016	$ 600,000	$ 2,600,000	Georgia DOT/DeKalb County	LCI
3	I-85 Interchange Improvement	T8	Interchange Modification	I-85 Access Road Modification and additional ramps. New exit ramp from the I-85 Access Road to Chantilly Drive and a new entrance ramp from Executive Park Drive to the I-85 Access Road. Convert south side access road to two way operation from Tullie circle to Cliff Valley Way. Convert north side access road to two way operation from the underpass to Briarwood Road.	3,700 feet south of North Druid Hills Road	Briarwood Road	2011	$ 700,000	2015	$ 3,300,000	2017	$ 3,000,000	$ 7,000,000	Georgia DOT	Georgia DOT
3	Clairmont Road Sidewalks	T18	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Clairmont Road	McConnell Drive	Sylvania Drive	2014	$ 120,000	2015	$ 860,000	2016	$ 300,000	$ 1,280,000	Georgia DOT/DeKalb County	LCI
3	Executive Park Interchange Access	T24	Interchange Modification	Add dedicated right turn lane from I-85 into Executive Park	Executive Park		2011	$ 100,000	2015	$ 600,000	2017	$ 400,000	$ 1,100,000	Georgia DOT	Georgia DOT
4	South Executive Park Ring Road	T5	New Location Roadway	Four lane ring road along the south side of Executive Park, following Chantilly, Executive Park South and Executive Park Drive, and Sheridan with a new crossing of I-85 and tie in to Briarcliff Road at Sheridan including 6 foot sidewalks with 5 foot planted buffers and an adjacent multi-use path	Buford Highway	Briarcliff Road	2015	$1,500,000	2017	$ 7,200,000	2019	$ 7,400,000	$16,100,000	DeKalb County	DeKalb County/Private
4	Toco Hill Access Improvement	T3	Intersection Improvement	New signal on LaVista Road, realign driveways	Townhomes/ Toco Hill Driveways		2012	$ 30,000	2013	$ 30,000	2013	$ 260,000	$ 320,000	DeKalb County	DeKalb County
4	Executive Park Connector	T7	New Location Roadway	Executive Park connector along the south end of Loehmann's Plaza, 2 lane roadway includes 6 foot sidewalks with 4 foot buffers and 4 foot on-street bicycle lanes	Executive Park Internal Street (to be built as part of redevelopment)	Briarcliff Road at Apartment Complex Driveway	2013	$ 200,000	2015	$ 900,000	2016	$ 500,000	$ 1,600,000	DeKalb County	DeKalb County/LCI
4	North Druid Hills/Clifton Corridor	T19	Transit	Implementation funds for recommendations along North Druid Hills Road that come out of the MARTA Clifton Corridor Study	Buford Highway	Clairmont Road	2015	$1,300,000	2018	$ 5,700,000	2020	$15,200,000	$22,200,000	ARC	DeKalb County

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Table 65: Land Use & Housing Work Program

North Druid Hills LCI
land use/transportation/connectivity

Table 65: Land Use & Housing Work Program

Name	ID	Type	Description/Action	Year	Cost	Responsible Party	Funding Source
Coordinate with DeKalb County Zoning Ordinance Update	LU-1	Zoning	Implement land use recommendations of the North Druid Hills LCI study through coordiantion with the DeKalb County Zoning Ordinance Update.	2011	TBD	Dekalb County	DeKalb County/ARC
North Druid Hills LCI Study Area Zoning Overlay District	LU-2	Zoning	If the DeKalb County Zoning Ordinance Update is not implemented, or is substantially different from recommendations in the North Druid Hills LCI, implement land use reccomendations through a zoning overlay district.	2011	TBD	Dekalb County	DeKalb County/ARC
Countywide Lifelong Communities Coordination	H-1	Housing Policy	Coordinate housing policy in the North Druid Hills LCI corridor with countywide Lifelong Communities policy	2010	TBD	DeKalb County	DeKalb County/ARC
Lifelong Communities Coordination - Toco Hill and Mason Mill Park Nodes	H-2	Housing Policy	Coordinate DeKalb County housing policy with the completed Lifelong Communities Charette in the Toco Hill and Mason Mill Park Nodes	2010	TBD	Dekalb County	DeKalb County/ARC

25-YEAR PROJECTIONS (2010 – 2035)

This section includes housing, population, and jobs projections from 2010 to 2035.

HOUSING PROJECTIONS

Housing projections are based on the introduction of new housing units into the NDH Corridor Study Area as indicated in the section above and summarized in the following table:

Table 66: Projected Housing by Type (2025)

Proposed Housing by Type	
Total Housing Units	2,175
Single-family Detached	100
Tow nhouses	575
Condo/Lofts	-
MF Rental	1,500

All proposed new housing is anticipated to be completed by 2025, after which annual growth will resume at the current "baseline" growth projections of 1.10 percent annually (ESRI projections from census-based modeling).

Table 67: Housing Projections (2009 - 2035)

HOUSING PROJECTIONS	2009						
Existing Housing Units	4,123						
Current Population	3,751						
Household Size per Occupied Unit	1.75	2010	2015	2020	2025	2030	2035
Projected Housing Units less Proposed Units: Base		4,168	4,168	4,168	4,168	4,168	4,168
Proposed New Housing Units during 5-yr Periods			761	1,094	320	357	377
Cumulative New Housing Units at Designated Year			761	1,855	2,175	2,532	2,908
Total Net Housing Units at Designated Year	**4,123**	**4,168**	**4,929**	**6,023**	**6,343**	**6,700**	**7,077**

POPULATION PROJECTIONS

The introduction of housing will occur at levels higher than baseline projections due to anticipated growth in the area economy over the next 25 years as well as basic improvements made in the Corridor as recommended in this LCI Study. New housing in addition to the 1.10 percent annual baseline growth will itself generate population growth in excess of the currently-projected baseline annual growth of 1.02 percent. The tables below reflect both the additional population due to new housing development in excess of baseline projections and the "Total Projected Population at 5-year Intervals."

Table 68: Population Projections (2009 - 2035)

POPULATION PROJECTIONS	2009						
Baseline Housing Units Growth @ 1.10% annually		4,168	4,403	4,650	4,912	5,188	5,480
Additional Units due to Proposed New Housing over Baseline Growth		-	527	1,373	1,432	1,512	1,597
Additional Population due to New Housing @ 2.0 per unit		**-**	**1,053**	**2,746**	**2,863**	**3,024**	**3,194**
Projected Baseline Population @ 1.02% annually	3,751	3,789	3,986	4,194	4,412	4,642	4,884
Additional Population due to Proposed Development	-	-	1,053	2,746	2,863	3,024	3,194
Total Projected Population at 5-year Intervals	**3,751**	**3,789**	**5,040**	**6,940**	**7,276**	**7,666**	**8,078**

JOB PROJECTIONS

Net new job growth is based on the introduction of new types of development that represent new FTE (full-time-equivalent) jobs: retail, office (both professional and local-serving) and hotel. No industrial development is anticipated. Employment in the NDH Corridor Study Area is projected to growth from 3,579 in 2009 to 22,317 in 2035.

Table 69: Job Projections (2009 - 2035)

JOB PROJECTIONS	2009						
Existing Jobs	3,579						
		2010	2015	2020	2025	2030	2035
Projected Jobs less Proposed Development: Base		3,579	3,579	3,579	3,579	3,579	3,579
Net New FTE Jobs from Proposed Development & Growth			4,945	5,837	2,244	2,645	3,066
Cumulative New FTE Jobs at Designated Year			4,945	10,783	13,027	15,672	18,738
Total Net Projected Jobs	**3,579**	**3,579**	**8,524**	**14,362**	**16,606**	**19,251**	**22,317**

These job projections are based on the projected non-residential demand and summarized in the table below combined with square-footage-per-employee measures from the *GSU Economic Forecasting Center*:

Table 70: Projected Non-residential Development (2015 - 2025)

Projected Non-residential Development			2009	2010	2015	2020	2025	2030	2035
Retail	2,400,000	SF			1,371,786	778,214	250,000		
Office	2,735,000	SF			677,083	1,457,917	600,000		
Industrial	-	SF			-	-			
Hotel Rooms =	450	Rms			375	75			

JOBS-TO-HOUSING RATIO

The introduction of a higher proportion of non-residential development to residential development into the NDH Corridor produces higher jobs-to-housing unit ratios than areas with communities that are largely residential, although not as high as concentrated employment centers with little residential. With respect to the NDH Corridor, the ratios go from 0.87 in 2009 to an anticipated 3.15 in 2035 even though 2,175 units of net new housing are projected to be developed in the area during that same timeframe. By far, the dominant form of development will be relatively-high density non-residential office and commercial within the Executive Park-Interstate 85 node.

Table 71: Projected Jobs Housing Ratio (2009 - 2035)

	2009	2010	2015	2020	2025	2030	2035
Jobs:Housing Ratio (Jobs per Housing Unit)	**0.87**	**0.86**	**1.73**	**2.38**	**2.62**	**2.87**	**3.15**

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Site Code: 1
Station ID: 1
NORTH DRUID HILLS RD. WEST OF I-85 SB RAMP
Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	48	5	1	1	1	0	0	0	0	0	0	0	56
00:15	0	45	7	1	2	1	0	0	1	0	0	0	0	57
00:30	0	34	14	0	1	1	0	0	0	0	0	0	0	50
00:45	0	32	6	0	0	0	0	0	1	0	0	0	0	39
	0	159	32	2	4	3	0	0	2	0	0	0	0	202
01:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28
01:15	0	25	5	0	2	0	0	0	0	0	0	0	0	32
01:30	0	24	5	0	0	0	0	0	0	0	0	0	0	29
01:45	0	14	3	0	2	0	0	0	0	0	0	0	0	19
	0	84	19	0	5	0	0	0	0	0	0	0	0	108
02:00	0	13	3	0	0	1	0	0	0	0	0	0	0	17
02:15	0	13	7	0	1	0	0	0	0	0	0	0	0	21
02:30	0	22	6	0	1	0	0	0	0	0	0	0	0	29
02:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22
	0	66	20	0	2	1	0	0	0	0	0	0	0	89
03:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
03:15	0	14	8	0	0	0	0	0	0	0	0	0	0	22
03:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:45	0	16	8	0	1	0	0	0	0	0	0	0	0	25
	0	56	25	0	1	0	0	0	0	0	0	0	0	82
04:00	0	26	11	0	0	0	0	0	0	0	0	0	0	37
04:15	1	28	8	1	1	0	0	0	0	0	0	0	0	39
04:30	0	16	15	0	3	0	0	0	0	0	0	0	0	34
04:45	0	16	15	0	1	0	0	1	0	0	0	0	0	33
	1	86	49	1	5	0	0	1	0	0	0	0	0	143
05:00	0	16	8	0	1	0	0	0	0	0	0	0	0	25
05:15	0	26	14	0	1	1	0	0	0	0	0	0	0	42
05:30	0	51	19	0	2	0	0	0	0	0	0	0	0	72
05:45	0	77	22	1	1	0	0	0	0	0	0	0	0	101
	0	170	63	1	5	1	0	0	0	0	0	0	0	240
06:00	0	73	19	0	5	1	0	2	0	1	0	0	0	101
06:15	2	81	21	1	3	1	0	1	0	0	0	0	0	110
06:30	4	131	40	0	4	3	0	3	0	0	0	0	0	185
06:45	4	132	35	1	12	5	0	6	0	1	0	0	0	196
	10	417	115	2	24	10	0	12	0	2	0	0	0	592
07:00	3	172	19	1	9	3	0	2	0	1	0	0	0	210
07:15	1	187	34	0	9	4	1	2	0	1	1	0	0	240
07:30	5	159	21	3	5	4	0	4	1	0	0	0	2	204
07:45	5	166	24	1	0	3	0	2	0	2	0	0	1	204
	14	684	98	5	23	14	1	10	1	4	1	0	3	858
08:00	4	139	15	0	2	5	0	7	1	1	0	0	0	174
08:15	7	148	13	1	2	5	1	0	0	0	1	0	0	178
08:30	2	154	20	0	3	4	0	3	2	0	0	0	0	188
08:45	6	147	24	5	2	5	0	2	0	0	1	0	0	192
	19	588	72	6	9	19	1	12	3	1	2	0	0	732
09:00	5	210	32	2	3	9	0	1	0	0	0	0	0	262
09:15	3	196	26	3	5	7	0	3	0	0	0	0	0	243
09:30	5	154	24	3	4	9	0	3	0	0	0	0	0	202
09:45	5	169	35	2	8	4	0	3	1	1	1	1	0	230
	18	729	117	10	20	29	0	10	1	1	1	1	0	937
10:00	5	149	38	4	4	7	1	2	2	0	0	1	0	213
10:15	7	151	36	2	5	11	0	1	1	2	0	2	2	220
10:30	2	152	46	1	5	9	0	3	1	0	0	0	0	219
10:45	3	155	27	3	6	7	0	4	0	0	0	0	2	207
	17	607	147	10	20	34	1	10	4	2	0	3	4	859
11:00	2	183	43	1	6	6	1	9	1	1	0	0	1	254
11:15	7	171	36	5	12	6	0	5	1	0	1	0	1	245
11:30	3	141	21	0	10	7	1	4	2	1	0	0	1	191
11:45	3	138	18	1	2	3	1	1	1	0	0	0	1	169
	15	633	118	7	30	22	3	19	5	2	1	0	4	859
Total	94	4279	875	44	148	133	6	74	16	12	5	4	11	5701
Percent	1.6%	75.1%	15.3%	0.8%	2.6%	2.3%	0.1%	1.3%	0.3%	0.2%	0.1%	0.1%	0.2%	

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Station ID: 1.5
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Latitude: 0' 0.000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	4	52	3	0	0	1	0	0	0	0	0	0	0	60
00:15	1	62	8	0	0	0	0	0	0	0	0	0	0	71
00:30	3	52	7	0	0	1	0	0	0	0	0	0	0	63
00:45	2	39	3	0	0	2	0	0	0	0	0	0	0	46
	10	205	21	0	0	4	0	0	0	0	0	0	0	240
01:00	2	29	1	0	0	2	0	0	0	0	0	0	0	34
01:15	1	31	4	0	0	1	0	0	1	0	0	0	0	38
01:30	1	22	1	0	0	0	0	0	0	0	0	0	0	24
01:45	3	23	0	0	1	1	0	0	0	0	0	0	0	28
	7	105	6	0	1	4	0	0	1	0	0	0	0	124
02:00	2	37	3	0	0	0	0	0	0	0	0	0	0	42
02:15	1	20	1	0	0	0	0	0	0	0	0	0	0	22
02:30	1	19	1	0	0	0	0	0	0	0	0	0	0	21
02:45	1	19	2	0	0	0	0	0	0	0	0	0	0	22
	5	95	7	0	0	0	0	0	0	0	0	0	0	107
03:00	0	22	0	0	1	0	0	0	0	0	0	0	0	23
03:15	1	24	4	0	0	0	0	0	0	0	0	0	0	29
03:30	3	22	3	0	0	0	0	0	0	0	0	0	0	28
03:45	3	21	4	0	1	0	0	0	0	0	0	0	0	29
	7	89	11	0	2	0	0	0	0	0	0	0	0	109
04:00	1	16	4	0	0	0	0	1	0	0	0	0	0	22
04:15	0	18	2	0	0	1	0	0	0	0	0	0	0	21
04:30	0	24	1	0	1	0	0	0	0	1	0	0	0	27
04:45	3	41	2	0	2	0	0	0	0	0	0	0	0	48
	4	99	9	0	3	1	0	1	0	1	0	0	0	118
05:00	4	43	8	0	2	2	0	0	0	0	0	0	0	59
05:15	2	33	2	1	2	1	0	0	0	1	0	0	0	42
05:30	4	89	5	2	1	0	0	1	0	0	0	0	0	102
05:45	11	110	14	0	6	3	0	0	0	0	0	0	0	144
	21	275	29	3	11	6	0	1	0	1	0	0	0	347
06:00	13	116	7	2	3	4	0	0	0	0	0	0	0	145
06:15	18	157	14	0	1	4	0	2	0	0	0	0	0	196
06:30	26	228	18	1	6	11	0	0	0	0	0	0	0	290
06:45	28	274	20	3	3	8	1	2	2	0	0	0	1	342
	85	775	59	6	13	27	1	4	2	0	0	0	1	973
07:00	21	304	24	0	2	13	1	2	1	0	0	0	1	369
07:15	29	323	29	1	1	12	0	3	1	0	0	0	0	399
07:30	29	334	9	1	4	14	1	3	1	0	1	0	0	397
07:45	26	303	16	1	4	13	1	2	2	1	1	0	0	370
	105	1264	78	3	11	52	3	10	5	1	2	0	1	1535
08:00	32	340	22	6	4	12	1	5	4	1	0	0	0	427
08:15	15	288	13	4	2	15	0	4	2	0	0	0	0	343
08:30	7	207	7	4	5	5	0	3	2	1	3	0	0	244
08:45	29	347	27	8	3	13	1	3	1	1	0	1	0	434
	83	1182	69	22	14	45	2	15	9	3	3	1	0	1448
09:00	28	325	22	3	4	22	1	2	1	2	1	0	0	411
09:15	18	302	25	1	5	13	0	5	1	0	0	0	1	371
09:30	11	297	31	3	5	13	0	3	2	0	0	0	0	365
09:45	15	322	32	6	8	12	0	2	2	0	0	1	0	400
	72	1246	110	13	22	60	1	12	6	2	1	1	1	1547
10:00	15	242	32	0	10	10	0	2	1	1	0	0	0	313
10:15	14	218	25	1	3	5	1	1	2	0	0	0	0	270
10:30	7	192	15	2	4	6	0	1	1	1	0	0	1	230
10:45	8	215	19	3	6	10	0	5	2	0	0	0	0	268
	44	867	91	6	23	31	1	9	6	2	0	0	1	1081
11:00	6	217	19	3	4	2	1	1	1	0	0	0	0	254
11:15	11	218	18	3	3	7	1	6	0	0	0	0	0	267
11:30	5	184	12	1	1	5	0	0	0	0	0	0	0	208
11:45	11	230	26	1	2	10	0	2	0	0	0	1	2	285
	33	849	75	8	10	24	2	9	1	0	0	1	2	1014
Total	476	7051	565	61	110	254	10	61	30	10	6	3	6	8643
Percent	5.5%	81.6%	6.5%	0.7%	1.3%	2.9%	0.1%	0.7%	0.3%	0.1%	0.1%	0.0%	0.1%	

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Site Code: 2
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NORTH DRUID HILLS RD. EAST OF BRIARCLIFF RD.
Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	1	48	2	2	0	0	0	0	1	0	0	0	0	54
00:15	0	37	4	1	0	0	0	0	0	0	0	0	0	42
00:30	0	31	8	1	0	0	0	0	0	0	0	0	0	40
00:45	0	28	5	0	0	0	0	0	0	0	0	0	0	33
	1	144	19	4	0	0	0	0	1	0	0	0	0	169
01:00	0	17	1	0	0	0	0	1	0	1	0	0	0	20
01:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
01:30	0	17	2	0	1	0	0	0	0	0	0	0	0	20
01:45	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	0	65	8	0	1	0	0	1	0	1	0	0	0	76
02:00	0	9	2	0	0	0	0	0	1	0	0	0	0	12
02:15	0	13	5	0	0	0	0	0	0	0	0	0	0	18
02:30	0	22	4	0	0	0	0	0	0	0	0	0	0	26
02:45	0	7	1	0	0	1	0	0	0	0	0	0	0	9
	0	51	12	0	0	1	0	0	1	0	0	0	0	65
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22
03:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9
03:45	1	10	1	0	2	1	0	1	0	0	0	0	0	16
	1	47	4	0	3	1	0	1	0	0	0	0	0	57
04:00	0	14	1	0	0	0	0	1	0	0	0	0	0	16
04:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
04:30	0	11	5	0	0	0	0	0	0	0	0	0	0	16
04:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	0	46	9	0	0	0	0	1	0	0	0	0	0	56
05:00	0	14	3	0	2	1	0	1	0	0	0	0	0	21
05:15	0	16	2	0	2	0	0	0	0	0	0	0	0	20
05:30	0	42	7	0	0	0	0	0	1	0	0	0	0	50
05:45	1	66	17	1	1	0	0	0	0	0	0	0	0	86
	1	138	29	1	5	1	0	1	1	0	0	0	0	177
06:00	1	69	19	0	3	2	0	1	0	0	0	0	0	95
06:15	1	80	19	0	3	2	0	2	1	0	0	0	0	108
06:30	1	115	23	0	3	0	0	1	0	0	0	0	0	143
06:45	3	151	21	2	4	4	0	5	0	1	0	0	0	191
	6	415	82	2	13	8	0	9	1	1	0	0	0	537
07:00	0	132	20	1	2	2	0	0	0	0	0	0	0	157
07:15	0	144	18	0	3	4	0	4	2	0	1	0	0	176
07:30	1	151	16	4	5	3	0	2	1	0	0	0	0	183
07:45	5	175	24	2	2	5	0	5	0	0	0	0	0	218
	6	602	78	7	12	14	0	11	3	0	1	0	0	734
08:00	6	192	30	1	1	5	0	3	0	1	1	0	0	240
08:15	5	167	28	2	1	2	1	3	0	0	0	0	0	209
08:30	1	157	27	0	4	4	0	0	0	0	0	0	0	193
08:45	4	176	37	2	7	2	0	7	0	0	0	0	0	235
	16	692	122	5	13	13	1	13	0	1	1	0	0	877
09:00	0	144	25	3	6	1	1	1	0	0	0	0	0	181
09:15	3	130	22	2	3	3	0	1	0	1	0	0	0	165
09:30	2	147	22	0	4	0	0	5	0	1	0	0	0	181
09:45	2	159	16	1	3	3	0	3	0	0	0	0	0	187
	7	580	85	6	16	7	1	10	0	2	0	0	0	714
10:00	2	149	33	1	2	4	0	7	0	1	0	0	0	199
10:15	2	150	18	0	1	4	0	4	1	1	0	0	0	181
10:30	3	148	25	2	2	6	1	5	0	2	1	0	0	195
10:45	1	134	29	1	1	1	0	0	0	0	0	0	0	167
	8	581	105	4	6	15	1	16	1	4	1	0	0	742
11:00	1	150	20	1	3	2	0	0	0	0	0	0	0	177
11:15	2	137	23	5	4	3	0	2	0	0	0	0	0	176
11:30	1	144	13	1	3	4	0	3	0	1	0	1	0	171
11:45	6	173	24	0	4	4	0	6	1	0	1	0	0	219
	10	604	80	7	14	13	0	11	1	1	1	1	0	743
Total	56	3965	633	36	83	73	3	74	9	10	4	1	0	4947
Percent	1.1%	80.1%	12.8%	0.7%	1.7%	1.5%	0.1%	1.5%	0.2%	0.2%	0.1%	0.0%	0.0%	

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Site Code: 2.5
Station ID: 2.5
NORTH DRUID HILLS RD.
EAST OF BRIARCLIFF RD.
Latitude: 0' 0.000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	27	5	1	2	1	0	0	0	0	0	0	0	36
00:15	0	23	2	0	0	0	0	0	0	0	0	0	0	25
00:30	0	14	8	0	1	0	0	0	0	0	0	0	0	23
00:45	0	16	5	0	1	0	0	0	0	0	0	0	0	22
	0	80	20	1	4	1	0	0	0	0	0	0	0	106
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14
01:30	0	8	4	0	2	0	0	0	0	0	0	0	0	14
01:45	0	7	5	0	0	2	0	0	0	0	0	0	0	14
	0	33	13	0	3	2	0	0	0	0	0	0	0	51
02:00	0	12	6	1	0	0	0	0	0	0	0	0	0	19
02:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
02:30	0	5	7	0	0	0	0	0	0	0	0	0	0	12
02:45	0	11	5	0	0	0	0	0	0	0	0	0	0	16
	0	34	21	1	0	0	0	0	0	0	0	0	0	56
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:15	0	11	1	0	1	0	0	0	0	0	0	0	0	13
03:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
03:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
	0	39	11	0	1	0	0	0	0	0	0	0	0	51
04:00	1	9	4	0	1	0	0	0	0	0	0	0	0	15
04:15	0	6	5	0	0	0	0	1	0	0	0	0	0	12
04:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:45	0	23	5	0	0	0	0	0	0	0	0	0	0	28
	1	47	15	0	1	0	0	1	0	0	0	0	0	65
05:00	0	18	11	1	2	0	0	0	0	0	0	0	0	32
05:15	1	27	6	2	1	0	0	0	0	0	0	0	0	37
05:30	0	50	15	2	2	0	0	0	0	0	0	0	0	69
05:45	1	65	20	2	6	0	0	0	0	0	0	0	0	94
	2	160	52	7	11	0	0	0	0	0	0	0	0	232
06:00	0	72	15	1	6	0	0	0	1	0	0	0	0	95
06:15	1	93	29	0	4	3	0	4	0	0	0	0	0	134
06:30	1	141	18	0	2	1	0	6	0	4	0	0	0	173
06:45	2	131	36	3	5	2	0	3	0	3	0	0	0	185
	4	437	98	4	17	6	0	13	1	7	0	0	0	587
07:00	3	176	29	2	4	6	0	6	0	1	0	0	0	227
07:15	4	195	20	2	6	8	0	9	2	2	0	0	1	249
07:30	2	193	30	4	3	11	0	5	0	4	0	0	0	252
07:45	3	162	30	3	2	1	0	4	1	0	1	0	0	207
	12	726	109	11	15	26	0	24	3	7	1	0	1	935
08:00	3	175	28	3	6	8	1	8	0	0	1	0	0	233
08:15	4	170	14	1	2	10	0	6	0	0	1	0	0	208
08:30	6	160	17	4	1	4	0	3	1	1	0	0	0	197
08:45	5	201	30	4	5	6	1	4	2	2	0	0	0	260
	18	706	89	12	14	28	2	21	3	3	2	0	0	898
09:00	3	215	34	2	7	3	1	9	0	0	0	1	1	276
09:15	3	178	28	7	2	2	0	3	0	0	1	0	1	225
09:30	10	183	35	1	6	1	0	2	1	1	0	0	0	240
09:45	2	151	29	3	6	6	0	4	0	0	2	0	1	204
	18	727	126	13	21	12	1	18	1	1	3	1	3	945
10:00	2	150	45	3	8	7	0	4	0	0	0	0	0	219
10:15	2	154	48	2	3	4	1	4	0	0	0	0	0	218
10:30	5	164	48	2	3	2	0	1	0	0	1	0	0	226
10:45	2	170	42	0	4	7	0	3	0	1	0	0	1	230
	11	638	183	7	18	20	1	12	0	1	1	0	1	893
11:00	5	130	52	2	8	2	0	5	0	0	0	0	0	204
11:15	4	165	31	1	3	5	0	8	0	1	0	0	0	218
11:30	5	152	41	2	8	2	0	2	0	0	0	0	0	212
11:45	6	138	38	2	10	4	0	3	1	2	1	0	0	205
	20	585	162	7	29	13	0	18	1	3	1	0	0	839
Total	86	4212	899	63	134	108	4	107	9	22	8	1	5	5658
Percent	1.5%	74.4%	15.9%	1.1%	2.4%	1.9%	0.1%	1.9%	0.2%	0.4%	0.1%	0.0%	0.1%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 3
Station ID: 3
NORTH DRUID HILLS RD.
EAST OF HOLLY LANE
Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	32	4	2	1	0	0	0	0	0	0	0	0	39
00:15	0	29	6	1	0	0	0	0	0	0	0	0	0	36
00:30	0	29	8	0	0	0	0	0	0	0	0	0	0	37
00:45	0	21	5	0	0	0	0	1	1	0	0	0	0	28
	0	111	23	3	1	0	0	1	1	0	0	0	0	140
01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
01:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:30	0	24	2	0	0	0	0	0	0	0	0	0	0	26
01:45	0	11	4	0	0	0	0	0	1	0	0	0	0	16
	0	59	9	0	0	0	0	0	1	0	0	0	0	69
02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:15	0	16	2	0	3	0	0	0	0	0	0	0	0	21
02:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
02:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	52	7	0	3	0	0	0	0	0	0	0	0	62
03:00	0	18	3	0	0	1	0	0	0	0	0	0	0	22
03:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
03:30	0	8	0	0	2	0	0	0	0	0	0	0	0	10
03:45	0	7	2	0	0	0	0	1	1	0	0	0	0	11
	0	40	5	0	3	1	0	1	1	0	0	0	0	51
04:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
04:15	0	11	5	0	0	0	0	0	0	0	0	0	0	16
04:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:45	0	14	2	0	1	0	0	1	0	0	0	0	0	18
	0	46	10	0	1	0	0	1	0	0	0	0	0	58
05:00	1	12	2	0	2	1	0	0	0	0	0	0	0	18
05:15	0	32	4	0	1	0	0	0	1	0	0	0	0	38
05:30	2	49	16	1	1	0	0	0	0	0	0	0	0	69
05:45	3	59	13	1	4	1	0	1	0	0	0	0	0	82
	6	152	35	2	8	2	0	1	1	0	0	0	0	207
06:00	0	68	24	0	6	3	0	0	1	0	0	0	0	102
06:15	3	97	13	1	6	1	0	1	0	0	0	0	0	122
06:30	3	125	16	1	2	1	0	1	0	0	0	0	0	149
06:45	4	107	22	1	5	2	0	1	0	0	0	0	0	142
	10	397	75	3	19	7	0	3	1	0	0	0	0	515
07:00	9	109	10	2	2	4	0	3	1	0	0	0	0	140
07:15	9	110	8	1	4	2	0	2	0	0	0	0	0	136
07:30	9	101	13	2	1	4	1	2	0	0	1	0	0	134
07:45	8	136	15	2	3	1	1	2	1	0	0	0	0	169
	35	456	46	7	10	11	2	9	2	0	1	0	0	579
08:00	4	104	7	2	4	0	0	1	0	0	0	0	0	122
08:15	6	88	10	1	0	3	0	2	0	0	0	0	0	110
08:30	8	110	20	2	6	0	0	3	0	0	0	0	0	149
08:45	8	111	19	0	1	3	0	2	1	0	0	0	0	145
	26	413	56	5	11	6	0	8	1	0	0	0	0	526
09:00	8	98	14	6	5	2	0	1	0	0	0	0	0	134
09:15	2	112	19	3	4	3	0	1	0	0	0	0	0	144
09:30	5	133	19	0	5	6	0	2	0	0	0	0	0	170
09:45	3	131	24	2	1	3	1	3	0	0	0	0	0	168
	18	474	76	11	15	14	1	7	0	0	0	0	0	616
10:00	3	123	24	1	3	5	0	4	2	0	0	0	0	165
10:15	4	128	30	1	3	3	0	4	1	0	0	0	0	174
10:30	7	124	22	1	2	0	0	2	0	0	0	0	0	158
10:45	6	102	17	0	4	1	0	3	0	0	0	0	0	133
	20	477	93	3	12	9	0	13	3	0	0	0	0	630
11:00	7	109	16	1	2	5	1	1	1	0	0	0	0	143
11:15	6	128	21	3	4	3	0	1	0	1	0	0	0	167
11:30	5	122	27	0	6	5	0	1	1	0	0	0	0	167
11:45	5	148	32	0	5	3	0	2	0	0	0	0	0	195
	23	507	96	4	17	16	1	5	2	1	0	0	0	672
Total	138	3184	531	38	100	66	4	49	13	1	1	0	0	4125
Percent	3.3%	77.2%	12.9%	0.9%	2.4%	1.6%	0.1%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
ph.404-374-1283

Site Code: 4.5
Station ID: 4.5
NORTH DRUID HILLS RD. EAST OF FAMA DR.

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	29	1	0	0	1	0	0	0	0	0	0	0	31
00:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26
00:30	2	20	5	0	1	0	0	0	0	0	0	0	0	28
00:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	2	87	6	0	1	1	0	0	0	0	0	0	0	97
01:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
01:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
01:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
01:45	0	16	1	0	0	1	0	0	0	0	0	0	0	18
	0	53	7	0	0	1	0	0	0	0	0	0	0	61
02:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
02:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	0	46	3	0	0	0	0	0	0	0	0	0	0	49
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
03:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:45	0	22	2	0	0	0	0	0	0	0	0	0	0	24
	0	55	4	0	0	0	0	0	0	0	0	0	0	59
04:00	0	7	2	0	0	0	0	1	0	0	0	0	0	10
04:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
04:45	0	26	3	0	1	0	0	0	0	0	0	0	0	30
	0	59	5	0	1	0	0	1	0	0	0	0	0	66
05:00	1	31	1	1	0	1	0	0	0	0	0	0	0	35
05:15	1	30	5	2	0	0	0	0	0	0	0	0	0	38
05:30	0	67	7	2	0	0	0	1	0	0	0	0	0	77
05:45	2	81	5	2	2	0	0	0	0	0	0	0	0	92
	4	209	18	7	2	1	0	1	0	0	0	0	0	242
06:00	4	76	6	0	2	0	0	2	1	0	0	0	0	91
06:15	1	120	10	0	0	2	1	1	0	0	1	0	0	136
06:30	4	144	9	3	0	1	0	2	0	0	0	0	0	163
06:45	7	173	16	2	3	2	1	1	1	0	0	0	0	206
	16	513	41	5	5	5	2	6	2	0	1	0	0	596
07:00	9	222	12	1	0	6	0	1	0	0	0	0	0	251
07:15	10	218	18	1	1	8	0	1	0	1	0	0	0	258
07:30	6	189	16	3	7	3	0	2	1	0	0	0	0	227
07:45	8	227	18	1	4	5	0	1	0	1	0	0	0	265
	33	856	64	6	12	22	0	5	1	2	0	0	0	1001
08:00	9	218	12	3	1	6	0	1	0	0	1	0	0	251
08:15	7	254	20	1	2	6	1	2	1	1	0	0	1	296
08:30	11	227	13	2	1	6	1	3	1	1	1	0	0	267
08:45	7	222	17	1	3	15	0	2	3	0	0	0	0	270
	34	921	62	7	7	33	2	8	5	2	2	0	1	1084
09:00	5	189	15	2	3	7	0	3	0	1	0	0	0	225
09:15	9	169	14	4	4	3	0	1	0	1	0	0	0	205
09:30	9	185	13	1	0	5	0	2	1	0	0	0	0	216
09:45	6	184	24	1	1	1	0	5	1	0	0	0	2	225
	29	727	66	8	8	16	0	11	2	2	0	0	2	871
10:00	5	140	13	0	4	3	0	1	0	0	1	0	0	167
10:15	4	141	18	1	3	3	0	0	1	0	0	1	0	172
10:30	7	149	18	0	3	4	1	0	0	0	0	0	0	182
10:45	7	154	17	0	1	8	0	0	0	1	0	0	0	188
	23	584	66	1	11	18	1	1	1	1	1	1	0	709
11:00	2	164	26	1	0	5	0	4	0	1	1	0	0	204
11:15	5	168	15	0	2	2	0	3	0	0	0	0	0	195
11:30	4	148	17	3	5	9	0	0	2	0	0	0	0	188
11:45	4	141	23	2	3	7	0	2	1	1	1	0	0	185
	15	621	81	6	10	23	0	9	3	2	2	0	0	772
Total	156	4731	423	40	57	120	5	42	14	9	6	1	3	5607
Percent	2.8%	84.4%	7.5%	0.7%	1.0%	2.1%	0.1%	0.7%	0.2%	0.2%	0.1%	0.0%	0.1%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 5
Station ID: 5
NORTH DRUID HILLS RD. WEST OF LAVISTA RD

Latitude: 0' 0.000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	16	0	0	0	0	0	1	1	0	0	0	0	18
00:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
00:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
00:45	0	18	2	0	1	0	0	0	0	0	0	0	0	21
	0	65	4	0	1	0	0	1	1	0	0	0	0	72
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
01:30	0	21	1	0	0	0	0	0	0	0	0	0	0	22
01:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	0	58	3	0	0	0	0	0	0	0	0	0	0	61
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
02:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9
02:45	0	9	0	0	2	0	0	1	0	0	0	0	0	12
	0	42	1	0	3	0	0	1	0	0	0	0	0	47
03:00	0	9	1	0	0	0	0	0	1	0	0	0	0	11
03:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
03:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
03:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	48	5	0	0	0	0	0	1	0	0	0	0	54
04:00	0	20	3	0	1	0	0	1	0	0	0	0	0	25
04:15	0	19	0	0	2	0	0	0	0	0	0	0	0	21
04:30	0	42	1	0	2	0	0	0	1	0	0	0	0	46
04:45	1	73	10	1	0	0	0	0	0	0	0	0	0	85
	1	154	14	1	5	0	0	1	1	0	0	0	0	177
05:00	0	69	20	1	1	1	0	1	0	0	0	0	0	93
05:15	0	96	14	1	3	0	0	0	2	0	0	0	0	116
05:30	0	134	12	0	1	0	0	0	0	1	0	0	0	148
05:45	3	155	19	0	2	2	0	1	0	1	0	0	0	183
	3	454	65	2	7	3	0	2	2	2	0	0	0	540
06:00	0	140	9	0	2	1	0	1	0	0	0	0	0	153
06:15	1	168	14	0	3	1	0	1	1	0	0	0	0	189
06:30	2	188	7	0	4	1	0	3	0	0	0	0	0	205
06:45	6	184	7	2	4	4	0	1	0	0	0	0	0	208
	9	680	37	2	13	7	0	6	1	0	0	0	0	755
07:00	2	176	14	3	1	6	0	1	0	0	1	0	0	204
07:15	4	170	16	1	1	1	0	0	0	0	0	0	1	194
07:30	2	173	8	0	3	3	1	2	0	1	0	1	0	194
07:45	2	169	15	1	5	7	0	2	0	0	0	0	0	201
	10	688	53	5	10	17	1	5	0	1	1	1	1	793
08:00	2	157	14	2	2	2	0	0	1	0	0	0	0	180
08:15	1	147	15	5	2	6	0	1	0	0	0	0	0	177
08:30	1	151	15	1	3	2	0	0	0	1	0	0	0	174
08:45	2	172	9	0	3	2	1	1	0	0	0	0	0	190
	6	627	53	8	10	12	1	2	1	1	0	0	0	721
09:00	2	153	14	1	2	7	0	4	1	0	0	0	0	184
09:15	4	151	13	0	1	2	0	3	1	0	0	0	0	175
09:30	3	142	16	1	1	4	0	3	1	0	0	0	0	171
09:45	1	151	12	3	2	2	0	1	0	0	0	0	0	172
	10	597	55	5	6	15	0	11	3	0	0	0	0	702
10:00	3	139	9	0	3	2	0	3	1	0	0	0	0	160
10:15	4	138	13	2	3	2	0	1	0	0	0	0	0	163
10:30	6	150	7	1	1	4	0	4	0	0	1	0	0	174
10:45	2	154	23	1	3	3	0	1	0	1	1	0	0	189
	15	581	52	4	10	11	0	9	1	1	2	0	0	686
11:00	3	150	14	0	4	4	0	3	1	0	0	0	1	180
11:15	2	153	9	3	3	4	0	1	0	0	0	0	0	175
11:30	5	132	13	1	3	1	0	2	1	0	0	0	0	158
11:45	4	159	14	2	0	6	0	1	1	2	0	0	0	189
	14	594	50	6	10	15	0	7	3	2	0	0	1	702
Total	68	4588	392	33	75	80	2	45	14	7	3	1	2	5310
Percent	1.3%	86.4%	7.4%	0.6%	1.4%	1.5%	0.0%	0.8%	0.3%	0.1%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 5.5
Station ID: 5.5
NORTH DRUID HILLS RD. WEST OF LAVISTA RD

Latitude: 0' 0.000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	32	2	0	0	0	0	0	0	0	0	0	0	34
00:15	1	23	1	0	0	0	0	0	0	0	0	0	0	25
00:30	1	17	3	0	1	0	1	1	0	0	0	0	0	24
00:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
	2	85	7	0	1	0	1	1	0	0	0	0	0	97
01:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
01:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:45	1	16	2	0	1	1	0	0	0	0	0	0	0	21
	1	54	9	0	1	1	0	0	0	0	0	0	0	66
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
02:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
02:30	1	9	3	0	0	0	0	0	0	0	0	0	0	13
02:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	1	38	9	0	0	0	0	0	0	0	0	0	0	48
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
03:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:45	0	19	3	0	0	1	0	0	0	0	0	0	0	23
	0	48	7	0	0	1	0	0	0	0	0	0	0	56
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:15	1	7	2	0	0	0	0	1	0	0	0	0	0	11
04:30	1	15	1	0	0	0	0	0	0	0	0	0	0	17
04:45	1	22	3	0	1	0	0	0	0	0	0	0	0	27
	3	51	8	0	1	0	0	1	0	0	0	0	0	64
05:00	3	26	6	1	0	1	0	0	0	0	0	0	0	37
05:15	2	27	3	1	0	1	0	0	0	0	0	0	0	34
05:30	1	55	11	1	2	0	0	1	0	0	0	0	0	71
05:45	4	86	4	1	1	1	0	0	0	0	0	0	0	97
	10	194	24	4	3	3	0	1	0	0	0	0	0	239
06:00	0	86	7	1	4	2	0	1	0	1	0	0	0	102
06:15	5	113	12	0	2	3	0	2	2	0	0	0	1	140
06:30	8	142	21	0	0	4	1	3	0	0	0	0	0	179
06:45	9	178	19	4	5	6	0	3	0	1	0	0	0	225
	22	519	59	5	11	15	1	9	2	2	0	0	1	646
07:00	6	231	15	0	2	7	1	1	1	0	0	0	0	264
07:15	13	202	16	1	3	8	0	2	2	1	0	0	0	248
07:30	13	217	30	3	3	7	2	1	0	0	0	0	1	277
07:45	13	229	23	0	1	12	0	5	1	2	0	0	0	286
	45	879	84	4	9	34	3	9	4	3	0	0	1	1075
08:00	15	253	16	3	1	4	0	3	2	0	1	0	0	298
08:15	14	253	23	5	2	9	0	2	4	1	0	1	0	314
08:30	16	240	28	2	1	5	0	3	0	1	0	1	0	297
08:45	15	220	31	1	1	2	0	0	4	1	0	0	0	275
	60	966	98	11	5	20	0	8	10	3	1	2	0	1184
09:00	16	174	21	4	4	9	0	2	0	0	0	0	0	230
09:15	15	179	20	3	3	11	0	2	2	1	0	0	1	237
09:30	15	229	25	1	3	3	2	2	0	0	0	0	0	280
09:45	7	200	33	0	1	4	1	5	1	1	0	0	0	253
	53	782	99	8	11	27	3	11	3	2	0	0	1	1000
10:00	4	179	23	0	5	2	0	1	1	0	0	0	0	215
10:15	11	160	25	1	2	5	1	1	0	0	0	0	0	206
10:30	7	151	27	1	4	6	1	0	0	0	0	0	0	197
10:45	3	166	26	0	1	6	0	1	1	1	0	0	0	205
	25	656	101	2	12	19	2	3	2	1	0	0	0	823
11:00	11	177	37	1	1	3	0	3	0	0	0	2	0	235
11:15	11	158	20	1	2	3	1	2	0	0	0	0	0	198
11:30	9	182	23	1	3	4	0	1	3	0	0	0	0	226
11:45	3	194	26	4	10	8	1	3	0	0	0	0	0	249
	34	711	106	7	16	18	2	9	3	0	0	2	0	908
Total	256	4983	611	41	70	138	12	52	24	11	1	4	3	6206
Percent	4.1%	80.3%	9.8%	0.7%	1.1%	2.2%	0.2%	0.8%	0.4%	0.2%	0.0%	0.1%	0.0%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 6
Station ID: 6
BUFORD HWY. NORTH OF
NORTH DRUID HILLS RD.
Latitude: 0' 0.000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/21/09	1	16	2	1	1	1	0	0	0	0	0	0	0	4	26
00:15	0	25	5	0	0	0	0	0	0	0	0	0	0	2	32
00:30	1	16	1	0	0	1	0	0	0	0	0	0	0	1	20
00:45	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
	2	83	10	1	1	2	0	0	0	0	0	0	0	7	106
01:00	1	20	2	0	0	0	0	0	0	0	0	0	0	0	23
01:15	0	22	8	0	0	0	0	0	0	0	0	0	0	4	34
01:30	0	15	5	0	0	1	0	0	0	0	0	0	0	2	23
01:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
	1	70	18	0	0	1	0	0	0	0	0	0	0	6	96
02:00	0	10	4	0	0	1	0	0	0	0	0	0	0	1	16
02:15	1	25	4	0	0	0	0	0	0	0	0	0	0	2	32
02:30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
02:45	0	12	4	1	0	0	0	0	0	0	0	0	0	1	18
	1	62	13	1	0	1	0	0	0	0	0	0	0	4	82
03:00	0	8	3	0	0	1	0	0	0	0	0	0	0	3	15
03:15	0	5	4	0	0	0	0	0	0	0	0	0	0	1	10
03:30	0	14	3	0	1	0	0	0	0	0	0	0	0	2	20
03:45	0	15	3	0	1	0	0	0	0	0	0	0	0	2	21
	0	42	13	0	2	1	0	0	0	0	0	0	0	8	66
04:00	0	13	5	1	1	0	0	0	0	0	0	0	0	1	21
04:15	0	18	5	1	1	0	0	0	0	0	0	0	0	0	25
04:30	0	17	7	1	1	0	0	0	0	0	0	0	0	0	26
04:45	0	25	4	1	2	0	0	0	0	0	0	0	0	2	34
	0	73	21	4	5	0	0	0	0	0	0	0	0	3	106
05:00	0	27	9	2	2	0	0	1	0	0	0	0	0	6	47
05:15	0	34	9	1	1	2	0	0	0	0	0	1	0	4	52
05:30	3	36	9	1	3	0	0	0	0	0	0	0	0	7	59
05:45	0	42	8	3	2	0	0	1	0	1	0	0	0	5	62
	3	139	35	7	8	2	0	2	0	1	0	1	0	22	220
06:00	2	78	9	0	2	1	0	2	1	0	0	0	0	11	106
06:15	1	78	14	2	2	1	0	1	0	0	0	0	0	8	107
06:30	1	57	14	0	3	0	1	3	0	0	0	0	0	8	87
06:45	3	87	19	0	2	1	0	0	1	1	1	0	0	8	123
	7	300	56	2	9	3	1	6	2	1	1	0	0	35	423
07:00	2	96	13	1	3	3	0	0	0	0	0	0	0	9	127
07:15	1	96	11	3	2	3	0	3	0	0	0	0	0	6	125
07:30	0	86	11	2	2	3	0	3	0	0	0	1	0	9	117
07:45	1	86	19	3	3	7	0	3	1	0	1	0	0	13	137
	4	364	54	9	10	16	0	9	1	0	1	1	0	37	506
08:00	1	88	14	2	3	1	1	0	0	0	0	0	0	9	119
08:15	1	86	8	1	3	1	0	2	0	0	0	0	0	14	116
08:30	1	74	17	1	2	2	0	2	0	0	0	1	0	10	110
08:45	2	75	14	0	3	2	0	1	0	1	0	0	0	9	107
	5	323	53	4	11	6	1	5	0	1	0	1	0	42	452
09:00	0	91	19	1	7	2	0	0	0	0	0	0	0	10	130
09:15	4	82	13	5	3	1	0	3	0	0	0	0	1	11	123
09:30	1	79	17	0	2	1	0	1	1	0	1	0	0	4	107
09:45	0	94	15	2	5	4	0	3	0	0	0	1	0	12	136
	5	346	64	8	17	8	0	7	1	0	1	1	1	37	496
10:00	1	79	12	2	8	2	0	2	0	0	0	0	0	8	114
10:15	0	96	23	1	6	2	0	2	1	0	0	0	0	8	139
10:30	1	82	23	1	2	0	0	2	0	0	0	0	1	13	125
10:45	3	80	14	1	2	0	0	0	0	0	0	0	0	22	122
	5	337	72	5	18	4	0	6	1	0	0	0	1	51	500
11:00	1	130	26	2	2	0	0	0	0	1	0	0	0	12	174
11:15	1	143	27	4	7	5	1	1	0	1	0	0	2	9	201
11:30	3	122	25	3	1	1	0	2	1	0	0	0	0	12	170
11:45	3	120	19	3	6	0	0	1	0	1	0	0	0	10	163
	8	515	97	12	16	6	1	4	1	3	0	0	2	43	708
Total	41	2654	506	53	97	50	3	39	6	6	3	4	4	295	3761
Percent	1.1%	70.6%	13.5%	1.4%	2.6%	1.3%	0.1%	1.0%	0.2%	0.2%	0.1%	0.1%	0.1%	7.8%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 6.5
Station ID: 6.5
BUFORD HWY. NORTH OF
NORTH DRUID HILLS RD.
Latitude: 0' 0.000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	27	2	1	0	0	0	0	0	0	0	0	0	30
00:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
00:30	0	19	2	0	0	0	0	0	0	0	0	0	0	21
00:45	0	15	5	0	0	0	0	0	0	0	0	0	0	20
	0	77	10	1	0	0	0	0	0	0	0	0	0	88
01:00	1	17	0	0	0	0	0	0	0	0	0	0	0	18
01:15	0	20	3	0	0	0	0	1	0	0	0	0	0	24
01:30	0	16	5	0	0	0	0	0	0	0	0	0	0	21
01:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	1	64	12	0	0	0	0	1	0	0	0	0	0	78
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
02:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21
02:30	0	23	1	0	0	0	0	0	0	0	0	0	0	24
02:45	1	35	2	0	0	0	0	0	0	0	0	0	0	38
	1	92	4	0	0	0	0	0	0	0	0	0	0	97
03:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
03:15	0	27	5	0	0	1	0	0	0	0	0	0	0	33
03:30	0	23	5	0	0	0	0	0	0	0	0	0	0	28
03:45	0	14	2	0	1	0	0	0	0	0	0	0	0	17
	0	88	13	0	1	1	0	0	0	0	0	0	0	103
04:00	0	20	5	1	1	0	0	0	0	0	0	0	0	27
04:15	0	38	6	1	2	0	0	0	0	0	0	0	0	47
04:30	0	54	4	0	0	0	0	1	0	0	0	0	0	59
04:45	0	51	12	1	2	0	0	3	0	0	0	0	0	69
	0	163	27	3	5	0	0	4	0	0	0	0	0	202
05:00	0	50	13	2	3	1	0	0	0	0	0	0	0	69
05:15	0	71	19	0	1	3	0	0	0	0	0	0	0	94
05:30	1	85	25	2	8	0	0	1	0	1	0	0	0	123
05:45	1	80	28	0	3	0	0	2	0	0	0	0	0	114
	2	286	85	4	15	4	0	3	0	1	0	0	0	400
06:00	1	109	26	2	4	1	0	1	0	0	0	0	0	144
06:15	0	131	28	0	4	5	0	2	0	0	0	0	0	170
06:30	2	124	34	0	3	2	0	6	0	0	0	1	1	173
06:45	4	132	28	1	4	3	0	3	0	0	0	0	0	175
	7	496	116	3	15	11	0	12	0	0	0	1	1	662
07:00	2	155	24	0	3	3	0	2	0	0	0	0	0	189
07:15	1	142	20	1	6	2	0	1	0	0	0	0	0	173
07:30	6	144	26	0	5	2	0	1	0	0	0	0	0	184
07:45	0	144	27	1	7	7	1	1	1	0	0	0	0	189
	9	585	97	2	21	14	1	5	1	0	0	0	0	735
08:00	3	124	19	3	4	2	0	1	0	0	0	0	0	156
08:15	1	142	15	1	2	5	1	3	1	0	0	0	0	171
08:30	1	132	15	0	3	2	1	4	0	1	0	0	0	159
08:45	0	115	21	1	3	2	0	1	0	0	0	0	0	143
	5	513	70	5	12	11	2	9	1	1	0	0	0	629
09:00	3	104	28	2	3	4	0	3	0	0	0	0	0	147
09:15	1	91	23	0	3	3	0	2	0	0	0	0	0	123
09:30	1	110	23	0	3	2	0	2	0	0	0	0	0	141
09:45	4	123	18	3	8	4	0	1	0	0	0	0	0	161
	9	428	92	5	17	13	0	8	0	0	0	0	0	572
10:00	0	140	21	1	10	4	0	4	1	0	0	0	0	181
10:15	1	140	30	3	7	2	1	1	1	0	0	0	0	186
10:30	2	135	18	4	6	9	1	2	0	0	1	0	0	178
10:45	3	143	20	2	8	3	1	2	0	0	0	0	0	182
	6	558	89	10	31	18	3	9	2	0	1	0	0	727
11:00	3	130	24	1	6	5	0	3	0	0	0	0	1	173
11:15	1	135	25	1	3	6	0	1	0	1	1	0	0	174
11:30	1	119	17	2	3	2	0	3	0	0	0	0	0	147
11:45	2	118	22	1	6	4	0	0	0	0	1	0	0	154
	7	502	88	5	18	17	0	7	0	1	2	0	1	648
Total	47	3852	703	38	135	89	6	58	4	3	3	1	2	4941
Percent	1.0%	78.0%	14.2%	0.8%	2.7%	1.8%	0.1%	1.2%	0.1%	0.1%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 7
Station ID: 7
BUFORD HWY. SOUTH OF
NORTH DRUID HILLS RD.
Latitude: 0' 0.000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	50	1	1	1	0	0	0	0	0	0	0	0	53
00:15	1	33	0	1	0	0	0	0	0	0	0	0	1	36
00:30	0	44	3	1	0	1	0	1	0	0	0	0	0	50
00:45	0	34	1	1	0	0	0	0	0	0	0	0	0	36
	1	161	5	4	1	1	0	1	0	0	0	0	1	175
01:00	1	32	1	1	0	0	0	0	0	0	0	0	0	35
01:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
01:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23
01:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
	1	97	3	1	0	0	0	0	0	0	0	0	0	102
02:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
02:15	0	22	2	0	0	0	0	0	0	0	0	0	0	24
02:30	0	19	1	0	0	0	0	0	0	0	0	0	0	20
02:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
	0	73	4	0	0	0	0	0	0	0	0	0	0	77
03:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
03:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22
03:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17
03:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	0	75	2	0	0	0	0	0	0	0	0	0	0	77
04:00	0	34	0	0	0	1	0	0	0	0	0	0	0	35
04:15	1	10	0	0	0	0	0	0	0	0	0	0	0	11
04:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
04:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	1	72	4	0	0	1	0	0	0	0	0	0	0	78
05:00	0	15	0	1	0	0	0	0	0	0	0	0	0	16
05:15	0	14	0	1	0	0	0	0	0	0	0	0	0	15
05:30	0	23	3	1	1	0	0	0	0	0	0	0	0	28
05:45	0	21	1	1	2	0	0	1	0	0	0	0	0	26
	0	73	4	4	3	0	0	1	0	0	0	0	0	85
06:00	1	28	3	2	1	0	0	0	0	0	0	0	0	35
06:15	0	34	4	1	0	0	0	0	0	0	0	0	0	39
06:30	1	51	3	1	3	1	0	0	0	0	0	0	0	60
06:45	1	66	5	2	1	1	0	1	0	0	0	0	0	77
	3	179	15	6	5	2	0	1	0	0	0	0	0	211
07:00	3	86	8	1	1	1	0	0	0	0	0	0	0	100
07:15	0	85	2	3	2	0	0	2	0	0	0	0	0	94
07:30	1	82	16	0	2	1	0	0	0	0	0	0	0	102
07:45	6	127	10	0	1	2	0	0	0	0	0	0	0	146
	10	380	36	4	6	4	0	2	0	0	0	0	0	442
08:00	4	127	13	1	2	6	0	0	0	0	0	0	0	153
08:15	4	131	6	1	5	4	0	1	0	0	0	0	1	153
08:30	0	129	10	2	3	3	0	1	0	1	0	0	0	149
08:45	1	119	10	2	3	1	0	0	0	1	0	0	0	137
	9	506	39	6	13	14	0	2	0	2	0	0	1	592
09:00	2	128	9	1	3	2	0	1	1	0	0	0	0	147
09:15	1	124	8	1	0	1	0	0	0	0	0	0	0	135
09:30	4	113	10	2	4	1	0	0	0	0	0	0	0	134
09:45	1	113	10	2	2	1	0	1	0	0	0	1	0	131
	8	478	37	6	9	5	0	2	1	0	0	1	0	547
10:00	0	98	17	0	2	2	0	3	0	0	0	0	0	122
10:15	2	113	12	1	1	1	0	2	0	0	0	0	0	132
10:30	2	120	15	2	0	0	0	0	0	0	0	0	0	139
10:45	2	138	9	1	1	1	0	2	3	0	0	0	0	157
	6	469	53	4	4	4	0	7	3	0	0	0	0	550
11:00	0	116	14	1	4	0	0	0	1	0	0	0	0	136
11:15	1	129	20	1	4	1	0	1	0	0	0	0	0	157
11:30	7	127	19	1	1	2	0	2	0	0	0	0	0	159
11:45	2	132	18	1	3	3	0	2	0	0	0	0	0	161
	10	504	71	4	12	6	0	5	1	0	0	0	0	613
Total	49	3067	273	39	53	37	0	21	5	2	0	1	2	3549
Percent	1.4%	86.4%	7.7%	1.1%	1.5%	1.0%	0.0%	0.6%	0.1%	0.1%	0.0%	0.0%	0.1%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 7.5
Station ID: 7.5
BUFORD HWY. SOUTH OF
NORTH DRUID HILLS RD.
Latitude: 0' 0.000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	1	28	5	0	2	0	1	0	0	0	0	0	0	37
00:15	1	30	2	1	0	0	0	0	0	0	0	0	0	34
00:30	0	23	6	1	0	0	0	0	0	0	0	0	0	30
00:45	0	27	5	2	0	0	0	1	0	0	0	0	0	35
	2	108	18	4	2	0	1	1	0	0	0	0	0	136
01:00	0	19	2	0	1	0	0	1	0	0	0	0	0	23
01:15	0	20	6	1	0	0	0	0	0	0	0	0	0	27
01:30	0	22	0	0	1	0	0	0	0	0	0	0	0	23
01:45	0	15	2	0	2	1	0	1	0	0	0	0	0	21
	0	76	10	1	4	1	0	2	0	0	0	0	0	94
02:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
02:15	0	13	3	0	1	0	0	0	0	0	0	0	0	17
02:30	0	6	2	0	0	0	0	1	0	0	0	0	0	9
02:45	0	12	7	0	0	0	0	0	0	0	0	0	0	19
	0	55	13	0	1	0	0	1	0	0	0	0	0	70
03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
03:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:30	0	14	5	0	1	0	0	0	0	0	0	0	0	20
03:45	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	0	41	13	0	2	0	0	0	0	0	0	0	0	56
04:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
04:15	0	11	2	0	0	1	0	0	0	0	0	0	0	14
04:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
04:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	44	9	0	0	1	0	0	0	0	0	0	0	54
05:00	0	14	2	1	1	0	0	0	0	0	0	0	0	18
05:15	0	14	3	0	1	0	0	0	0	0	0	0	0	18
05:30	0	9	5	1	1	0	0	0	0	0	0	0	0	16
05:45	0	23	6	1	2	0	0	1	0	1	0	0	0	34
	0	60	16	3	5	0	0	1	0	1	0	0	0	86
06:00	1	34	7	1	2	0	0	0	1	0	0	0	0	46
06:15	0	39	10	1	1	0	0	0	0	0	0	0	0	51
06:30	1	51	20	0	3	0	0	1	0	0	0	0	0	76
06:45	3	83	15	3	3	2	0	0	0	2	0	0	1	112
	5	207	52	5	9	2	0	1	1	2	0	0	1	285
07:00	2	90	21	0	2	3	1	4	1	0	0	0	0	124
07:15	2	145	19	1	1	3	0	4	0	1	1	1	0	178
07:30	8	132	21	1	7	5	0	6	0	1	1	0	0	182
07:45	5	169	36	3	3	4	1	5	2	1	0	0	0	229
	17	536	97	5	13	15	2	19	3	3	2	1	0	713
08:00	7	179	18	1	6	4	0	3	2	2	0	0	2	224
08:15	5	201	31	1	3	8	1	3	1	1	0	0	0	255
08:30	3	180	20	0	3	7	0	6	1	0	1	0	1	222
08:45	8	192	32	2	11	6	0	1	0	0	1	0	0	253
	23	752	101	4	23	25	1	13	4	3	2	0	3	954
09:00	3	161	29	1	6	3	0	6	0	0	1	1	0	211
09:15	2	141	33	1	3	3	1	4	2	0	0	0	0	190
09:30	6	128	25	1	6	2	2	5	0	0	0	0	0	175
09:45	0	149	31	1	4	2	0	1	1	0	0	0	0	189
	11	579	118	4	19	10	3	16	3	0	1	1	0	765
10:00	3	129	30	6	11	3	0	6	1	1	0	0	1	191
10:15	0	109	29	1	9	3	0	9	0	0	0	0	0	160
10:30	2	106	30	1	6	2	0	4	0	0	0	0	0	151
10:45	2	130	31	2	9	2	0	1	1	0	0	0	0	178
	7	474	120	10	35	10	0	20	2	1	0	0	1	680
11:00	1	134	25	2	6	3	0	4	0	1	0	0	0	176
11:15	3	132	27	4	11	2	0	3	2	0	0	0	0	184
11:30	2	147	36	0	8	6	0	4	1	1	0	0	0	205
11:45	6	163	39	3	11	4	0	6	0	0	1	0	0	233
	12	576	127	9	36	15	0	17	3	2	1	0	0	798
Total	77	3508	694	45	149	79	7	91	16	12	6	2	5	4691
Percent	1.6%	74.8%	14.8%	1.0%	3.2%	1.7%	0.1%	1.9%	0.3%	0.3%	0.1%	0.0%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
ph.404-374-1283

Site Code: 8
Station ID: 8
BRIARCLIFF ROAD NORTH OF
NORTH DRUID HILLS ROAD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	10	4	0	0	0	0	0	0	0	0	0	0	14
00:15	0	6	2	0	1	0	0	0	0	0	0	0	0	9
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:45	0	10	3	0	1	0	0	0	0	0	0	0	0	14
	0	30	10	0	2	0	0	0	0	0	0	0	0	42
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	15	5	0	0	0	0	0	0	0	0	0	0	20
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	15	2	0	1	0	0	0	0	0	0	0	0	18
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	10	1	0	0	0	0	0	0	0	0	0	0	11
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:30	0	3	5	0	2	1	0	0	0	0	0	0	0	11
04:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8
	0	12	9	0	3	1	0	0	0	0	0	0	0	25
05:00	1	5	0	0	1	0	0	0	0	0	0	0	0	7
05:15	1	10	2	0	0	0	0	0	0	0	0	0	0	13
05:30	0	11	7	2	3	0	0	0	0	0	0	0	0	23
05:45	0	13	7	0	1	0	0	0	0	0	0	0	0	21
	2	39	16	2	5	0	0	0	0	0	0	0	0	64
06:00	0	35	7	1	4	0	0	0	0	0	0	0	0	47
06:15	3	31	3	1	2	1	0	1	0	0	0	0	0	42
06:30	3	38	14	0	0	1	0	0	0	0	0	0	0	56
06:45	0	48	12	0	2	0	0	0	0	0	0	0	0	62
	6	152	36	2	8	2	0	1	0	0	0	0	0	207
07:00	4	40	15	1	5	2	0	1	0	0	0	0	0	68
07:15	1	46	8	2	2	0	0	0	0	0	0	0	0	59
07:30	4	59	16	1	2	0	0	1	0	0	0	0	0	83
07:45	2	43	8	0	2	0	0	0	0	0	0	0	0	55
	11	188	47	4	11	2	0	2	0	0	0	0	0	265
08:00	1	58	16	3	3	0	0	1	0	0	0	0	0	82
08:15	1	47	13	1	3	2	0	0	0	0	0	0	0	67
08:30	2	41	12	0	2	0	0	0	0	0	0	0	0	57
08:45	0	43	16	3	6	0	0	0	0	0	0	0	0	68
	4	189	57	7	14	2	0	1	0	0	0	0	0	274
09:00	1	52	16	0	2	0	0	0	0	0	0	0	0	71
09:15	5	43	14	0	0	0	0	0	0	0	0	0	0	62
09:30	0	59	27	1	3	0	0	3	0	0	0	0	0	93
09:45	0	48	17	0	4	1	0	1	0	0	0	0	0	71
	6	202	74	1	9	1	0	4	0	0	0	0	0	297
10:00	5	75	19	0	4	0	0	0	0	0	0	0	0	103
10:15	0	71	23	0	1	0	0	2	0	0	0	0	0	97
10:30	2	76	15	1	1	0	0	0	0	0	0	0	0	95
10:45	3	85	26	1	2	1	0	0	0	0	0	0	0	118
	10	307	83	2	8	1	0	2	0	0	0	0	0	413
11:00	1	73	23	1	0	0	0	0	0	0	0	0	0	98
11:15	3	84	21	0	2	1	0	3	0	0	0	0	0	114
11:30	1	84	16	1	2	1	0	3	0	0	0	0	0	108
11:45	4	91	18	2	4	0	0	1	0	0	0	0	0	120
	9	332	78	4	8	2	0	7	0	0	0	0	0	440
Total	48	1491	418	22	69	11	0	17	0	0	0	0	0	2076
Percent	2.3%	71.8%	20.1%	1.1%	3.3%	0.5%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 9
Station ID: 9
LAVISTA RD. NORTH OF
NORTH DRUID HILLS RD.
Latitude: 0' 0.000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	10	0	0	0	0	0	0	1	0	0	0	0	11
00:15	0	15	3	0	0	0	0	0	0	0	0	0	0	18
00:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
00:45	1	13	2	0	1	0	0	0	0	0	0	0	0	17
	1	46	5	0	1	0	0	0	1	0	0	0	0	54
01:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
01:15	0	11	1	0	1	0	0	0	0	0	0	0	0	13
01:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	0	49	7	0	1	0	0	0	0	0	0	0	0	57
02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
02:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	24	9	0	0	0	0	0	0	0	0	0	0	33
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	0	23	5	0	1	0	0	0	0	0	0	0	0	29
04:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
04:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
04:45	0	11	3	1	0	0	0	0	0	0	0	0	0	15
	0	38	9	1	0	0	0	0	0	0	0	0	0	48
05:00	0	19	1	0	0	0	0	1	0	0	0	0	0	21
05:15	0	18	3	0	0	0	0	0	1	0	0	0	0	22
05:30	0	35	7	1	0	0	0	0	0	0	0	0	0	43
05:45	0	45	10	1	2	1	0	0	0	0	0	0	0	59
	0	117	21	2	2	1	0	1	1	0	0	0	0	145
06:00	0	53	15	1	2	2	0	0	0	0	0	0	0	73
06:15	0	70	17	1	4	0	0	0	0	0	0	0	0	92
06:30	1	132	20	1	4	0	0	1	0	0	0	0	0	159
06:45	0	162	20	2	2	2	0	2	0	0	0	0	0	190
	1	417	72	5	12	4	0	3	0	0	0	0	0	514
07:00	2	145	30	3	3	1	0	2	0	0	0	0	0	186
07:15	0	172	26	0	3	1	0	3	1	0	0	0	0	206
07:30	2	216	34	0	6	2	0	2	0	0	0	0	0	262
07:45	7	219	35	4	3	5	0	3	0	1	0	0	0	277
	11	752	125	7	15	9	0	10	1	1	0	0	0	931
08:00	1	238	43	1	7	3	0	2	0	1	0	0	0	296
08:15	1	232	52	1	6	1	0	1	0	1	0	0	0	295
08:30	3	227	35	1	6	1	0	4	1	2	0	0	1	281
08:45	2	185	31	3	9	4	1	4	0	1	0	0	1	241
	7	882	161	6	28	9	1	11	1	5	0	0	2	1113
09:00	2	183	28	2	6	1	0	3	0	1	0	0	0	226
09:15	1	141	31	1	3	2	0	6	0	0	0	0	0	185
09:30	1	168	28	0	8	2	0	5	2	1	0	0	0	215
09:45	0	133	41	3	6	3	0	3	0	1	0	0	0	190
	4	625	128	6	23	8	0	17	2	3	0	0	0	816
10:00	2	132	28	0	12	1	0	3	0	1	0	0	0	179
10:15	1	116	28	0	6	1	0	0	0	1	0	0	0	153
10:30	0	105	27	0	5	2	0	0	0	0	0	0	0	139
10:45	2	99	26	0	5	0	0	2	0	1	0	0	0	135
	5	452	109	0	28	4	0	5	0	3	0	0	0	606
11:00	1	107	22	0	2	2	0	3	0	0	0	0	0	137
11:15	1	106	26	1	5	1	0	0	0	0	0	0	0	140
11:30	1	105	27	2	5	2	0	1	0	0	0	0	0	143
11:45	0	115	27	0	9	1	0	1	0	0	0	0	0	153
	3	433	102	3	21	6	0	5	0	0	0	0	0	573
Total	32	3858	753	30	132	41	1	52	6	12	0	0	2	4919
Percent	0.7%	78.4%	15.3%	0.6%	2.7%	0.8%	0.0%	1.1%	0.1%	0.2%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 9.5
Station ID: 9.5
LAVISTA RD. NORTH OF
NORTH DRUID HILLS RD.
Latitude: 0' 0.000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	32	2	0	2	0	0	0	0	0	0	0	0	36
00:15	0	20	3	1	3	0	0	0	0	0	0	0	0	27
00:30	0	13	5	0	0	2	0	0	0	0	0	0	0	20
00:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	0	78	13	1	5	2	0	0	0	0	0	0	0	99
01:00	0	14	5	0	0	0	0	0	1	0	0	0	0	20
01:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
01:45	0	15	1	0	1	0	0	0	0	0	0	0	0	17
	0	52	10	0	1	0	0	0	1	0	0	0	0	64
02:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
02:15	0	7	5	1	0	0	0	0	0	0	0	0	0	13
02:30	0	12	4	0	1	0	0	0	1	0	0	0	0	18
02:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	0	32	16	1	1	0	0	0	1	0	0	0	0	51
03:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
03:15	0	5	2	0	1	0	0	0	0	0	0	0	0	8
03:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	26	5	0	1	0	0	0	0	0	0	0	0	32
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	5	2	0	1	0	0	0	0	0	0	0	0	8
04:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	15	3	0	1	0	0	0	0	0	0	0	0	19
05:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:15	0	15	2	0	2	0	0	0	0	0	0	0	0	19
05:30	0	14	2	0	1	0	0	0	0	0	0	0	0	17
05:45	0	17	4	0	4	0	0	0	0	0	0	0	0	25
	0	54	11	0	7	0	0	0	0	0	0	0	0	72
06:00	0	24	6	1	0	1	0	0	1	0	0	0	0	33
06:15	0	30	9	1	1	0	0	0	0	0	0	0	0	41
06:30	0	45	5	1	3	1	0	0	0	0	0	0	0	55
06:45	3	51	8	0	0	0	0	0	0	0	0	0	0	62
	3	150	28	3	4	2	0	0	1	0	0	0	0	191
07:00	0	75	9	1	2	1	0	0	0	0	0	0	0	88
07:15	3	76	5	0	5	1	0	0	0	0	0	0	0	90
07:30	1	119	12	0	3	0	1	0	1	0	0	0	0	137
07:45	0	98	14	1	5	3	0	1	1	1	0	0	0	124
	4	368	40	2	15	5	1	1	2	1	0	0	0	439
08:00	3	121	29	3	3	3	0	1	0	1	0	0	0	164
08:15	3	128	31	1	4	2	0	1	0	0	0	0	0	170
08:30	0	92	20	0	4	0	1	2	0	0	0	0	0	119
08:45	3	127	19	1	4	5	0	1	1	0	1	0	0	162
	9	468	99	5	15	10	1	5	1	1	1	0	0	615
09:00	0	98	20	3	4	0	0	0	0	0	0	0	0	125
09:15	2	84	15	1	4	1	0	3	0	0	0	0	0	110
09:30	0	98	21	0	7	1	1	3	1	0	0	0	0	132
09:45	2	110	17	0	3	0	0	1	0	0	0	0	0	133
	4	390	73	4	18	2	1	7	1	0	0	0	0	500
10:00	2	90	13	0	3	2	0	1	0	0	0	0	0	111
10:15	3	100	15	0	6	2	0	1	0	0	0	0	0	127
10:30	1	107	25	1	1	1	0	2	0	0	0	0	0	138
10:45	1	105	21	1	4	1	0	1	0	0	0	0	0	134
	7	402	74	2	14	6	0	5	0	0	0	0	0	510
11:00	1	131	13	0	6	4	0	0	0	1	0	0	0	156
11:15	2	124	18	0	3	3	0	2	0	0	0	0	0	152
11:30	1	144	19	3	3	3	0	1	1	0	2	0	1	178
11:45	2	136	10	5	4	0	0	2	0	0	0	0	0	159
	6	535	60	8	16	10	0	5	1	1	2	0	1	645
Total	33	2570	432	26	98	37	3	23	8	3	3	0	1	3237
Percent	1.0%	79.4%	13.3%	0.8%	3.0%	1.1%	0.1%	0.7%	0.2%	0.1%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
ph.404-374-1283

Site Code: 10
Station ID: 10
CLAIRMONT RD. SOUTH OF
NORTH DRUID HILLS RD.

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/21/09	0	35	1	0	0	0	0	0	0	0	0	0	0	36
00:15	1	20	7	0	2	0	0	0	1	0	0	0	0	31
00:30	0	22	6	0	1	0	0	0	0	0	0	0	0	29
00:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	1	89	15	0	3	0	0	0	1	0	0	0	0	109
01:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
01:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
01:30	0	9	1	0	1	0	0	0	0	0	0	0	0	11
01:45	0	9	1	1	0	0	0	0	0	0	0	0	0	11
	0	44	6	1	2	0	0	0	0	0	0	0	0	53
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	28	4	0	0	0	0	0	0	0	0	0	0	32
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
03:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
03:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	17	5	0	1	0	0	0	0	0	0	0	0	23
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:30	0	7	4	0	2	0	0	0	0	0	0	0	0	13
04:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	0	29	9	0	2	0	0	0	0	0	0	0	0	40
05:00	0	16	1	2	1	0	0	0	0	0	0	0	0	20
05:15	0	9	7	1	0	1	0	0	0	0	0	0	0	18
05:30	0	24	6	1	3	0	0	0	0	0	0	0	0	34
05:45	0	39	5	0	2	0	0	0	0	0	0	0	0	46
	0	88	19	4	6	1	0	0	0	0	0	0	0	118
06:00	0	39	11	0	2	0	0	0	0	0	0	0	0	52
06:15	1	53	13	1	1	1	0	2	0	0	0	0	0	72
06:30	2	80	16	1	2	1	0	0	0	0	0	0	0	102
06:45	0	101	18	1	3	2	1	3	0	0	0	0	0	129
	3	273	58	3	8	4	1	5	0	0	0	0	0	355
07:00	3	131	27	0	5	1	0	2	2	0	0	0	0	171
07:15	2	192	27	3	7	3	1	2	0	1	0	0	0	238
07:30	3	161	33	1	7	3	0	4	0	0	0	0	0	212
07:45	4	183	46	0	9	4	0	1	0	2	0	0	1	250
	12	667	133	4	28	11	1	9	2	3	0	0	1	871
08:00	5	190	45	2	3	4	0	6	0	0	2	0	2	259
08:15	6	201	37	1	6	5	0	4	0	0	0	0	0	260
08:30	1	194	41	2	5	8	1	4	0	0	0	0	0	256
08:45	4	178	42	3	6	3	0	3	1	1	0	0	0	241
	16	763	165	8	20	20	1	17	1	1	2	0	2	1016
09:00	4	192	30	1	6	7	1	7	1	0	1	0	0	250
09:15	4	160	42	1	5	3	0	6	0	2	0	0	0	223
09:30	2	150	48	2	8	6	0	5	0	0	0	0	0	221
09:45	3	156	52	2	12	2	0	3	0	1	0	0	0	231
	13	658	172	6	31	18	1	21	1	3	1	0	0	925
10:00	3	148	53	1	10	0	0	4	0	1	0	0	0	220
10:15	1	141	53	0	7	4	0	4	1	1	1	0	0	213
10:30	2	148	42	0	5	2	0	3	1	0	0	0	1	204
10:45	1	195	54	0	12	2	1	3	0	2	0	0	2	272
	7	632	202	1	34	8	1	14	2	4	1	0	3	909
11:00	4	172	56	2	11	6	0	9	0	2	0	0	0	262
11:15	4	159	52	1	9	6	0	9	0	0	3	0	1	244
11:30	3	194	44	1	10	6	0	8	1	1	0	0	0	268
11:45	4	205	63	1	16	6	1	8	0	0	1	0	1	306
	15	730	215	5	46	24	1	34	1	3	4	0	2	1080
Total	67	4018	1003	32	181	86	6	100	8	14	8	0	8	5531
Percent	1.2%	72.6%	18.1%	0.6%	3.3%	1.6%	0.1%	1.8%	0.1%	0.3%	0.1%	0.0%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
ph.404-374-1283

Site Code: 10.5
Station ID: 10.5
BUFORD HWY SOUTH OF
TOWNE CENTER AVE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/20/09	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
01:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
04:45	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
05:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
05:30	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
05:45	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	84	0	0	0	0	0	0	0	0	0	0	0	0	0	84
06:00	43	0	0	0	0	0	0	0	0	0	0	0	0	0	43
06:15	57	0	0	0	0	0	0	0	0	0	0	0	0	0	57
06:30	57	0	0	0	0	0	0	0	0	0	0	0	0	0	57
06:45	72	0	0	0	0	0	0	0	0	0	0	0	0	0	72
	229	0	0	0	0	0	0	0	0	0	0	0	0	0	229
07:00	79	0	0	0	0	0	0	0	0	0	0	0	0	0	79
07:15	86	0	1	0	0	0	0	0	0	0	0	0	0	0	87
07:30	94	0	0	0	0	0	0	0	0	0	0	0	0	0	94
07:45	106	0	0	0	0	0	0	0	0	0	0	0	0	0	106
	365	0	1	0	0	0	0	0	0	0	0	0	0	0	366
08:00	90	0	0	0	0	0	0	0	0	0	0	0	0	0	90
08:15	82	0	0	0	0	0	0	0	0	0	0	0	0	0	82
08:30	87	0	1	0	0	0	0	0	0	0	0	0	0	0	88
08:45	63	0	0	0	0	0	0	0	0	0	0	0	0	0	63
	322	0	1	0	0	0	0	0	0	0	0	0	0	0	323
09:00	87	0	0	0	0	0	0	0	0	0	0	0	0	0	87
09:15	65	0	0	1	0	0	0	0	0	0	0	0	0	0	66
09:30	63	0	0	0	0	0	0	0	0	0	0	0	0	0	63
09:45	56	1	0	0	0	0	0	0	0	0	0	0	0	0	57
	271	1	0	1	0	0	0	0	0	0	0	0	0	0	273
10:00	55	0	0	0	0	0	0	0	0	0	0	0	0	0	55
10:15	50	1	0	0	0	0	0	0	0	0	0	0	0	0	51
10:30	22	0	0	0	3	7	25	12	3	1	0	0	0	0	73
10:45	3	0	0	1	5	10	34	15	2	3	0	0	0	0	73
	130	1	0	1	8	17	59	27	5	4	0	0	0	0	252
11:00	3	0	0	1	7	23	23	8	2	0	0	0	0	0	67
11:15	2	1	0	5	18	32	20	8	0	0	0	0	0	0	86
11:30	4	1	0	0	3	30	39	14	3	2	0	0	0	0	96
11:45	1	1	0	0	5	23	41	21	3	0	0	0	0	0	95
	10	3	0	6	33	108	123	51	8	2	0	0	0	0	344
Total	1480	6	2	8	41	125	182	78	13	6	0	0	0	0	1941

		Interstate 85 Node				
			AM		PM	
Development Program Land Use	ITE Land Use	New Development (SF/Rooms/DU)	Rate	Trips	Rate	Trips
Retail SF	Shopping Center (820)	1,800,000	1.03	1,854	3.75	6,750
Local Office, Meeting SF	General Office Building (710)	100,000	1.55	155	1.49	149
Professional Office SF	General Office Building (710)	2,500,000	1.55	3,875	1.49	3,725
Hotel Rooms	Hotel (310)	450	0.67	302	0.70	315
Townhome Units	Residential Condominium/Townhouse (230)	125	0.44	55	0.52	65
MF Apartment Units	Mid-rise Apartment (223)	1,300	0.30	390	0.39	507
SFD Units	Single-Family Detached Housing (210)	0	0.75	0	1.01	0
			Total:	**6,631**		**11,511**

		Residential Corridor				
			AM		PM	
Development Program Land Use	ITE Land Use	New Development (SF/Rooms/DU)	Rate	Trips	Rate	Trips
Retail SF	Shopping Center (820)	0	1.03	0	3.75	0
Local Office, Meeting SF	General Office Building (710)	0	1.55	0	1.49	0
Professional Office SF	General Office Building (710)	0	1.55	0	1.49	0
Hotel Rooms	Hotel (310)	0	0.67	0	0.70	0
Townhome Units	Residential Condominium/Townhouse (230)	25	0.44	11	0.52	13
MF Apartment Units	Mid-rise Apartment (223)	0	0.30	0	0.39	0
SFD Units	Single-Family Detached Housing (210)	100	0.75	75	1.01	101
			Total:	**86**		**114**

		Mason Mill Park Node				
			AM		PM	
Development Program Land Use	ITE Land Use	New Development (SF/Rooms/DU)	Rate	Trips	Rate	Trips
Retail SF	Shopping Center (820)	100,000	1.03	103	3.75	375
Local Office, Meeting SF	General Office Building (710)	45,000	1.55	70	1.49	67
Professional Office SF	General Office Building (710)	0	1.55	0	1.49	0
Hotel Rooms	Hotel (310)	0	0.67	0	0.70	0
Townhome Units	Residential Condominium/Townhouse (230)	300	0.44	132	0.52	156
MF Apartment Units	Mid-rise Apartment (223)	200	0.30	60	0.39	78
SFD Units	Single-Family Detached Housing (210)	0	0.75	0	1.01	0
			Total:	**365**		**676**

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Livable Centers Initiative: Core Team Meeting #1
November 10, 2009; 6:30 PM
#4 Executive Park Drive; Atlanta, GA

Meeting Objectives

- To discuss goals of the study
- To discuss the role of the Core Team
- To review the study scope
- To review key existing conditions
- To gather input on market conditions, institutional framework, and desired levels of service

Attendees

Core Team Members Present
Herbert Ames, Edens & Avant
Brandon J. Ashkouti, Ashkouti Realty Corporation
Ted Daniel, Creek Park
Sydney Douse, III, DeKalb County Planning & Development
Larry Fonts, Quad Study TAG
Mike Lobdell, GDOT/Medlock Neighborhood
Thayra Riley, Emory University Office of Planning
Debbie Schneider, DeKalb County District 2 Office
Sylvia Smith, DeKalb County Transportation
Claude Terry, Lavista Park (for Gene Schmidt)
Dan Wright, North Druid Hills Civic Association/Friends of Kittredge Park

Additional Guests
Ross Blaising, Ashkouti Realty Corporation
Rodger Burgess, Leafmore Creek Park Hills Civic Association

Core Team Members not Present
Council of Jewish Organizations
HGOR
Quick Trip
Shepherd Construction
Merry Hills Civic Association
DeKalb Board of Education
Clairmont Presbyterian Church
Mason Mill/Victoria/Williamsburg Communities
MARTA

North Druid Hills LCI
land use/transportation/connectivity

Georgia Regional Transportation Authority
Atlanta Regional Planning Commission
DeKalb County Economic Development Department

Project Team
Dan Cohen, Pond & Co
Olen Daelhousen, ARCADIS
Maureen Gresham, ARCADIS
Barbara Feinberg, Huntley Partners
Rick Padgett, Huntley Partners
Jen Price, Sycamore Consulting, Inc.

Summary
Maureen Gresham, project manager from ARCADIS, began the meeting with an overview of the purpose and agenda. She discussed the study goals and the role of the Core Team. Regarding the study area geography, Maureen stated that the recommendations will be made in the area as outlined in the RFP for this study. She then discussed the five month schedule which includes public involvement, gathering and analyzing data, developing a vision, creating a work program, and developing the final document.

Rick Padgett of Huntley Partners discussed market conditions in the study area. He focused the discussion on the strengths of the corridor (location and concentration of consumer wealth) and its weaknesses (infrastructure, lack of access, and difficult assemblages for desirable development). Rick also presented 10-year projections for square footage of retail, office and housing demand in the study corridor. In summary, Rick stated that the market conditions of the area will call for dense, directed and contained development on the northern end of the corridor with limited potential for the central potion of North Druid Hills.

Olen Daelhousen of ARCADIS presented transportation conditions. He discussed the level of service on the roadway at several specific locations on the corridor. Olen also talked about transportation conditions as related to the pedestrian environment, bicyclist environment, and transit network. He stated that the pedestrian and bicyclist networks are lacking appropriate facilities and are not suitable, but that the transit network provides good access to MARTA and connecting routes.

Maureen Gresham began a discussion of the institutional framework of the study. She explained that this framework identifies how projects actually get done and talked about transportation investment resources that may come from DeKalb County, the Clifton Corridor TMA, the Atlanta Regional Commission, GDOT, the Federal Highway

North Druid Hills LCI
land use/transportation/connectivity

Administration, and MARTA. Regarding land use and development projects, resources for implementation may come from DeKalb County, the Atlanta Regional Commission, and local based groups such as the Lindbergh-Lavista Corridor Coalition.

Dan Cohen from Pond & Company talked about land use conditions. He discussed Character Areas in the study area as outlined in the recently adopted DeKalb County Comprehensive Plan and the existing zoning. Current zoning lacks cohesion and does not support the Comprehensive Plan. Dan discussed the current County effort to update the zoning code and urged the group to review the latest draft of the DeKalb Zoning Code update on the department's website.

Lastly Maureen discussed next steps for the project which include the completion of data analysis by the technical team; conducting the November 17th design workshop; and defining the corridor vision.

Questions/Answers
Questions and answers were allowed during and at the conclusion of the presentation.

<u>Market Conditions</u>

- *Do you have recent sales and foreclosure data?*
  Yes, we have this preliminary data. Overall, the data that is available for the study area is pretty good data.

- *What is the difference between single family and multi-family in the current economy?*
  The big hit has been on ownership. There has been an increase in rental properties and a jump to develop more townhouses and condominiums. We will likely see more permits for multi-family/rental development due to the economy.

- *What study area is being used to collect market data?*
  The study area being used is the one as shown in the original RFP.

- *Can this process identify better uses or tools to make redevelopment work and not become outdated?*
  Yes. We are not sure yet how much space is available or the leasing conditions at some locations such as Toco Hills but overlays, zoning, and recommendations can address this issue.

- *Does the demand shown in the 10-year projection take Developments of Regional Impacts (DRIs) into account?*
  Yes. These projects include DRIs such as the Executive Park build out.

North Druid Hills LCI
land use/transportation/connectivity

- *Will the corridor be more impacted by refurbishing retail?*
  There may be an opportunity for refurbishing a few locations but this potential is limited. Much of the retail and commercial is outdated and would benefit more from being demolished. Toco Hills has been through a few iterations but would be a good location for refurbishing retail.

  At Toco Hills, there are a lot of factors to consider. The out-parcels are individually owned and Edens & Avant actually just owns 11 acres. The Publix and Kroger stores control what can be done in the area. Currently, Kroger does not want any development in their lot. Edens & Avant is looking at some potential refurbishing as well as landscaping, improving sidewalks, and bringing in a different mix of tenants. There should be some projects underway in January.

- *Why haven't developers gone to the northern end of the study area to build? The concentration seems to be in the middle of the corridor.*
  Probably because the middle of the corridor is in the middle of a residential area and there is an immediate market there. These recommendations suggest where development ought to be focused and may not reflect where development is actually occurring.

Transportation

- *Is there consensus or an idea of how to fix congestion?*
  Not at this time but that is a part of what this study will identify. GDOT will implement some quick-fixes on Clairmont southbound and DeKalb is doing some minor improvements at Briarcliff and North Druid Hills. Emory is looking at the corridor as a part of the Clifton Corridor Alternatives Analysis project in conjunction with MARTA.

  Overall, capacity can be added to the corridor but the outcome needs to satisfy the community vision, or what people want this corridor to look like.

- *Regarding the design/redesign of roadways will there be any examples in the plan of what the cross sections may look like and can these be made easier to understand?*
  Yes. We will get input at the next meeting on this topic and typical cross sections will be developed. We will also include architectural renderings to make them easier to understand.

- *A major issue is cut through traffic (particularly in Merry Hills and Leafmore).*
  A potential solution is improving the grid network

North Druid Hills LCI
land use/transportation/connectivity

- *Please include green space on a map.*
  We will include green and open space on maps, and parks on maps to identify connectivity by bicycle and pedestrian travel.

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Livable Centers Initiative: Core Team Meeting #2
December 8, 2009; 6:30 PM
#4 Executive Park Drive; Atlanta, GA

Meeting Objectives

- To test the validity of the study goals/objectives
- To react to transportation needs and ideas expressed at the Community Workshop
- To react to land use needs and ideas expressed at the Community Workshop

Attendees

Core Team Members Present
Brandon J. Ashkouti, Ashkouti Realty Corporation
Dan Wright, North Druid Hills Civic Association/Friends of Kittredge Park
Debbie Schneider, DeKalb County District 2 Office
Debra Edelson, Merry Hills Civic Association
Gene Schmidt, Lavista Park-Sheridan, Briarcliff, Lavista Park communities
Harvey Nation, Mason Mill, Victoria, Williamsburg communities
Herbert Ames, Edens & Avant
Ted Daniel, Creek Park
Larry Fonts, Quad Study TAG
Ted Daniel, Creek Park
Dan Drake, DeKalb County Schools
Rob LeBeau, Atlanta Regional Commission
Sylvia Smith, DeKalb County Transportation
Claude Terry, Lavista Park (for Gene Schmidt)
Sydney Douse, III, DeKalb County Planning & Development

Additional Guests
Ross Blaising, Ashkouti Realty Corporation
Dan Drake, DeKalb County Schools

Core Team Members not Present
Council of Jewish Organizations
HGOR
Quick Trip
Shepherd Construction
Clairmont Presbyterian Church
MARTA
Georgia Regional Transportation Authority
DeKalb County Economic Development Department
Emory University Office of Planning

North Druid Hills LCI
land use/transportation/connectivity

Project Team
Dan Cohen, Pond & Co
Olen Daelhousen, ARCADIS
Maureen Gresham, ARCADIS
Kendall Deas, Huntley Partners
Jen Price, Sycamore Consulting, Inc.

Summary
Maureen Gresham, project manager from ARCADIS, began the meeting with an overview of the purpose and agenda. She discussed the project status to date and how information from tonight's meeting will be utilized. She then led the group through introductions.

Maureen explained the activities for the meeting. The first activity would test the validity of the project goals developed by the study team based on information gathered from the public. Each participant was asked to write three priority projects on a sticky note. Each note was placed under the goal with which it was most closely associated. Core Team members not in attendance were asked to submit their top three projects via email.

Next the group was engaged in two mapping activities. Transportation and land use maps which captured the input received at the Community Workshop were shown and the group was asked to comment on each map.

A summary of each activity is summarized below.

Top Three Projects
- Redevelopment of school property on North Druid Hills, DSA, Jim Cherry and International School
- Executive Park – benefits the entire corridor
- Toco Hill redevelopment
- Toco Hill: mixed use rehabilitation
- North Druid Hills into a boulevard (Briarcliff to Lawrenceville)
- Toco Hill as neighborhood center and town center at I-85
- Elder housing development
- Protect single family neighborhoods
- Toco Hill shopping center developed as a neighborhood center (not a town center)
- Greenspace/town square type of space in Toco Hill shopping center (densify the shopping center too)
- Streetscaping (median controlled access)

North Druid Hills LCI
land use/transportation/connectivity

- Sidewalks/powerline relocation
- Median/boulevard all of North Druid Hills
- Improving streetscape with planting strips, bike/ped pathways
- Cross section of North Druid Hills road should accommodate pedestrians, bikes/ as well as cares/trucks with planted medians
- North druid hills as a boulevard
- Boulevard North Druid Hills (with trees, flowers)
- Extend Kittredge Park with wide linear park to connect with Toco Hill and Mason Mill Park
- Passive use development of Kittredge park and connections to the community
- Connector road between Lavista Road and Clairmont Road behind Toco Hill shopping center
- Remove residential driveways onto North Druid Hills
- Ashkouti Development
- Median on North Druid Hills Road from Buford Highway to Clairmont Road (with U Turn locations)
- Acquire adequate road ROW to eventually build center double track trolley system. Planted median in near term.
- Sidewalks between I-85 and Toco Hill
- Trail connectivity (neighborhoods into parks into commercial, etc.)
- Connectivity with linear park, bike lanes, sidewalks all along corridor to connect Mason Mill to Kittredge Park
- Continuous pathways hike/bike/ped
- 50 to 60 foot wide multi use green space and trail on Westside of North Druid Hills between Lavista Road and Briarcliff Road.
- Safety and operational improvements from Buford to Briarcliff.
- Safety and operational improvements from Lavista to Clairmont.
- Sidewalks throughout (perhaps even a multi use trail to really encourage alternative modes of transportation.)
- Access management retrofit along NDH Rd,
- Loop road or alternate routes around the North Druid Hills Rd/Briarcliff Rd intersection
- Pedestrian system throughout area

Transportation Map Input

Comments

- Must provide adequate space for path and buffer (approx 20 feet)
- What is the County right-of-way on North Druid Hills Road?

North Druid Hills LCI
land use/transportation/connectivity

- Building at the nodes (residential and mixed use development) will increase traffic and justify numbers to support trolley or LRT transit
- Trip generators (for alternative transit) would come from locals (instead of outsiders) if Decatur and Lindbergh stations could be connected
- Could tie into the Peachtree Street trolley
- Are there regional plans that directly impact this study?
    - Concept 3 (long range plan without funds)
    - Clifton Corridor Alternatives Analysis
    - Revive 285
- Ring roads would need traffic lights

Ideas

- Widen North Druid Hills Road and build a wide, multi-use trail that incorporates bike lanes and open space
- May use streets through the Merry Hills community to connect behind the neighborhood as an alternative to using North Druid Hills. Could be for recreational use
- A stream connection behind Target may be a potential
- Convert North Druid Hills to a boulevard to accommodate transit (trolley, etc) with medians. Make it a transit corridor.
- A rail stop between Decatur and Lindbergh would tie in north, south, east, and west lines; beneficial
- Are there other grid connections/back roads that could be used as alternative to North Druid Hills?
    - Would have to break through cul-de-sacs
- The Cliff is underutilized for neighborhood traffic. Could run a regular route.
- A light is needed at either Berkley or Fama Roads
- Consider adding a cross street near Mt. Moriah cemetery
- Make a two-way access road from Cliff Valley to the I-85 interchange
- At Toco Hill, if density is created against the street would Kroger/Publix fight? What if frontage road is added? This can create future density
- Area alongside Kroger/Publix might be developable
- Move Publix to the front of the lot and build out at old bank and emissions station.
- At the ring roads, establish a “no curb cut zone” inside the intersections with limits on how far from intersections curb cuts are allowed
- Ring roads may work at Toco Hill but not at congested areas
- Good cul-de-sac connections are at North Holly and Biltmore
- Add stop sign at North Holly and Biltmore

Issues

North Druid Hills LCI
land use/transportation/connectivity

- Would possibly have to take property at North Druid Hills to widen the road; can use vacant land as a pocket park/green space
- Bus Rapid Transit (BRT) would just sit in traffic unless there is a dedicated lane
- Individual owned parcels at Toco Hill create an issue in developing a grid there. Assembly is difficult and much of the parking would be lost. People would like to use this space more; maybe as a park.
- Density at Toco Hill would pour even more traffic onto North Druid Hills

Land Use Map Input

Comments

- North Druid Hills Residents Association approves of development at notes but not heavy development that creeps out onto the corridor. The school and stadium should remain as they are heavily used. Residents would prefer development at I-85 where density belongs
- There is a lot of commercial development in the center of the North Druid Hills corridor

Ideas

- Toco Hill should be developed as neighborhood center with mixed use. Do not encroach on neighborhood.
- Multi family housing could replace single family homes at Lavista
- Consider redeveloping homes [North of Lavista Road] with driveways at the rear instead w/back of homes to North Druid Hills
- Town center designation belongs at Buford Hwy at North Druid Hills

Issues

- 40 – 45 units/acre is not reasonable between nodes; height is an issue
- At Tullie Circle, Children's Healthcare owns this property so no development can occur there.
- Tullie Circle is zoned as "M" (manufacturing) and needs attention.
- At the northwest quadrant of Buford Hwy at North Druid Hills, this area is in the 100 year floodplain. Would pose huge infrastructure costs to cross the creek
- At Williamsburg
    - Existing density is 12 – 15 units/acre and 30 units/acre for apartments
    - Is the Town Center designation appropriate? Should be allowed to redevelop to whatever the market deems is the appropriate density for the area
    - This is within 1 mile of the Emory Town Center – is this too close?
    - If designation is changed from Town Center to Neighborhood Center is there a risk of lawsuits based on potential loss of revenue due to down zoning?

North Druid Hills LCI
land use/transportation/connectivity

- Need to revisit the land use discussion at the January community meeting to get more input

Lastly Maureen discussed next steps for the project which include the January 21st community forum and the February 2nd Core Team meeting.

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Livable Centers Initiative: Core Team Meeting #3
February 2, 2009; 6:30 PM
#4 Executive Park Drive; Atlanta, GA

Meeting Objectives

- To discuss preliminary transportation and land use recommendations
- To gather input on transportation recommendations and desired land uses

Attendees

Core Team Members
Allan Scher, Council of Jewish Organizations
Herbert Ames, Edens & Avant
Ariel Assa, Merry Hills Homeowners Association
Harvey Nation, Mason Mill
Brandon J. Ashkouti, Ashkouti Realty Corporation
Ross Blaising, Ashkouti Realty Corporation
Ted Daniel, Leafmore Creek Park Hills
Rodger Burgess, Leafmore Creek Park Hills
Sidney Douse, III, DeKalb County Planning & Development
Shawanda Bowles, DeKalb County Planning & Development
Sylvia Smith, DeKalb County Transportation
Gene Schmidt, LaVista Park
Dan Wright, North Druid Hills Civic Association/ Friends of Kittredge Park
Debra Edelson, Merry Hills Civic Association
Commissioner Jeff Rader, Dekalb County Board of Commissioners, District 2 Office

Additional Guests
No additional guests were in attendance

Core Team Members not Present

Bob Hughes, HGOR
Craig Williams, Quick Trip
David Flint, Shepherd Construction
David Pelton, DeKalb Transportation
Debbie Schneider, DeKalb county Government, District 2 Office
Dan Drake
Dr. Crawford Lewis, DeKalb Board of Education
Dr. Thomas M. Pipkin, Clairmont Presbyterian Church
Jason Morgan, MARTA
John Gurbal, DeKalb Transportation

North Druid Hills LCI
land use/transportation/connectivity

Larry Fonts, Quad Study TAG
Laura Beall, GRTA
Laura M. Keyes, Atlanta Regional Commission, Aging Division
Maria Mullins, DeKalb County Economic Development
Marvin Isenberg, Briarcliff/N. Druid Hills Corner
Mike Lobdell, GDOT
Adele Clements, Emory University

Project Team
Dan Cohen, Pond & Co
Olen Daelhousen, ARCADIS
Tim Preece, ARCADIS

Summary

Biltmore Connection:

- Emory traffic is a huge issue
- Clifton Corridor study needs to find a solution for all Emory traffic problems
- Unfair burden on neighborhood to focus on North Druid Hills as a solution to Emory traffic
- Biltmore is a disruptive divisive dangerous major cut through
- Disrupts/dangerous to private school on Holly Lane
- People already use Bramble as a cut through
- Doesn't address NDH issues
- Currently there is an unofficial bicycle/pedestrian connection from Biltmore to Holly
- Walking/bicycling path probably acceptable, needs to be investigated
- **Conclusion:** Biltmore Connection (T25) no longer recommended

Toco Hill Shopping Center/LaVista:

- Consolidate driveways at Toco Hill shopping center and LaVista Road
- Location does not align w/condo driveway on other side, perhaps signal could be located at the condo driveway

Three Parks Connector:

- A portion of W.D. Thompson park is deeded for no development
- There is a no bike area in W.D. Thompson park, specifically the north end
- Would private property need to be acquired? Yes.

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Road:

- Linear green space
- Watered down uninspired vision for the future, do it right and provide big medians
- Neighborhoods aren't into half way, they want a median the entire length of North Druid Hills road
- Not interested in easy and cheap, willing to wait 15 years to get funding
- Neighborhoods may not support median unless it is large enough to accommodate future transit service
- Neighborhoods talked about three lanes on North Druid Hills Road – existing traffic volumes are too high to support a road diet
- Extend corridor down Clairmont

Land Use:

- Incremental land use intensity increase will not get neighborhood support
- Not enough detail in the land use plan
- Will maximum density be part of the LCI land use plan? Yes
- What is the approximate scale of development that can be reasonably accommodated by the transportation carrying capacity? For example, the market data suggest demand for 7,000 new homes plus commercial, office, retail, etc. The recommended land use plan is the result of a compromise between transportation capacity, market demand, and community desire
- Suggestion to eliminate the number of units per acre maximum
- Suggestion that the land use plan by node identify the suggested scale and mix of uses
- Land use versus zoning: we're boxed into zoning
- Improvements to middle section (Briarcliff to LaVista) support higher density corridor
- Lowest possible impact on neighborhoods
- Perception of neighborhoods is we're going to take a lot of density in the commercial centers.
- Width of roads has no effect on density
- Why isn't zoning in du/acres
    - Envelope criteria
- Toco Hill
    - Are these land use recommendations in Toco Hill reducing the maximum density? Yes, there is probably some difference in terminology, but essentially the density would be limited to the maximum in the LCI (if adopted by the county)
    - Going from 60 to 24 units an acre on Toco Hill
    - Different buffers
    - Can it support clustering?

North Druid Hills LCI
land use/transportation/connectivity

    - Land use sets into motion core team like meeting to master plan
    - Principles
        - Toco Hill mix of uses
        - Clustering of uses
        - Transportation limit
- Mixed use needs real w/employer fill live/work connection

General:

- We need you to make right decision instead of trying to please everyone
- Report needs to be organized by node – uses, density, development design, transportation carrying capacity
- Nodal plan needs to identify desired uses and scales for each node

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Livable Centers Initiative: Core Team Meeting #4
May 4, 2010; 6:30 PM
#4 Executive Park Drive; Atlanta, GA

Meeting Objectives

- To collect feedback on the draft plan
- To collect feedback on other general issues re: the plan

Attendees

Core Team Members Present
Brandon J. Ashkouti, Ashkouti Realty Corporation
Ross Blaising, Ashkouti Realty Corporation
Debbie Schneider, DeKalb County District 2 Office
Debra Edelson, Merry Hills Civic Association
Gene Schmidt, Lavista Park-Sheridan, Briarcliff, Lavista Park communities
Harvey Nation, Mason Mill, Victoria, Williamsburg communities
Dan Drake, DeKalb County Schools
Rob LeBeau, Atlanta Regional Commission
Sylvia Smith, DeKalb County Transportation
Sydney Douse, III, DeKalb County Planning & Development
David Baycura, JLC Southeast

Core Team Members not Present
Council of Jewish Organizations
HGOR
Quick Trip
Shepherd Construction
Clairmont Presbyterian Church
MARTA
Georgia Regional Transportation Authority
DeKalb County Economic Development Department
DeKalb Board of Education
Edens & Avant
Quad Study TAG
GRTA
GDOT
Leafmore Creek Park Hills
Emory University Office of Planning

Project Team
Dan Cohen, Pond & Co

North Druid Hills LCI
land use/transportation/connectivity

Olen Daelhousen, ARCADIS
Tim Preece, ARCADIS
Jen Price, Sycamore Consulting, Inc.

Summary
Tim Preece from ARCADIS began the meeting with an overview of the purpose and agenda. He stated that the draft report has been developed since the last Core Team meeting and has been reviewed by the Project Management team. At this point, comments are needed re: what may be missing from the report draft and if there are any formatting/organizational changes that should be made so that the document flows or reads better. There will be no substantive changes to the recommendations.

The following input was received regarding the format/organization of the plan:

- Need land use projects table like the transportation matrix in the appendix
- Include paragraphs to explain the vision of the Three Parks Connector project
- The Action Plan section is missing information on funding sources
- Need a discussion on the weighting of priorities – how community input is weighed, how funding and DOT input is considered in priorities. This should be an evident section shown in the table of contents
- Include more info in Table 63 "Work Program"
- Include more discussion on the TAD (its boundaries, etc)
- Acknowledgement page should be added to the front of the report. Will include Core Team membership

The following input was received regarding other issues/concerns with the plan content:

- Absence of benefits re: seniors and density, amenities and benefits
- Difference in nodes didn't come through in the draft
- Demographics didn't look deep enough; need to reflect the older age community
- Include text in each node section with a general statement re: lifelong communities
- There is a mismatch between 24 du/ac and redevelopment (too low)
- Need for density between 24 du/ac and 60 du/ac
- Mention Mason Mill new infrastructure and new access to park
- County will need to complete ring road through school property
- Three Parks Connector: concern with taking front yards to construct in Merry Hills
- Minimum buffers for greenspace should be in writing/explained
- North Druid Hills as a "future transportation corridor" needs to be clearly stated so that it is recognized by MARTA; this would also support a future request for a supplemental LCI study if needed. This should also coordinate with the recommendations re: front yard setbacks if there is a future change

North Druid Hills LCI
land use/transportation/connectivity

- In the land use appendix, the building materials seem arbitrary
- Bike/ped recommendations or vision is not in one place. A summary should be placed in the "Corridor –wide Projects" section (page 106)
- Transportation map should show greenspace around the Executive Park development (multi-use plan)
- In the "Residential Corridor" section (pg 133), currently apartments are not allowed. This needs to be consistent language throughout
- On page 135 see text re: height/stories and flexibility here

Lastly, the group discussed the ARC's Supplemental LCI study process:

- Applications are accepted towards the end of each year by the County.
- The process is highly competitive
- Local sponsorship/support is an advantage to getting funding
- There is an 80/20 match for transportation funds (80%: ARC; 20%: Local)
- There is a $4M max per project
- $500M is available for 100 studies; $130M has been expended
- The County reports to the ARC on project implementation status
- The ARC completes an "LCI Implementation Report" every two years

Next Steps

Tim discussed next steps which include the project management team review of the final document; submission of a final document to the County Board of Commissioners for acceptance. Comments/opposition to the plan should be raised at the Commission level.

A final document will be available in three weeks at the ARC and DeKalb County websites. The existing LCI study webpage (www.northdruidhillslci.com) will be active until December 2010. Hard copies can also be obtained from the ARC, DeKalb County and a copy can be placed in the Toco Hill library.

Jen will send an email to the stakeholder database alerting them of where the final plan can be obtained.

Jen Price

From: David Baycura [davidb@jlcsoutheast.com]
Sent: Friday, April 02, 2010 6:24 PM
To: Schneider, Deborah K.; sasmith@co.dekalb.ga.us
Cc: Lee Walker; Jen Price
Subject: Comments on North Druid Hills LCi Draft

Debbie,

Please forward the following to the persons receiving comments for the North Druid Hills LCI study draft.

"There's much good data in the report. However, interpretations seem to lack a sufficient sophistication. We have 15 years experience as a major property owner within the Study Area, and believe a deeper look into what the data means is required. Some specifics are:

. . . the report's focus on median age misses that the population is both older (seniors) and younger (students and college support) than referenced comparison populations, especially outside of the Buford Highway node. Looking deeper at population, likely, will reveal population is not dominated by people at the median age, but are concentrated in clusters both much older and younger than the median age. As a result, conclusions about the meaning of the household data, income data and housing rent versus own preferences data, would be much different than the simple "younger childless households" dominate conclusion written in the report. Differences would extend into expectations around what type housing, likely trip generation, expected mobility of residents, and expected land uses will be. The study's own statistic of only 23% turnover, yearly, in rental housing, less than half of industry experience, is evidence of the influence of the senior presence.

. . . too many generalizations are applied to "the Study Area", that trivialize the dramatic differences between study nodes. For example, while rental housing decisions at the Buford Highway end of the Study Area may be made dominantly for economic reasons (as the report infers), they are made dominantly as a lifestyle choice at the Williamsburg Node end of the Study Area. That results in a different housing product. Another example is, while there may be blight and vacant land on the Buford Highway end of the study area, the same is not the case anywhere within the Williamsburg Node. Much Toco Hill Shopping Center area land that is vacant was made so, intentionally, in anticipation of redevelopment, that didn't come due to the recent economic collapse.

. . . once the economy does recover, the speed at which redevelopment happens within the Study Area likely will be much faster than the straight line projection of, past growth forward, written in the study. Once the first redevelopment can be financed, we expect property owners and investors throughout the Study Area to feel forced to redevelop in order to stay competitive. As a result, "in the middle years" cited in the study, the appearance of the eastern end of the Study Area will change, rapidly. This will change the disinvested/under-invested perceptions of the area, and the number of people wanting to be here and needing housing, will soon grow much higher than the 'past growth forward' projection baked into the study. This additional "induced demand" demographic, however, will look more like the rest of the County, rather than what the "induced demand" identified in the study looks like. The largest counterbalance to this expectation would be limitations created by infrastructure constraints.

. . . a significant strength of the Study Area was missed in the draft report (p 18), by not identifying the infrastructure of support for senior living that exists within the Study Area, and the Atlanta metropolitan area wide reputation that it enjoys. While we're not the experts for delineating all of what that is, it does include an official, naturally occurring retirement community (NORC), several very high density seniors only multifamily housing developments, an existing seniors arts, crafts and learning center on McConnell Drive, a public senior center already being designed for construction on McConnell Drive, and a DeKalb County Library on McConnell Drive. All of this is within the Williamsburg Node, and already is something that attracts residents into the Williamsburg Node, especially seniors, from throughout

the metropolitan area. This support of senior life is the reason the ARC was persuaded easily, to sponsor the cited Life Long Community design charrette in the Williamsburg Node.

. . . one of the largest public parks in the Atlanta metropolitan area, is DeKalb County's, Mason Mill Park, is located within the defined Study Area, yet is not mentioned in the report. Some parts of the park feel like being in the North Georgia mountains. The railroad tracks defining the eastern Study Area boundary actually runs through the middle of the park. Blackshear Road, inventoried in the report for sidewalks, has frontage on the park. Williamsburg Apartments, namesake of the Williamsburg Node, may have up to ¼ mile of frontage on the park. The County library and future public senior center are adjacent to this park. Enormous potential, through redevelopment and infrastructure improvements, exist to increase, dramatically, the public's access to this public land, and the number of existing and future Study Area residents who could be viewing parkland out their living room window (through redevelopment). A master plan for redevelopment of the park has been in the works by the DeKalb County Recreation Department for many months. The park gets overlooked currently because it is severely underdeveloped, land use along the park edge is severely underdeveloped and park access, as well as park use practically, is invisible. The park, its edges, and it access should be a major focus of the LCI study.

. . . some parts of the County's Future Development Map and Comprehensive Plan Map, illogically, depict existing concentrations of commercial, office park and multifamily land uses, as reverting back to "suburban", in the future. A glaring presentation of this is seen in the Clifton Corridor Study of existing land uses versus the County's Future Land Use Map, side by side. This Clifton Corridor study includes portions of the Study Area. While such reversion does not occur, as a practical matter, this study appears to be taking those maps as starting points for what future land use might actually look like. As a planning study, it would seem planners should be challenging these illogical reversions, as part of their deeper look into what is happening, for real.

. . . in the Williamsburg Node, there is something like 8-10 single family detached houses, cumulatively, within and adjacent to, the entire node (south of North Druid Hills Road). To have the same residential density caps applied in the Williamsburg Node, as are applied nodes that actually border single family detached neighborhoods, across a fence, does not make sense. Further, it makes no sense that no density exists between the 60 units per acre in "Town Centers", and the 24 units per acre in "Neighborhood Centers". Williamsburg Node development intensities and housing densities can be much higher, with no impact to adjacent uses, and need to be much higher, in order for redevelopment to occur. See the following:

. . . 24 unit per acre is a suburban housing density, achieved by 3-story, two breezeway garden apartment building forms, with a sea of surface parking around it. We've have thousands of units of experience to draw from, to know. Regulations to place buildings close to the street, add brick, etc., do not change the same basic model, pattern or building form.

. . . 24 units per acre does not support mixing of uses. Retail brings less income to a developer than housing and costs significantly more to produce, mainly due to required parking (typically 150% more required parking); and often, due to having to place such parking in a parking deck (5 times more expensive than surface parking). In addition, buildings containing the less valuable retail (for example) use, need to have such space added, rather than subtracted, from most efficient cost building in order for the cost to be absorbed into the cost structure. As a result, the resultant building heights in a mixed use environment need to 4 and 5-stories tall, not 3.

. . . 24 units per acre does not support the type of senior housing development that would have medical offices, restaurants, hair dressers, etc., just down the street, in the same development, for the same reasons as similarly cited, immediately above. Also, it runs counter to a major conclusion of the ARC Life Long Communities charrette, that seniors ought to be located in the densest areas of development, so possibilities exist actually to walk where they want to go, rather than solely relying on assistance – benefits of self-sufficiency, health, and decreased burden on assistance (public or otherwise). Following this theory, suggestions of up to 80 and 100 units per acre were voiced by the charette leader as appropriate for senior living. We don't believe those densities, or DeKalb County "Town Center densities are

appropriate for the Williamsburg Node, but believe the recommended densities should be double what's being recommended.

. . . redevelopment to any density close to the densities permitted now do not supply enough potential income to make up for losing income the existing improvements throw off with zero investment, plus the costs to develop new. So, densities to support redevelopment need to be higher than what exists. Further, densities for GOOD redevelopment have to be higher than that, to create the specialness that is being envisioned. A sweet spot of sorts to enable and facilitate the numerous goals and desires of the study, and economically support such development (see the previous 4 points), housing densities in the mid-40's, units per acre, are required. More than that and the forms of housing are too expensive to produce, and less than that, the accouterments of urban redevelopment are not supported.

. . . using the terms, "Town Center" and "Neighborhood Center", in this LCI study, and allowing them to be defined by the densities contained in DeKalb County's Comprehensive Plan, limits the way conversations are being held when it comes to density. It's as if densities of Neighborhood Centers must cap at 24 units per acre, and densities of Town Centers must cap at 60 units per acre, when in fact, they may cap at many other numbers, depending upon the character of the area and potential off-site impacts. This all important conversation about character of an area, and the building forms within that character area, almost always, are guaranteed to devolve into an emotionally dialogue about density, without ever defining what a particularly density really means. We ask you to dispel that link, and to set densities based solely on the meaning of density, the planning factors that impact that meaning, and not transfer pre-existing, and usually compromised density constructs, for expediency.

. . . language in several areas of the report seem to buttress the myth that adjacency of differing uses is bad, inherently, when it is, usually, zoning regulations to implement adjacency of different uses, applied over volumes of development, that give us the dissociated pattern of development, we now experience in the Study Area today. The Zoning section on page 61, in particular, reads this way. We ask that an editor, with an eye on the big picture, review the report for inconsistencies like this."

Recommendations for the Williamsburg Node in its entirety, in particular, needs to be recast in light of all of what is detailed, above. Please call with any questions.

David Baycura
JLC Southeast / Julian LeCraw & Company
404-915-3698 – cell

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Livable Centers Initiative: Design Workshop
November 17, 2009
6:30 – 8:30 pm
International Student Center | 2383 North Druid Hills Road | Atlanta, GA 30329

Meeting Objectives
- To discuss existing conditions
- To get input regarding the land use vision and transportation needs
- To discuss additional input opportunities

Notification Strategy
- Distribution of workshop notification postcards at October 29th kick off meeting.
- Email distribution of workshop notification to members of the stakeholder database and Core Team two weeks prior to the workshop date. A follow up email reminder will be sent one day prior to the workshop date.
- Hand delivery of workshop postcards to the Toco Hills-Avis G. Williams library, Mason Mill Park, area businesses, and other public meeting places.
- Placement of workshop announcement in the weekly PIAG email distributed regionally by the ARC.

Attendance and Participation
Meeting attendees were asked to sign in to be included in the project mailing list; 48 people signed in. Attendees included residents, business owners, and County and City staff. Commissioners Gannon and Rader were in attendance. The following neighborhoods were represented:

- Clairmont Heights Civic Association
- Drew Valley Civic Association
- Druid Hills Civic Association
- Emory Park
- Hillsdale Neighborhood
- LaVista Park Civic Association
- Leafmore Creek Park Hills Civic Association
- Lindbergh-Lavista Corridor Coalition
- Mason Mill
- Medlock Area Neighborhood Association
- Merry Hills Homeowners Association
- North Druid Hills Residents Association
- Oak Grove
- Sagamore Hills Civic Association
- Sheffield Civic Club
- Williamsburg I/II Condo Association

Workshop Format

<u>Open House</u>
The meeting began with a 20 minute open house session where attendees were invited to review project information. Maureen Gresham on the project team officially started the meeting with a welcome to all attendees. A PowerPoint presentation was given outlining the study area, goals, study team, tasks, and schedule.

North Druid Hills LCI
land use/transportation/connectivity

Workshop

Next the group was given instructions for the **land use** exercise and was allowed 30 minutes to complete that activity. The purpose of this activity was to identify preferences along the corridor. Input gathered during this activity has been summarized by common theme is as follows:

Comprehensive Plan Issues

- County approved high-rise mixed use Southeast corner of I-85 and Druid Hills. Get county to change character area designation to reflect what was approved
- Town Center and neighborhood centers need to be interchanged
- See Neighborhood Center land use not Town Center. Stop at Clairmont

Greenspace/Civic Uses

- Protect existing green space
- Connect greenspace
- Integrate new library, green space
- Add civic uses – senior center – to open up the Toco Hill area
- Schools on the north end of study area not being utilized
- South Fork Creek conservancy Trail – tie into Tomston Park to get to Toco Hill
- Path from Mason Mill to Medlock Park in final design
- If allow us to get there walking more acceptable
- Pedestrians and traffic safety (are a concern)

Suggestions at Specific Locations

- Toco Hills – 3 stories
  - Public space
  - Social gathering
  - Residential mix - possible
  - Reduce curb cuts (drive throughs)
- Williamsburg
  - Land use mix – current acceptable
- Single Family at Clairmont
  - Density – not that important
  - Buffer should be preserved
  - Preserve (refer 75' buffer)
  - Makes Atlanta unique

Transit

- Bus stop crossing to Toco Hills problem
- MARTA station near I-85

Design Considerations

- Not too high, some variation
- Parking in rear

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land use/transportation/connectivity

- Building to the front
- Very wasteful parking now; Peachtree and Phipps Target parking endorsed
- Landscaping improvement

Corridor Assets

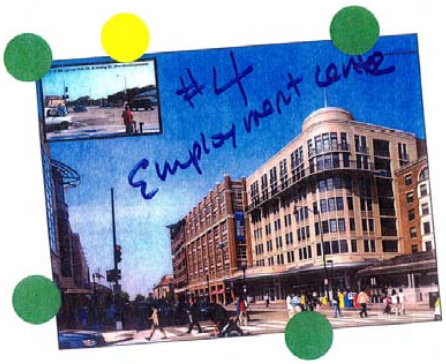
- Convenience of grocery and shopping location (existing)
- Convenience of library locations
- Convenience of restaurants
- Cliff shuttle

Land Use Development Concerns

- If someone were to acquire behind the stadium, the stadium will remain an issue
- 14 driveways (access management!) on corridor
- Limit land uses along corridor so not so many are competing with each other
- Protect existing residential
- Maintain neighborhood

Other Concerns

- Correct the boards: it's the Lindbergh-Lavista Corridor Coalition
- Add the blue prints study to the inputs/mapping online
- Redevelop and integrate workforce housing but mixed income; serves as a transition to Executive Park (retain)
- Employment Center (see photo)
- Crossing major arterials is an issue. Not enough time to cross



The group was then given instructions for completing the **transportation** exercise and was allowed 30 minutes to complete that activity. The purpose of this activity is to identify where users of the corridor need to connect by bicycle, on foot (using sidewalks), using transit, and in their vehicles. Input gathered during this activity has been summarized by common theme is as follows:

Transit

- Bus stop on blueprint plan
- Keep and improve bus routes on North Druid Hills
- Fix transit stops – feel dangerous. Just a sign on a telephone pole. Add bench, space off the road
- Some public transit other than bus; could be trolley, etc.
- Add premium transit along North Druid Hills, either streetcar or light rail connecting to Buckhead
- Premium transit on Clairmont starting at North Druid Hills and heading south to Decatur

Bike/Ped Issues

- Bike lanes along Druid Hills
- Bicycle/Pedestrian Connections
    - Parallel to I-85 from Executive Park to the northwestern study area border

North Druid Hills LCI
land use/transportation/connectivity

- From Kittredge Park curving through Executive Park
- Roughly parallel to North Druid Hills Road connecting Kittredge Park, W.D. Thompson Park, and Mason Mill Park

Parks/Openspace

- Mason Mill Park to Kittredge Park
  - Trail/bike path
  - Connect to trail Medlock
- Connect parks with multi-use trails
- Buffer around Willow Lake nature area

Sidewalks

- Enhance all sidewalks
- Improve sidewalks throughout – too close to the road, unsafe. Make wider w/wider strip

New Roads/Connections

- Provide more street grid
- New road on Mt. Mariah for bypassing North Druid Hills
- Connector through Toco Hills
- New road across the north side of Executive Park parallel to I-85 from the study area border to Tullie Circle and a new road from the aforementioned new road along the south side of Executive Park intersecting North Druid Hills Road just east of Briarcliff Road.
- Extend Tullie Circle to Briarcliff Road
- Mini-ring roads at the major intersections – Briarcliff, Lavista, and Clairmont
- New road beginning at Lavista bisecting Toco Hill shopping center and paralleling North Druid Hills to Clairmont, then curving around the south side of Williamsburg/Jamestown and ending at North Druid Hills
- Boulevard Briarcliff
- Create wide boulevard – see photo #1
- Turn North Druid Hills into a boulevard with a center raised and landscaped median
- Implement a grid street network in the Executive Park area and continue it across North Druid Hills to the northwest of Briarcliff

Other Considerations

- Reduce number of ingress and egress
- Improve signalization
- Get ingress and egress off Druid Hills
- Boulevards and Complete Streets
- Review Emory Univ. design guidelines (Gordon Clancy)
- Alex Garvin Study (traffic calming)
- Alex Garvin – Boulevard continue
- Green dot = destinations and add at Target park-n-ride.
- Make park-n-ride options
- Curb cuts kill us; the left turns in the a.m.
- New bridges across I-85 connecting to Buford Highway

North Druid Hills LCI
land use/transportation/connectivity

Wrap Up

At the conclusion of the exercise each workshop table, each of the seven tables reported the findings of the activities. Before the meeting was adjourned, attendees were encouraged to complete the survey form.

Survey Summary

A meeting evaluation form was made available as an additional tool for gathering input and comments. A total of 4 responses were returned the night of the meeting.

- Three out of four respondents felt the **staff was helpful.** One did not answer this question.
- When asked **how the meeting could have been improved**, responses were as follows:
    - More time on land use
    - Better definition of tasks. Provide colors for single family residential to remain
- Two people found out about the workshop through **email**. One person found out by **word of mouth**, and one through the **newspaper**.

Some survey respondents provided the following **additional, general comments**:

- Do any PDK runway approaches cross area (height issues)? I walked along N. Druid Hills to get to meeting. More street lights are needed on N. Druid Hills between Briarcliff and Lavista. Thoroughfares behind Toco and Loehmann's plaza would be beneficial for added capacity
- Transportation will make or break whatever gets built anywhere. High density at Briarcliff and North Druid Hills will never work with current road capacity.
- Jody Peace was a great moderator. Need to start developing cross sections not just photo examples.

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Livable Centers Initiative: Community Forum
January 21, 2010
6:30 – 8:00 pm
International Student Center | 2383 North Druid Hills Road | Atlanta, GA 30329

Objectives:

- To discuss current study status
- To present the draft recommendations
- To get input regarding and to begin to prioritize the draft recommendations
- To discuss additional input opportunities

Notification Strategy:

- Email distribution of workshop notification to members of the stakeholder database and Core Team two weeks prior to the workshop date. A follow up email reminder will be sent one day prior to the workshop date.
- Hand delivery of workshop postcards to the Toco Hill-Avis G. Williams library, Mason Mill Park, area businesses, and other public meeting places.
- Placement of workshop announcement in the weekly PIAG email distributed regionally by the ARC.

Attendance and Participation
Meeting attendees were asked to sign in to be included in the project mailing list; 36 people signed in. Attendees included residents, business owners, and County and City staff. Commissioner Rader was in attendance. The following organizations were represented:

- Druid Hills Civic Association
- Toco Hills Jewish Organization
- Mason Mill
- Victoria Estates
- Williamsburg I/II Condo Association
- LaVista Park Civic Association
- Watermark HOA
- DeKalb Community Council 2
- North Druid Hills Residents Association
- Leafmore Creek Park Hills Civic Association
- Sheffield Civic Club
- Executive Park Condos
- Stand Up DeKalb
- Sagamore Hills Civic Association
- Hillsdale Neighborhood
- Lindbergh-Lavista Corridor Coalition

Workshop Format

- Open house (6:30 – 6:45): The forum began with a 15 minute open house session allowing participants to review the display boards.
- Presentation (6:45 – 7:15): The project team gave a brief presentation discussing the project details, meeting purpose, technical/public involvement milestones, and instructions for the open

North Druid Hills LCI
land use/transportation/connectivity

house activities. A few questions were raised but attendees were encouraged to ask questions one-on-one with staff at the displays

- Open House Resumes (7:15 – 8:00): Participants were asked to re-visit the displays. They received five (5) dots to assign to the recommendation(s) they felt should be implemented. Participants were free to assign more than one dot per recommendation. They were also encouraged to complete a comment form regarding specific transportation project recommendations. General, open-ended comments were also an option. Lastly, the project displays and comment form were also posted to the project website where additional comments could be made.

Dot Exercise Results

Dots assigned to each project were tallied and ranked based on the number of dots or votes received. The North Druid Hills median project appeared to be the highest priority followed by the Three Parks Connector – a multi-use trail and bicycle lane project. Lower ranked projects include sidewalks on Briarcliff Road and feasibility studies. Each project received at least one vote.

Rank	Name	Map ID	ID	Type	Description/ Location	From/At	To
20	North Druid Hills Median	1	T1-A, T1-B	Access Management	Raised and planted median along North Druid Hills Road and 4 foot bicycle lanes	Buford Highway to Briarcliff Road	LaVista Road to Clairmont Road
16	Three Parks Connector	13	T11-A through T11-F	Multi-use Trail, Bicycle Lanes	Bicycle/Pedestrian Facility connecting Executive Park, Kitteredge Park, W.D. Thompson Park, and Mason Mill Park	Briarcliff Road	PATH Foundation Multi-use trail terminus in Mason Mill Park
13	North Druid Hills Sidewalks	23	T14	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of North Druid Hills Road	Buford Highway	Hill Park Court
12	McConnell Drive Extension	8	T6	New Location Roadway	McConnell Drive Extension	Clairmont Road	North Jamestown Road
12	North Druid Hills Bicycle Lane	34	T24	Bicycle Lanes	On-Street Bicycle Lanes along North Druid Hills Road	Briarcliff Road	LaVista Road
12	LaVista Road Sidewalks	26	T17	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of LaVista Road	Houston Mill Road	Northern Study Area Boundary
12	North Druid Hills Arterial BRT	28	T19	Transit	Arterial BRT along North Druid Hills Road with queue jumper lanes and signal priority	Buford Highway	Clairmont Road
10	Briarcliff Bicycle Lanes	12	T10	Bicycle Lanes	Extension of existing Briarcliff Road bicycle lanes	Current endpoint near the south driveway to Loehmann's Plaza	Cliff Valley Way
8	I-85 North Druid Hills Connector	5	T4	Roadway Upgrade	Upgrade Cliff Valley Way and realign the southern end with Knob Hill Drive with new crossing of Fern Creek. Realign Childerlee Lane to T into Cliff Valley Way. Upgrade of Knob Hill and Mount Mariah Roads, with new location roadway between them	I-85 Frontage Road underpass	North Druid Hills Road

North Druid Hills LCI
land use/transportation/connectivity

Rank	Name	Map ID	ID	Type	Description/ Location	From/At	To
8	I-85 Interchange Improvement	10	T8	Interchange Modification	I-85 Access Road Modification and additional ramps. New exit ramp from the I-85 Access Road to Chantilly Drive and a new entrance ramp from Executive Park Drive to the I-85 Access Road. Convert south side access road to two way operation from Tullie circle to Cliff Valley Way. Convert north side access road to two way operation from the underpass to Briarwood Road.	3,700 feet south of North Druid Hills Road	Briarwood Road
7	Toco Hill Access Improvement	4	T3	Intersection Improvement	New signal on LaVista Road, realign driveways	Townhomes/ Toco Hill Driveways	
7	South Executive Park Ring Road	7	T5	New Location Roadway	Ring road along the south side of Executive Park, following Chantilly, Executive Park South and Executive Park Drive, and Sheridan with a new crossing of I-85 and tie in to Briarcliff Road at Sheridan	Buford Highway	Briarcliff Road
5	North Druid Hills/LaVista	3	T2	Intersection Improvement	Intersection Improvement at North Druid Hills Road	LaVista Road	
4	Toco Hill Connector	22	T13	Multi-use Connection	Providence Place bicycle/pedestrian connection	Providence Place	Toco Hill Shopping Center
4	Clairmont Road Sidewalks	27	T18	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Clairmont Road	McConnell Drive	Northern Study Area Boundary
4	Briarcliff Road Transfer Station	30	T21	Transit	Transfer hub at North Druid Hills Road	Briarcliff Road	
3	Executive Park Connector	9	T7	New Location Roadway	Executive Park connector along the south end of Loehmann's Plaza	Alex Garvin Executive Park Internal Street	Briarcliff Road at Apartment Complex Driveway
3	Biltmore Connection	35	T25	New Location Roadway	New roadway connection to support future transit routes from Clifton Corridor/Emory to North Druid Hills Road	Biltmore Drive Cul-de-sac	Holly Lane
3	Executive Park Interchange Access	33	T24	Interchange Modification	Add dedicated right turn lane from I-85 into Executive Park	Executive Park	
3	Clairmont Road BRT Feasibility	32	T23	Study	Clairmont Road Arterial BRT feasibility Study	TBD	TBD
2	Briarcliff Road BRT Feasibility	31	T22	Study	Briarcliff Road Arterial BRT feasibility study	TBD	TBD
1	Unnamed 1	11	T9	Bicycle Lanes	On-street Bicycle lanes along A.G. new roads	Just south of I-85 Frontage Road	Kitteredge Park
1	Briarcliff Road Sidewalks	25	T16	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Briarcliff Road	Mayfair Drive	Cliff Valley Way

North Druid Hills LCI
land use/transportation/connectivity

Rank	Name	Map ID	ID	Type	Description/ Location	From/At	To
0	Buford Highway Sidewalks	24	T15	Sidewalk	6 foot sidewalk with 5 foot planted buffer and utilities and other obstacles relocated off the sidewalk along both sides of Buford Highway	Southern Study Area Boundary	Northern Study Area Boundary
0	Buford Highway Transfer Station	29	T20	Transit	Transfer hub at North Druid Hills Road	Buford Highway	

Comment Form Input

The following project-specific comments were received using the comment form that was submitted the night of the meeting or via email. A total of 9 were received.

Project Name	ID	Comment
North Druid Hills Median	T1-A, T1-B	• Map does not show bike lanes on main corridor. It's essential • Is there a high demand for bike lanes? Consider public transit • Alternative Blvd idea would require a lot of land taken from homeowners. Prefer first proposal w/o the local lanes • Add median but add also sidewalks, bike wide multi-use sidewalks there • Optimal, but unlikely to be "doable." Might act as a traffic "calming" measure. • T1-A: Median strip would be good for North Druid Hills Road between LaVista Road and Clairmont Roads (Toco Hills Shopping Center) since there are many jaywalkers risking their lives by **not** crossing at the traffic lights and which often impacts traffic flow. • T1-B: This plans requires a large amount of road frontage land purchases and even with eminent domain, would probably cost a fortune. Plus if it was only extant within our part of the corridor and not the entire length of North Druid Hills Road, traffic might back up worse than currently.
North Druid Hills / Lavista	T2	• An intersection improvement here is much needed. Many accidents here due to awkward positioning. • Make pedestrian friendly and safe
Toco Hill Access Improvement	T3	• Is this light necessary? The Houston Mill light and Lavista/North Druid Hills light should allow time for people to exit the Toco Hills shopping center • Top priority safety enhancement for Toco Shopping Center on Lavista - signal
I-85 North Druid Hills Connector	T4	• Put bike lanes on this new roadway
South Executive Park Ring Road	T5	• Bike Lanes • Good
McConnell Drive Extension	T6	• Bike Lanes • Do not encroach on single family homes on N. Jameston.
Executive Park Connector	T7	• Bike Lanes • Let Loehman's Plaza owners pay for this

North Druid Hills LCI
land use/transportation/connectivity

I-85 Interchange Improvement	T8	• Very, very critical to circulate traffic to new town center at I-85
3 Parks Connector	T11A – T11-F	• Connect this along NDH Road, not through established residential
Three Parks Connector	T11-B	• Biltmore connects to Wesley Woods and Emory so this can be decent. • Traffic light at Lavista?
Three Parks Connector	T11-C	• It is challenging to connect a multi use trail to bike lanes, why not bike lanes down Lavista
Briarcliff Sidewalks	T16	• Same as NDH – multi-use but from Lavista to Clairmont
Lavista	T17	• Same as NDH and Briarcliff but from NDH to Briarcliff
Executive Park Interchange Access	T24	• Bike lanes Briarcliff to Lavista? Please run them all the way to Clairemont • Not as "calming" as T1-A, but more like what we have now, only with wider sidewalks and bike lanes. Utilitarian, but doesn't make many changes; obviously less expensive.
Biltmore Connection	T25	• Bike Lanes • This does not meet the goal of LCI of protecting single family stable neighborhoods – detrimental
Executive Park Interchange	T24	• If this is the bumpout it should be done at once!
North Druid Hills Bicycle Lanes	T24	• Combine this with T14 into multi use sidewalk w/bike lanes separated from traffic Buford to Hill Pk. Ct.

Emailed Comments

The majority (24 of 28) of email comments received was in opposition to the "Biltmore Connection" or project T-25 which suggests a new roadway connection to support future transit routes from Clifton Corridor/Emory to North Druid Hills Road. Following are some of the concerns raised:

- Want traffic to remain limited
- Will disrupt neighborhood character/removal of homes required
- Will disrupt children's play in cul-de-sac and jeopardize their safety (many walk to school)
- Will destroy the nature reserve

One comment was received in favor of the Biltmore Road project.

Other comments submitted via email concerned the following issues/projects

- Lavista Road from Houston Mill to Briarcliff or Cheshire Bridge needs to be widened
- Address the following intersections:
    - North Druid Hills/Lavista
    - Briarcliff/Lavista
    - Briarcliff/North Druid Hills
    - Houston Mill Road/Lavista
    - Biltmore/Lavista

Open Ended Comments

Attendees were also able to provide free-form or open-ended comments. Responses are grouped by theme as follows:

North Druid Hills LCI
land use/transportation/connectivity

Traffic

- We already have extreme traffic conditions in the Executive Park Redevelopment/Toco Hill area. How can you consider increasing density to an area that's already overcrowded? Any increase in density is adverse and unwarranted. Don't add to the already congested traffic conditions.
- I am concerned that much has been made of improving traffic throughput but ideas like center medians in existing residential areas severely penalize existing residents. For more than too much traffic

Bike/Ped

- Bicyclists now cross I-85 on North Druid Hills Road because there are no alternatives that are bike friendly within a mile. Lindbergh is a long way out of the way. Clairemont is almost as ugly. The underpass feels hazardous (and I've used it). By contrast I've biked Lawrenceville Hwy across I-285, Wesley Chapel across I-20. They have bike lanes. They're much easier to ride.
- Please make a way for cyclist to more safely cross (meaning bike lanes)
- Also how will pedestrians cross I-85 access?
- Sidewalks along all major roads: encourage more safe walking and pedestrian friendly retail developments adjacent to these sidewalks to reduce local driving

Density/Land Use/Zoning

- I am cautious regarding zoning and land densities – we need to balance growth with vision.
- Zoning recommendations generally meet two of the three goals of the Toco Hills Coalition: protect single family neighborhoods, and reduce proposed land use category maximum entitlement of Southeast Executive Park and Toco Hills Shopping Center.
- The third goal, providing future infrastructure to support increased density has not been met. The proposed mix of sidewalks is good but the treatment of NDH Rd and providing dedicated right of way for transit (be it BRT soon, streetcars later) is limited and uninspired. We had hoped for a vision of NDH Rd similar to New Orleans St Charles streetcar with a dedicated running way in the median.
- Ashkouti Development: Although this particular assemblage has not been discussed at the LCI meetings, the previous zoning requests by the Ashkouti Group concern me, specifically regarding the project density. Although I have not been following it closely, the neighborhood association seems to be concerned about it. Alternatively, it would be interesting if N. Holly Ln NE could be extended to create a new roadway - this would allow the driveways of these lots to be redrawn away from N. Druid Hills Rd.

Neighborhood Streets/Street Network

- Expand and extend the neighborhood streets networks: encourage a distribution of local driving and walking and discourage concentrated collector roads which become congested.
- Cutting new streets through/next to neighborhoods to provide cut-arounds for commuter traffic at major intersections extremely penalize residents. Property values would be hit hard and air quality would also decline from the loss of trees/greenspace and the placement of exhaust fumes that are much closer to residents.
- Consider closing some access points in Toco Hills area and installing an access road.

Parks/Open Space

- More parks and green space needed in this corridor/area: recreational opportunities are way too limited to support further growth and density of people to come.

North Druid Hills LCI
land use/transportation/connectivity

Other

- I am excited for the change in the neighborhood. The traffic on N. Druid Hills Road needs to be addressed - this study is a step in the right direction.
- Chantilly/I-85 crossing bridge: The DOT has received the concept plans for the GA 400 SB to I-85 NB ramps. The ramps tie into I-85 south of the Lenox/Cheshire Bridge ramps. Acceleration/deceleration lanes should be merged and tapered before the location of this bridge. Please put it back into the mix of available projects
- It's difficult to envision North Druid Hills Road improvements for only this small segment of the road. Since it is a primary thoroughfare for commuters from east DeKalb County/lower Gwinnett County to I-85, the Buckhead area and points between, any improvements must encompass the entire road.
- Consider a red dot green dot exercise to determine support and opposition for specific projects.
- The most important issue to most residents in the area was not addressed clearly and that was improvements to North Druid Hills Rd from I-85 to Clairmont Rd. All intersections need to be improved and safer/easier access needs to be addressed! Your transportation representative was not even aware that the bulk of traffic on this road is from Stone Mountain residents using Druid Hills Rd as a cut through! Also Emory University puts a very large amount of traffic on Druid Hills and Briarcliff Rd. We live on Briaroaks Trail, NE. Our only access is Druid Hills Road – we need help!

North Druid Hills LCI
land use/transportation/connectivity

I believe $50 million was the estimated cost stated in the Garvin plan for a parkway from I-85 to Holly Lane. Based on that estimate, to extend it to Toco Hills, $150 million and, to Stone Mountain Freeway ultimately, at least $300 million. I agree that we need to start thinking creatively out of the box.

Let's REDUCE the number of vehicles in the corridor, ENHANCE quality of life for current residents, and ACCOMMODATE additional residents in and around the corridor.

New roads and new connector roads are to be created only where property redevelops, not through any existing single family neighborhoods

Keep North Druid Hills Road 4 lanes. Minimize need for right-of-way acquisition to add lanes, but tree-lined median a plus.

Turn North Druid Hills Road into a Park Avenue with wide multi-use tree-lined sidewalks on both sides of the Avenue that connects a park district from Kittredge Park to Mason Mill Park, and connects the town center node at I-85 to the neighborhood center node at Toco Hills and ultimately the town center node at North DeKalb Mall. Current and acquired rights-of-way to be used for park district multi-use sidewalks and expansion of parks.

Park Avenue cruise card

- Leverage new technology that does away with toll booths, currently being developed for HOT lanes on I-85 by GA Toll Authority, (Radio Frequency Identification (RFID) Transponders; bidding process began in August, see www.tinyurl.com/ykfe7x8
- Use RFID technology to institute a cruise card system along North Druid Hills Road at each end of the Park Avenue, and at crossroads like Clairmont Road, LaVista Road, and Briarcliff Road
- Create a TID (Toco Improvement District) encompassing a residential area within a designated radius of Toco Hills along North Druid Hills Road.
- Residents within the TID are entitled to a free cruise card. Non-residents pay toll based on congestion pricing (like HOT)
- Proceeds go to the TID

TID trolley on wheels (or light rail if feasible) to provide alternative transportation around the TID (may extend to Clifton corridor) as well as commuter transportation

Dedicate one of the two lanes in each direction to TID trolley and local residents. I don't recall any analysis of trip generation from the LCI study but I'm certain that much of the congestion is commuter traffic rather than local.

Encourage neighborhood schools—public or private-- since traffic in Atlanta always increases when school is in session. This trend is already in motion with the end of M-to-M and the burdensome cost of busing out of district.

How else to encourage use of TID trolley to reduce car trips?

- Frequent rider perks from local businesses in the TID (witness the success of Senior days at Publix and Krogers)
- Employers subsidize TID fares for employees
- TID residents ride trolley free, paid by cruise card proceeds. Will program's success limit cruise card proceeds?

North Druid Hills LCI
land use/transportation/connectivity

Meeting Evaluation
A meeting evaluation form was made available as an additional tool for gathering input and comments. A total of 10 responses were returned the night of the meeting.

- Four out of the six people who responded rated the meeting **good**. One rated it as very good; one rated it as average.
- When asked **how the meeting could have been improved**, responses were as follows:
    - Handouts with projects listed
    - Better graphics and correlation to the scoring cards
    - Allow for citizens comments
    - Publicize in AJC so people know its important (not in news – not their concern)
    - Too much time spent on stats. We know this information. We need direct and to the point what will be done to improve the problems.
- Five people found out about the open house through **email**. Two people found out by **word of mouth**, and two from other sources (previous meetings; Friends of Kittredge Park)

North Druid Hills LCI
land use/transportation/connectivity

North Druid Hills Livable Centers Initiative: Community Forum
February 25, 2010
6:30 – 8:00 p.m.
International Student Center |2383 North Druid Hills Road | Atlanta, GA 30329

Objectives:

- To discuss current study status
- To present the draft Land Use recommendations and solicit feedback (this is an extra meeting)
- To solicit feedback on transportation project priorities
- To discuss additional input opportunities

Notification Strategy:

- Email notification was distributed to members of the stakeholder database and Core Team two weeks prior to the workshop date.
- A follow up email reminder was sent one day prior to the workshop date.
- Placement of workshop announcement in the weekly PIAG email distributed regionally by the ARC.

Attendance and Participation
Meeting attendees were asked to sign in to be included in the project mailing list; 41 people signed in. Attendees included residents, business owners, and County and City staff. The following neighborhoods and interest groups were represented:

- Leafmore Creek Park Hills Civic Association
- Merry Hills Homeowners Association
- Executive Park Condo Association
- North Druid Hills Residents Association
- Stand Up DeKalb
- Lavista Park Civic Association
- Lindridge Martin Manor Neighborhood Association
- Toco Hills Jewish Organization

Community Forum Format
The forum began with a 15 minute open house session allowing participants to review display boards. The project team then gave a brief presentation discussing the Land Use recommendations. The presentation was followed by a questions/answer period. The remaining 30 minutes of the forum allowed participants to ask questions one-on-one with project team members, to closely examine the Land Use recommendations and complete a comment form.

Comments and questions received during this period are as follows:

- *When the process started, the area along North Druid Hills had project boundaries, but there are projects outside of the boundaries that are prioritized for funding. That is inappropriate and disappointing; we want to see projects along the corridor that improve the life of area residents and not projects that the project team wants done.*
- *Regarding the residents who live along the corridor – some are happy, some are not happy with recommendations.*
- *I don't understand the raised median along North Druid Hills Road that has a $6 million price tag – when?* We have just begun conversations with DeKalb regarding funding; we are suggesting Tier 1 projects as top priority for funding.

North Druid Hills LCI
land use/transportation/connectivity

- *Regarding the different nodes – Williamsburg, Executive Park, Briarcliff – there apparently are no roadway improvements at Toco Hills. Why is there no road connecting Toco Hills to Clairemont? How do you get from one to the other?*
  Good question. We have thought about this particular issue but there is no easy way to do that. It is high cost, but it would be good if we could do it.
- *Toco Hills, in particular the Publix portion of the shopping center, is being redeveloped and renovation is taking place. We expect to make improvements to traffic circulation during the redevelopment.*
- *There are new townhouses between Toco Hills and Clairemont – I don't see how you can take those down to build a new road.*
- *Is the study based on a grant that is totally independent based on data and resources or is it influenced by the county's wishes?*
  Every LCI study that receives ARC money is dictated by certain guidelines regarding public meetings as part of the scope/process. We collect raw data, e.g. traffic counts as well as public opinion and client (DeKalb County and ARC staff) feedback and objectively try to synthesize all three basic things to make recommendations.
- *What are county recommendations based on?*
  When we identify an idea and tell the county, they may strike it down because it cannot come to fruition in the real world. This study is not a research study but a grant program. As such, one of the most important considerations is whether or not something can be implemented.
- *What is ARC's role?*
  All meeting minutes are presented to the ARC and an ARC representative attends all project team meetings.
- *I like density at I-85 rather than Toco Hills and Williamsburg. It makes sense to have a town center at Executive Park.*
- *Regarding the list of priorities: are priorities based on the dot exercise done at a previous public meeting?*
  Yes. The highest rated project on the list was the highest rated in the dot exercise.
- *What have you measured transportation criteria against if there is no land use plan? What is the vision?*
  Each node has an assumed mix of uses, maximum density and building height, which includes what is there now and how much additional building can go in the node. One way to assess the future is to determine what the maximum buildout is. Market analysis has resulted in the numbers depicted.
- *Everyone expected to see more green space along North Druid Hills.*
- *Regarding BRT – it is an inefficient node; the destination is given as Brookhaven but would be better going to Lenox.*
- *There is a big difference between 24 and 40-60 units. Please give that some consideration as you make your recommendations.*

Transportation Priorities: Input Received

One handout that attendees received was a matrix that summarizes the transportation projects, their location, and estimated costs. Projects were categorized by tiers 1 through 4 where tier 1 projects are of the highest priority. They were asked to identify if projects in each tier should be moved to other tiers. Input is summarized as follows:

North Druid Hills LCI
land use/transportation/connectivity

Tier 1			
Project Name	**ID**	**Move To:**	**Explanation**
McConnell Drive Ext.	T6	4	Doesn't seem like this will help traffic in the corridor much
McConnell Drive Ext.	T6	4	A new cut through is not a top priority
Buford Hwy Sidewalks	T15	4	Not in N. Druid Hills LCI
North Druid Hills Feasibility Study	T22	N/A	Connects to wrong station. Should continue along Roxboro to existing activity center @ Lenox. BRT to Brookhaven will not yield acceptable trip times b/c of traffic
Clairmont BRT	T23	2	N/A

Tier 2			
Project Name	**ID**	**Move To:**	**Explanation**
North Druid Hills Median	T1-B	1	Do all at once from Buford Hwy to Clairmont
North Druid Hills Median	T1-B	1	Must limit left turns in this section
North Druid Hills Median	T1-B	1	ROW acquisition before redevelopment and greenspace establishment required for civic assoc. agreement. County greenspace $ should be leveraged for future transit development
Three Parks Connector	T1-C	1	Immediate public benefit
North Druid Hills/Lavista Intersection	T2	1	This intersection often has wrecks
Three Parks Connector	T11-D	1	I bike on Houston Mill often. Bike lane here would greatly improve safety
Three Parks Connector	T11-C	3	Better to build a sidewalk
North Druid Hills Sidewalks	T14	1	Sidewalks are urgently needed throughout the study area.
Buford Hwy Transfer Station	T20	4	Not in N. Druid Hills LCI

Tier 3			
Project Name	**ID**	**Move To:**	**Explanation**
I-85 Interchange Improvement	T8	1	The most congestion is around I-85. This would help traffic flow in this area.
I-85 Interchange Improvement	T8	1	Will actually facilitate traffic moving faster
I-85 Interchange Improvement	T8	2	Major impact to traffic flow should be prioritized
I-85 Interchange Improvement	T8	1	Use federal interstate highway funds
Lavista Rd Sidewalks	T17	1 or 2	Improve pedestrian access to Mason Mill & Toco Hills
Lavista Rd Sidewalks	T17	2	Better to build a sidewalk
Clairmont Rd Sidewalks	T18	1 or 2	Improve pedestrian access to Toco Hills
Clairmont Rd Sidewalks	T18	2	Better/safer public access to Mason Mill Park
Executive Park Interchange Access	T24	2	Easiest congestion relief
Executive Park Interchange Access	T24	1	Will actually facilitate traffic moving faster

North Druid Hills LCI
land use/transportation/connectivity

Tier 4			
Project Name	**ID**	**Move To:**	**Explanation**
Toco Hills Access Improvement	T3	2	Cheap and immediately helpful
South Executive Park Ring Road	T5	1	Improved traffic flow in and out of Exec Park improves (lightens) traffic on NDH and Briarcliff
South Executive Park Ring Road	T5	3	Crossing over I-85 essential
South Executive Park Ring Road	T5	2	Needed to relieve traffic congestion @ NDH/I-85 and supports Exec Park redevelopment
Executive Park Connector	T7	1	Improved traffic flow in and out of Exec Park improves (lightens) traffic on NDH and Briarcliff

Land Use Recommendations: Input Received
Land use recommendations for the North Druid Hills corridor were presented as nodes along the corridor. Questions were asked regarding recommendations at each node. A total of 37 forms were returned and results are summarized by node.

Highlights of the input received regarding Land Use are:

- Added traffic is the most common concern regarding development at all nodes.
- The density and height recommendations at I-85/Executive Park are acceptable.
- Most would support more density and more height at the Briarcliff Node.
- Higher buildings are acceptable on the Residential Corridor if tree/landscape buffers are maintained and transitional height planes are met.
- More density is acceptable at the Toco Hill node but higher buildings are not acceptable.
- Neither Increased density nor increased height is acceptable at the Williamsburg node.

<u>I-85/Executive Park Node</u>
The Plan recommendation allows multi-family housing, office, health care facilities, retail/commercial, institutional, civic, and lodging at the I-85 Node. Respondents were asked to **select any uses that do not belong** at this location. This question received eight (8) responses.

- Most respondents skipped this question indicating that **recommended uses are acceptable**.
- **Multi-family housing** received the most responses (6)

Respondents were asked if they would **support more density** at this node (>60 units/acre).
- The majority (63%) **would not** support more density here.
- Approximately 30% **would** support more density (up to 80 units/acre)

Respondents were asked if they would **support more height** at this node (>8 stories). Responses were very close.
- 46% **would not** support more height
- 42% **would** support more height.

<u>Briarcliff Node</u>
Respondents were asked what concerns them most about development at this node. Responses to the choices are as follows:

North Druid Hills LCI
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- **42% - Added traffic**
- 16% - The size of the buildings
- 16% - The height of the buildings
- 11% - Crime
- 11% - School zone safety
- 5% - An increase in density

Respondents were asked if they would **support more density** at this node (>24 units/acre).

- The majority (55%) **would** support more density (an average of 45 units/acre).
- 35% **would not** support more density

Respondents were asked if they would **support more height** at this node (>4 stories).

- 56% **would** support more height (an average of 6 stories).
- 33% **would not** support more height.

Residential Corridor

Respondents were asked what concerns them most about development along the residential corridor. Responses to the choices are as follows:

- **50% - Added traffic**
- 19% - The height of the buildings
- 19% - Crime
- 13% - An increase in density
- 0% - The size of the buildings

Respondents were asked if they would **support buildings up to four stories high** if tree and landscape buffers are maintained & transitional height planes are met.

- 88% **would** support up to 4stories if conditions are met.

Respondents were also asked to select what the county should require if single family lots are developed directly on North Druid Hills Road. Responses are:

- **20% - Pedestrian pathways**
- **20% - Sufficient setbacks**
- 19% - Greenspace for the community
- 19% - Additional sidewalk width
- 15% - Architectural Standards/Design Controls
- 6% - Bus stops

Toco Hill

Respondents were asked what concerns them most about development at the Toco Hill node. Responses to the choices are as follows:

- **50% - Added traffic**
- 31% - Crime
- 13% - The height of the buildings
- 6% - An increase in density
- 0% - The size of the buildings

Respondents were asked if they would **support more density** at this node (>24 units/acre).

North Druid Hills LCI
land use/transportation/connectivity

- 79% **would** support more density (an average of 45 units/acre).
- 18% **would not** support more density

Respondents were asked if they would **support more height** at this node (>4 stories).

- 45% **would** support more height (an average of 7 stories).
- 52% **would not** support more height.

Williamsburg Node

Respondents were asked what concerns them most about development at the Williamsburg node. Responses to the choices are as follows:

- **47% - Added traffic**
- 20% - Crime
- 20% - The height of the buildings
- 7% - An increase in density
- 7% - The size of the buildings

Respondents were asked if they would **support more density** at this node (>24 units/acre).

- 42% **would** support more density (an average of 45 units/acre).
- 54% **would not** support more density

Respondents were asked if they would **support more height** at this node (>4 stories).

- 27% **would** support more height (an average of 5 stories).
- 73% **would not** support more height.

Additional Comments

Space was provided for additional comments. Comments have been summarized and collapsed into topic areas by theme. Repeat comments or those with similar theme are shown with a number following in parentheses which indicates the frequency of the comment.

I-85/Executive Park

- I-85/North Druid Hills is the choke point

Briarcliff Node

- Briarcliff to Lavista needs a median to minimize left turns (2)
- The road between Lavista and Briarcliff needs to be widened (2)
- Add buffers/green to minimize the commercial feeling in a residential corridor
- School and Kittredge Park should not be shown as developable property. Keep as civic use.

Residential Corridor

- Allow multi-family development – apartments, senior/assisted living (7)
- Support an increase of density to 30 units/acre (6)
- Currently unattractive; development will improve corridor (5)
- Decrease curb cuts/driveways (3)
- Make area more walkable w/safer access to NDH (2)
- Support for Ashkouti proposal (2)
- Should be no requirements if SF lots on NDH are developed
- Density is appropriate if buffers are maintained to protect neighborhoods

North Druid Hills LCI
land use/transportation/connectivity

- Wasteful spending on bike, planters, sidewalks;

Toco Hill Node

- Incentives should be provided for community spaces/green space
- Commercial owners in Executive Park and Toco Hills should receive incentives to donate similar right-of-way and public space. Without such infrastructure investments, residents' support is unlikely.
- Do not change current land use

Williamsburg Node

- Recommendation too dense; buildings too tall (2 -3 stories)
- Do not change current LU

Bike Lanes/Trails

- Bike lanes and wider sidewalks along N. Druid Hills are okay if it can be accomplished without encroaching on my property (would bring traffic outside window)
- New multi-use trails should be open 24 hours/day to be used for transportation purposes.
- Multiuse trails and green space are imperative along North Druid Hills between Briarcliff and Lavista.

Streets/Median

- Median along NDH will impact existing neighborhoods and their ability to safely egress their streets. I am very concerned that the county not "Memorial Drive" NDH Rd;
- Need to separate through traffic from local.
- Need to reduce curb cuts.
- Need to regulate signage for less distraction
- I will fully support the median on NDHR in the residential corridor if the density is increased to at least 30 units per acre.
- Median will take most of our front yard which will make it difficult to live there or sell. We need increased density if you take our front yard for a median, green space, bike paths and a 10 foot wide sidewalk.
- The current street layout is dangerous and not pedestrian friendly with narrow lanes, no sidewalks, no median, etc. that stretch of road is unacceptable. If the existing residential houses are re-developed into medium density, multi-family sidewalks can be added, transfer controlled and the area can be safer.

Project Specific Comments

- BRT class 4 that MARTA is building along Memorial Drive is a waste of money. Residents expect a more efficient mode of mass transportation and they expect the county to begin making preparations for such infrastructure.
- Too much money spent for T1-A and T1-B

Emailed Comments
Sixteen (16) additional comments were received via email opposing the Ashkouti proposal.

Meeting Evaluation
A meeting evaluation form was made available as an additional tool for gathering input and comments. A total of 19 responses were returned.

- Nine people who responded rated the meeting **good**; seven rated it as **average** and three rated it as very good.
- When asked **how the meeting could have been improved**, responses were as follows:

North Druid Hills LCI
land use/transportation/connectivity

- Better road map for the process itself. Feels at times the public input is perfunctory and oftentimes consultants and the county are in control.
- Order in public comments so that everyone who shares speaks in a microphone so that all can hear the question/comments
- Identifying the project locations on the map was very helpful
- Keep the ramblers during the Q&A to the two minutes

Thirteen people found out about the open house through **email**. The remaining people found out by **word of mouth**.

North Druid Hills LCI
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North Druid Hills Livable Centers Initiative: Open House

March 18, 2010; 6:30 – 8:00 p.m.
#4 Executive Park Drive | Atlanta GA 30329

Objectives

- To present and discuss the draft plan
- To solicit feedback
- To discuss additional input opportunities

Notification Strategy

- Email notification was distributed to members of the stakeholder database and Core Team two weeks prior to the workshop date.
- A follow up email reminder was sent one day prior to the workshop date.
- Placement of workshop announcement in the weekly PIAG email distributed regionally by the ARC.

Attendance and Participation

Meeting attendees were asked to sign in to be included in the project mailing list; 62 people signed in. Attendees included residents, business owners, and County and City staff. The following neighborhoods and interest groups were represented:

- Clairmont Presbyterian Church
- Executive Park Condo Association
- Housing Authority of DeKalb County
- Lavista Park Civic Association
- Leafmore Creek Park Hills Civic Association
- MARTA
- Merry Hills Homeowners Association
- North Briarcliff Civic Association
- North Druid Hills Residents Association
- Piedmont Heights
- Sagamore Hills Civic Association
- Sheffield Civic Club
- Toco Hills Jewish Organization
- Williamsburg II Homeowners Association

Format of Meeting

- Open house (6:30 – 8:00): Participants will have another opportunity to closely examine a review of the existing conditions and the Transportation & Land Use recommendations. They will be encouraged to complete a comment form regarding the draft plan. Comment forms can be completed on site or sent back to the project team within the comment period.

Comments

The comment form asked respondents to note anything that the team has missed or overlooked that could address transportation and land use issues in the study area.

<u>Missed/Overlooked Items</u>

- We covered everything but I would have liked to see more time devoted to focusing on long term comprehensive land use planning.

North Druid Hills LCI
land use/transportation/connectivity

- Need information on proposed time frame of development/redevelopment proposals and what is "high" and "low", etc.
- The concept plan indicates W. D. Thompson Park as a "proposed" rather than existing. The existing part of Kittredge Park is also coded as "proposed". This is misleading
- Park at Briarcliff should be part of study
- Civic space should not be developed
- Duany study showed 6-story @ Williamsburg – massing okay but should reflect 4 stories
- Intersection improvements should be detailed
- I-85 underpass at Cliff Valley should be noted.
- Bike lanes should be protected. Placing them on road next to cars leaves chance of bike-car accidents. Place a median in between bike lane and roadway.
- Can someone from County speak on possible (and likely) funding mechanisms
- The traffic backups along NDH are not being addressed. Adding lanes must be done to improve traffic flow. Through traffic flow needs are not being addressed.
- Planted medians would make shopping at Toco Hills extremely difficult. This might make sense in the Executive Park region.
- Improvements to North Druid Hills Road do appear to make it more beautiful, however it doesn't add capacity and by adding so many more apartments or condominiums in the corridor the traffic congestion is only going to get worse not better. North Druid Hills Rd is already overloaded so unless you widen it, don't add so much new construction. Also this new development in the plan at Toco Hills and Williamsburg will affect (negatively) Lavista Rd and Houston Mill Rd but this plan doesn't even deal with this problem.
- The raised and planted medians look nice but take away from space that can be used by vehicles and would make it hard for neighborhood people to get in and out of the streets where they live. The overall plan is very expensive and there is no source of funding identified. If there is more development, it will draw more traffic and we will not come out ahead.

<u>Residential Node</u>

- Increase the density in the residential node so that County can receive right of way access to widen North Druid Hills, build sidewalks and median. The only way this node can be improved is by land use change to higher density. Now that there is an extension this density should be increased! There is already higher density within this node!
- My family lives on Holly Lane. We are not interested in any more traffic on N. Druid Hills Rd and not interested in extra traffic through the neighborhood – especially since we have many children in the neighborhood and very few sidewalks.
- I heard that there would be discussion of an Ashkouti project of 300 units on the Westside of North Druid Hills heading north, with a four-story parking deck near N. Holly. I am completely opposed to such density in that location.
- Increasing the density of population along North Druid Hills may only increase the traffic problems. The area between Briarcliff and Lavista, especially is narrow and allowing 3 stories building with 8 units/acre will not help easing the traffic in this area.
- My preference for development: for neighborhoods where single family homes are abutting the property lines, high-end single family dwellings or high end condos should be considered. Also, high-rise buildings should be confined to freeway areas. The plan looks pretty good now if it's passed the real test will be if the zoning officials have the guts, impartiality and professionalism to hold to it.

<u>Open House/Meeting Issues</u>

- Tonight's meeting made it very difficult to find out what the plan is. The poster boards didn't present much information, just pretty pictures. Need to provide a real meeting where the plan is explained, reasoning is presented, etc.

North Druid Hills LCI
land use/transportation/connectivity

- I am truly disappointed in how this "final meeting" was held. This was not a meeting this was a bunch of cardboard printouts with not enough people around to explain what these printouts were for. This is the first meeting I even heard about. At least when this happened two years ago we were properly informed. I live at N. Druid and Fama. I do not want a four story parking lot in my face! Please go away! If you want to redevelop, redevelop Toco Hills, Open Campus and Executive Park! I feel we are being bullied. The good of this project does not out weigh the bad. Please leave us alone. Bike paths that are 4 ft wide is a death trap. I can not believe this is where our pretty community is going to. How about this idea. Why don't you take the gazillions of dollars that's about to be wasted and use it for something really good, like education. These meetings have not been helpful because I was not at them because I was not properly informed.
- The communication has been consistently poor. Presentations are either too vague and unclear or in great detail that gets glossed over (ex: potential development #s presented by T. Preece). The boards at the open house were not helpful without people to explain. Input from surveys never seemed to reflect the sentiment heard at meetings. The consultant resisted doing their job and made representations about work that was never done.
- We have been concerned for the past several years about proposed high-density development on the property behind our house, on North Druid Hills Road. The map we saw posted at the Open House recommended a maximum of 8 units per acre - we would STRONGLY oppose plans for anything more dense than that.

Immediate Needs/"Low Hanging Fruit"

- Great plans for very far future but we need sidewalks on our neighborhood streets, i. e., Sheffield, Bramble, Christmas, etc.
- Need traffic light on Lavista at Toco Hill shopping center before it can be zoned for higher densities

Other Comments

- Priority for project should directly improve the corridor, not Buford Hwy and Clairmont Road
- Stay away from us
- Fixing Kittredge Park is a great idea and money is already allocated. Otherwise stay out of our neighborhood.
- Land use recommendations are good

Meeting Evaluation

A meeting evaluation form was made available as an additional tool for gathering input and comments. A total of 23 responses were returned.

- Eight people who responded rated the meeting **average**; five rated it as **good** and three rated it as **very poor.**
- When asked **how the meeting could have been improved**, most responses were regarding the meeting format (most would have preferred a presentation). Full responses were as follows:
    - More explanations on panels. More people to answer questions
    - Explaining maps
    - I was expecting some dialogue
    - This was the first one that I've known about and able to attend. I expected a presentation

North Druid Hills LCI
land use/transportation/connectivity

- I would have liked to be informed of previous meetings and in order to participate at an earlier stage
- Needed more people to answer questions
- Communication - why did I just hear about this this week and why was community not involved in process?
- Need a presenter to walk thru the plan and explain the process. Most people I talked to were very confused by the poster boards
- Have an actual meeting. If you are going to have this "alleged" meeting at least have people to explain these boards and have them properly tagged.
- What changed since last meeting? An explanation would be helpful
- How are we going to pay for all these improvements? Are there any priority improvements?
- Detail on zoning
- It needed a consultant or someone to explain, lead and listen. If you have not been to all the meetings the presentation boards are nearly impossible to understand
- More explanation of what will happen - the remaining process
- It would be better to have a meeting leader to explain the maps and concepts. Several of the neighbors - including us - were unaware of this study - and of previous meetings.

Eighteen people found out about the open house through **email**. Three people found out by a **community flyer;** two by **word of mouth**.

North Druid Hills LCI
land use/transportation/connectivity

Email Comments Re: Development Proposal to Increase Density on North Druid Hills Rd

Date	Pro	Con	Comment Highlights
2/5/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
2/6/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
2/6/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
2/7/10	X		• Do not construct dual lanes on North Druid Hills • Do not want sidewalks in front of home close to windows • Need same density here as in downtown Decatur and on Peachtree • Need roads from Decatur to Buckhead/Lenox that function like Peachtree Rd. •
2/8/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
2/8/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
2/8/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
2/8/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
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2/8/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value

North Druid Hills LCI
land use/transportation/connectivity

Date	Pro	Con	Comment Highlights
			• Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will ruin property value by taking large portion of property/land • Will not be able to sell house for highest and best use
2/9/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Developer's plans are the highest and best use of the property • Will benefit area and bring in professionals • Right-of-way needed for traffic improvements will result in undevelopable property • Remaining property will likely be cheap, low end rentals, lowering the tax base • Need quality development
2/9/10	X		• Raised median will increase traffic speeds, make it dangerous to enter/exit property, negatively impact property value • Right-of-way needed for traffic improvements will put lives in danger and will not be able to sell to developer • Will expect full compensation for entire value of land
2/26/10	X		• Density should be increased to at least 30 units/acre if NDH is widened • Will not be able to sell property on NDH to a developer if road is widened and density not increased • Development would improve area aesthetically • "Vocal minority" live off Lavista and Briarcliff Roads • Devalues property
3/2/10	X		• Corridor is deteriorating • Proposal addresses many of the problems (aesthetics, traffic flow) • Plan allows the County ROW to widen road for median
3/3/10	X		• Support proposal for rental houses on NDH and 30 units/acre • Currently an eyesore; redevelopment would improve area • Area will no longer be suitable to redevelopment at 8 units/acre
3/4/10		X	• Plan would destroy the neighborhood we love.
3/5/10		X	• Proposal would create multiple problems for all residents already living in this dense community. • Increasing the population leads to many unwanted side effects including increase water consumption, increase garbage waste and crime. • As a taxpayer and member of this community and a voter I am against this proposal
3/5/10		X	• I write to most strenuously object to this proposal. • (30 units/acre onto N. Druid Hills and cutting an exit through to N. Holly Lane will not only threaten the neighborhood, pedestrians' and pets' lives • Thoughtless zoning contributes to wholesale desertion of previously stable neighborhoods
3/5/10		X	• My vote is against building any high rise property or new development along N. Druid Hills Rd. between Holly Lane and Lavista Rd. • Area is far too congested already • A cut-through street from N. Holly Lane to N. Druid Hills Rd. would benefit the area, but does not need to be tied to a new building
3/5/10		X	• 30 units to the acre for senior housing is unacceptable to the community. Thirty units/acre suggests one or more high-rises.

North Druid Hills LCI
land use/transportation/connectivity

Date	Pro	Con	Comment Highlights
			• Will add more congestion on our surface street • Developers need to contact the MHHA leadership to discuss the plans
3/6/10		X	• Proposal will increase an already bad traffic situation. • Access into the Merry Hills neighborhood's streets will destroy the community and be a safety hazard to children • The current zoning of 8 units per acre is a high enough density.
3/6/10		X	• Insufficient attention to the traffic problems in the area. • Unless that is addressed, the proposal should not be approved.
3/7/10		X	• The traffic is already extremely heavy in area • Protect the homeowners and not approve high density zoning.
3/7/10		X	• Too dense • Not inclusive of the Merry Hills Association • Can develop a mutually agreeable plan with the neighborhoods
3/7/10		X	• Misrepresents communications with Merry Hills Homeowners Association • Newest plans are basically the same as original project plans which were unanimously rejected by this community • The Toco Hills Jewish community has not changed thoughts regarding this project since it was last proposed and presented to the neighborhood. • Against allowing densities of 30 units/acre in the N. Druid Hills "residential corridor" which backs up to our residential neighborhoods. • Can only increase the traffic problem in an area where the traffic congestion is enormous. • Traffic and transportation planning needs to be addressed with the neighborhood before new density-increasing development is considered or approved.
3/7/10		X	• None of the neighborhood associations was apprised of this development • Bypassing neighborhood input and directly affect the ongoing LCI study • Plan appears to contradict much of the proposed LCI study
3/8/10		X	• The density of 30 units per acre and the proposed height of three to four stories would completely change the face of this residential area • A massive change for Merry Hills in ways that have not been properly studied or anticipated. • Bypassing neighborhood input
3/8/10		X	• This is a far higher density development than we want in our community and much more than the currently designated 8/units per acre. • Need to consult with the Merry Hills Homeowners Assoc. • Goes 100% against the findings and conclusions of the current North Druid Hills LCI study
3/8/10		X	• NDHRA and MHHA leadership need to be contacted
3/8/10	X		• Cannot "do nothing" and let properties deteriorate • Proposal is thoughtful, improves aesthetics • Plan allows the County ROW to widen road for median
3/8/10		X	• I see no merit in this change. • Properties have already been afforded a bonus density; change in density from 4 to 8 units per acre
3/14/10		X	• Too dense • Will increase traffic • Unsafe for children playing • Area does not need additional rental properties

North Druid Hills LCI
land use/transportation/connectivity

Date	Pro	Con	Comment Highlights
3/16/10		X	• Too dense • Single family homes can be built • Will increase traffic
3/16/10		X	• Will increase traffic • Zoning should complement neighborhood • Project does not present quality needed • Concerns w/infrastructure to support development
3/16/10	X		• Would make front yards worthless • Lavista or Briarcliff should be widened to reduce congestion instead • Property owners on North Druid Hills are in the minority • Noise and traffic are an issue • Current homes are deteriorating
3/16/10		X	• Negative impact to community • Impacts traffic, infrastructure and drainage • Too dense
3/16/10	X		• Residents are misrepresenting the development proposal • No alternative is offered • Well-planned development
3/17/10		X	• Too dense • Inadequate infrastructure
3/18/10		X	• Density would change nature of the community
3/18/10		X	• Opening North Holly Lane to North Druid Hills would increase in traffic • Will lose dozens of old-growth trees • Diminished view from homes of balconies that will be several stories above • Extra traffic will be caused by close to 700 additional cars on North Druid Hills • Noise & air pollution • Decrease in property values • Increased access to neighborhood is not desired • Change of neighborhood character
3/21/10		X	• Development would alter character of community
3/21/10	X		• Proposal is not an “exit plan” for existing homeowners • Current land use sets a precedent for higher density • Merry Hills community is dictating changes/development • Minority viewpoint is not being considered/heard
3/20/10		X	• Density would change nature of the community • Opposed to the Holly Lane cut-through street
3/23/10	X		• Current land is an eye-sore • Condos/apartments on Lavista provide a buffer for noise • Existing homes already are adjacent to three or four story residential buildings
3/26/10		X	• Too dense • Would prefer single family homeowners over multi family, rental units • Would increase traffic congestion • Danger to children if Holly Lane is cut through • Should be limited to 100 units or less

North Druid Hills LCI
land use/transportation/connectivity

Email Comments Re: Project # T-25 to Connect Holly Lane to Biltmore Road

Date	Pro	Con	Comment Highlights
1/28/10		X	• Unsafe for children playing in the cul-de-sac
1/28/10		X	• Unsafe for children playing in the cul-de-sac • Area already overburdened with traffic • Traffic calming measures in place are ineffective • Fix North Druid Hills/Lavista; Briarcliff/Lavista; Briarcliff/North Druid Hills; Houston Mill/Lavista; Biltmore/Lavista
1/29/10		X	• Unsafe for children playing in the cul-de-sac • Unsafe for children walking to the Torah Day School of Atlanta
1/29/10		X	• Unsafe for children playing in the cul-de-sac • Unsafe for children walking to the Torah Day School of Atlanta and to synagogue
2/1/10		X	• Neighborhood is already overburdened • Unsafe for children playing in the cul-de-sac • Should focus on Briarcliff at North Druid Hills
2/7/10		X	• Already too much cut through traffic in neighborhood • Would require taking property • Should focus on North Druid Hills/Holly.

North Druid Hills LCI
land use/transportation/connectivity

Additional Comments Re: Various Matters

Date	Subject	Comment Highlights
2/12/10	MARTA Service Cut	• Include total elimination of Route 8 • Proposed cuts are drastic
2/24/10	Draft Recommendations	• Comments for Toco Hills/Williamsburg portion of study: o Inappropriate to recommend the exact same usage for the Toco Hills Shopping Center node and the Williamsburg node o A recommendation of "transitional building heights" does not protect the single family homes on Blackshear Drive, and the small condo building at the corner of Blackshear Drive and N. Jamestown Rd should that area be rezoned as a result of this LCI. o It is not an area in need of any "rehab." o If the proposed Future Land Use map does not intend for the homes on Blackshear Drive to be replaced with commercial, institutional, or hotel buildings, it should not be drawn this way. • Focus on improvements at the Toco Hills Shopping Center, and along the current commercial corridor on Clairmont Rd south of N. Druid Hills Rd.
2/28/10	Transportation Project Recommendation #T-16	• Strongly suggest that a sidewalk be placed on Briarcliff Road, between Lavista Road (after the shopping Plaza) and Sheffield Drive there, at least on one side of the road, preferably on both sides.
3/2/10	Bike Lanes	• Bike lanes should be "protected" lanes for safety reasons, and not immediately adjacent to the roadways (consistent with a recommendation from the Quad Area Study).
3/29/10	Draft Recommendations	• Plan needs to address improvements to North Druid Hills Road from Briarcliff to Clairmont roads other then sidewalks and Bicycle lanes. • This section of road is a overly used by people cutting through to Stone Mountain Parkway and Decatur. • Bicycle lanes are a waste of money as they will not be used • Need road improvement such as a center turn lane.