

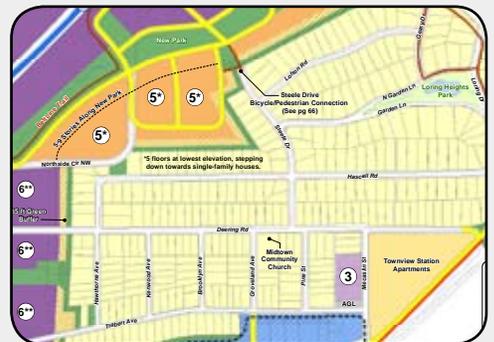


Loring Heights Neighborhood Master Plan

March 27, 2012

Sponsored by:
Loring Heights Neighborhood Association

Prepared by:
Tunnell-Spangler-Walsh & Associates



City of Atlanta

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Loring Heights Neighborhood Master Plan

Part 1: Executive Summary

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Introduction

Loring Heights is a diverse neighborhood featuring a mix of land uses and housing types. Its core includes over 300 single-family homes ringed with multifamily, industrial, and commercial areas containing an additional 900 units. The neighborhood’s proximity to I-75, Northside Drive, Atlantic Station, and the proposed Atlanta BeltLine means that it is likely to experience redevelopment pressure in the coming decades, particularly in its multifamily, commercial, and industrial areas.

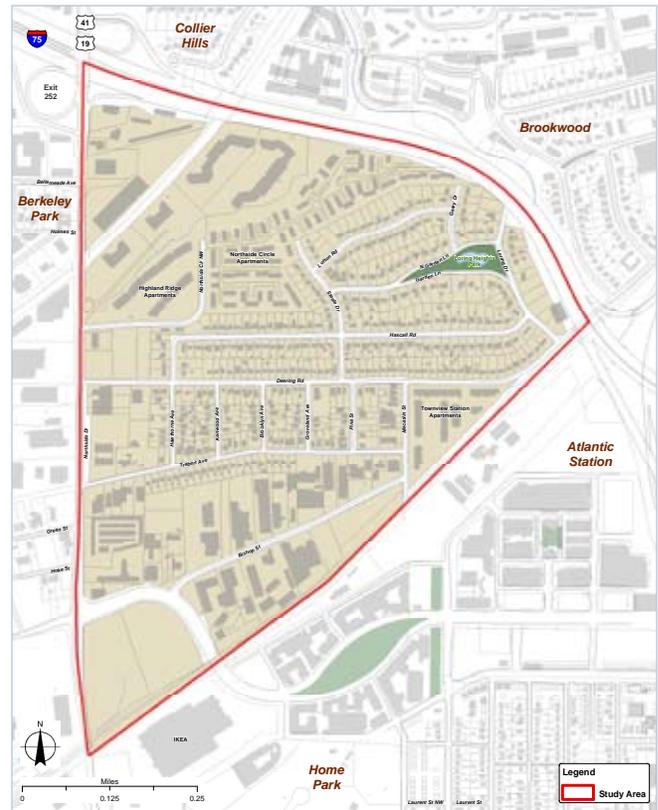
For this growth to occur in a way that does not jeopardize the quality of life for existing residents, this community-based plan was created to guide growth, rather than simply react to it. It calls for doing so in a way that preserves and builds on neighborhood strengths, addresses challenges and weaknesses, and takes full advantage of Loring Heights’ potential.

The study area includes all of Loring Heights. It is bounded on the west by Northside Drive, on the northeast by I-75, and on the southeast by the Norfolk Southern rail corridor.

Master Plan Goals

The goals of this master plan are to:

- Define what Loring Heights should be in 25, or even 50, years.
- Develop a transportation vision that expands walking and bicycling, enhances connectivity, and protects the neighborhood core from the negative effects of speeding traffic.
- Capitalize on potential future transit.
- Encourage a sustainable mix of housing, employment, shopping, and open space.
- Support future job-growth in the neighborhood.
- Accommodate and encourage smart growth while protecting the neighborhood’s character.
- Improve the aesthetics.
- Leverage Atlanta BeltLine-related growth to foster neighborhood improvements.
- Create a stronger identity and character for Loring Heights.



Map showing neighborhood boundaries

It is with these community-based goals in mind that the master planning effort has been guided.

Existing Conditions

The planning process included a detailed review of existing conditions. Transportation, land use, urban design, historic resources, demographics, parks, and other conditions were carefully reviewed to identify opportunities and issues. Among the key findings are that:

- The neighborhood’s mix of land uses is dominated by single-family houses, multifamily, industrial and commercial uses.
- While the core of the neighborhood has an intact traditional neighborhood fabric, other areas represent breaks in this fabric.
- Neighborhood residents are diverse in terms of age, race, income, and educational level.
- The neighborhood is well served by schools, churches, and public facilities.
- The neighborhood benefits from Loring Heights Park, but more greenspace is needed.

- Development pressure will likely change parts of the neighborhood, particularly adjacent to the Atlanta BeltLine and along Bishop Street.
- Public transit service exists near the neighborhood and new facilities are proposed, but much remains to be done to maximize use.
- High-speed traffic is a problem along Deering Road and several other streets.
- Walking is supported by compact land use patterns, but missing or poorly-maintained sidewalks and pedestrian-unfriendly development, particularly along Northside Drive, discourage walking. The lack of connectivity to Atlantic Station is also a concern.
- There are few bicycle facilities, but opportunities exist to improve biking conditions.

Land Use Recommendations

The recommended land use plan permits growth, but directs it into appropriate locations, as shown in the Framework Plan on the following page.

- Strive to achieve the land use vision of the Loring Heights Framework Plan.
- Preserve Loring Heights' residential core.
- Encourage a mix of land uses.
- Prohibit adult businesses.
- Provide height transitions from new development to residential core areas.
- Establish buffers between new development and single-family residential areas.
- Redevelop the intersection of Northside Drive and Deering Road as a gateway.
- Utilize Quality of Life Zoning Districts.
- Encourage redevelopment of catalytic areas:
 - Atlanta BeltLine area
 - Northside Drive
 - Bishop Street/17th Street area
- Increase neighborhood serving businesses.
- Conceal parking with redevelopment.
- Encourage high-quality architecture.
- Future Land Use Plan amendments.
- Character Area Map updates.



The core of single-family residences must be preserved

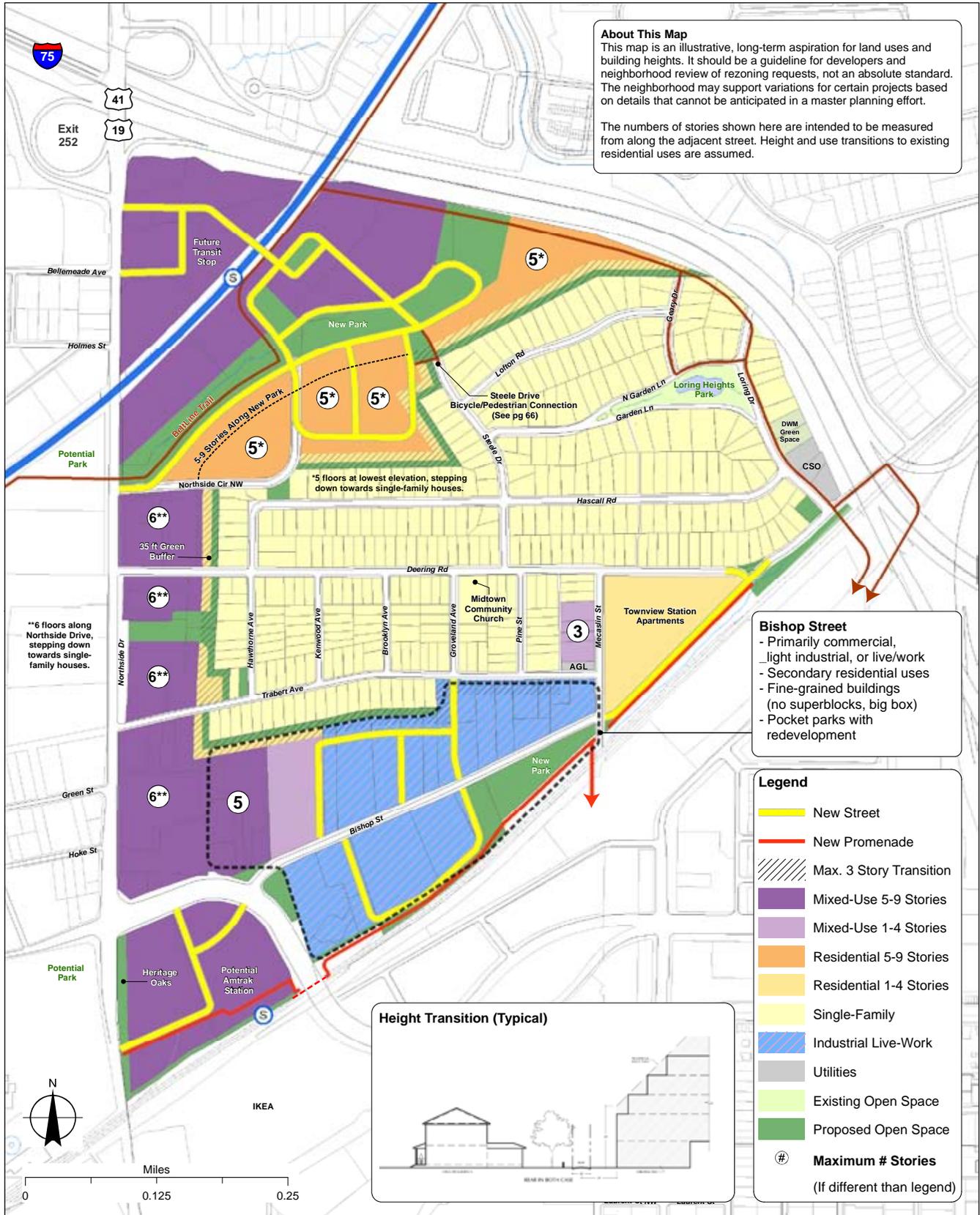


The intersection of Northside Drive and Deering Road should be redeveloped with high-quality architecture



Neighborhood serving retail should be encouraged with redevelopment, to help provide needs in walking distance

Figure 1.1: Loring Heights Framework Plan



Park & Open Space Recommendations

These recommendations focus on improving Loring Heights park and creating new ones.

- Incorporate public space into new development.
- Encourage an appropriate relationship between parks and adjacent development.
- Support farmers markets serving Loring Heights.
- Loring Heights Park Master Plan.
- Loring Heights playground.
- Dog waste bag dispensers.
- Loring Heights Park access and usability improvements.
- Creekside linear park.
- CSO greenspace upgrades.
- 17th Street Pocket Park.
- East Deering Road Pocket Park.
- Deering Road linear greenway.
- Neighborhood screening.
- Bishop Street Park.
- Heritage Oaks Linear Park.
- Rock outcrop greenspace.
- Neighborhood pocket parks.
- Community gardens.

Transportation Recommendations

In Loring Heights, transportation means providing accessibility and mobility for people, not just cars. This means establishing a balanced system of transit, pedestrian, and bicycle facilities, as well as modest vehicular upgrades.

- Create a balanced transportation system that does not promote one form of travel at the expense of another.
- Use a “complete street” approach for new or redesigned streets.
- Upgrade sidewalks with redevelopment.
- Ensure high quality, accessible sidewalks.
- Promote and enhance bicycling.
- Use transportation impact fees locally.



There are many opportunities to turn underused land into community garden space



Restored creeks can become amenities that improve water quality and provide needed open space



The needs of cars must be balanced with those of pedestrians and bicyclists

- Enforce bicycle parking requirements.
- Promote the use of transit.
- Participate in transit planning efforts.
- Encourage developer-built walking trails.
- Encourage shared parking in new mixed-use development.
- Use traffic calming and street design to minimize the impacts of speeding traffic.
- Provide access management practices along Northside Drive.
- Improve parking enforcement near Amtrak.
- Encourage new on-street parking.
- Deering Road traffic calming.
- I-75 bridge pedestrian enhancements.
- Neighborhood “green streets.”
- Intersection pavement markings.
- Neighborhood sidewalk improvements.
- Loring Heights multi-use path.
- Steele Drive connection (see page 66).
- West Atlantic Station bicycle/pedestrian connection.
- East Atlantic Station bicycle/pedestrian connection.
- Loring Heights Park access and usability improvements.
- Northside Drive bike/ped improvements.
- Railroad promenade.
- Bishop Street extension.
- 17th Street traffic signal timing.
- Radar speed sign.
- Bishop Street pedestrian improvements.
- Alley parallel to Deering Road.
- Publicly-funded Atlanta BeltLine area street.
- Other privately funded streets.
- Improved Northside Drive bus stops.
- Neighborhood street resurfacing.

Environment Recommendations

- Encourage local food production through a community garden.
- Encourage tree planting on private property,



Proposed traffic calming along Deering Road would add landscaping, bulbouts, and formalized parallel parking to slow drivers (illustrative only)

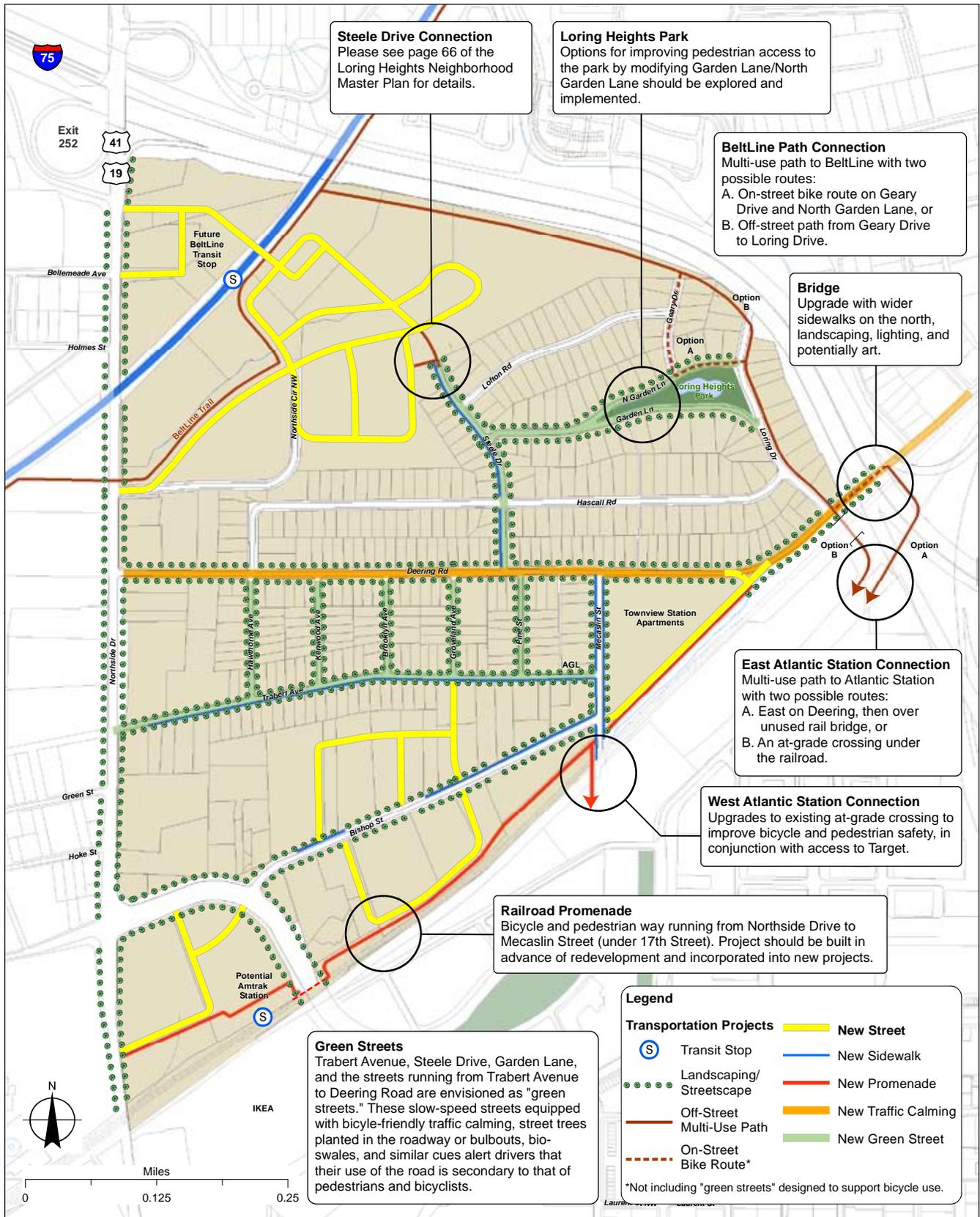


Concept drawing of potential at-grade crossing improvements to connect Loring Heights to Atlantic Station



A multi-use path will one day connect the core of Loring Heights to the Atlanta BeltLine

Figure 1.2: Major Transportation Projects



in both existing and new development.

- Encourage xeriscaping and native species in all landscape design projects.
- Encourage bio-swales with redevelopment.
- Incorporate sustainable development practices.
- Reduce the environmental impacts of parking.
- Encourage the use of permeable paving.
- Embrace sustainable stormwater management.
- Encourage use of renewable energy.
- Minimize exterior light pollution.
- Encourage green roofs.
- Ensure that contaminated sites are cleaned up prior to their reuse or redevelopment.
- Invasive species removal.
- Neighborhood tree planting.
- Street bio-swales.

Infrastructure & Facility Recommendations

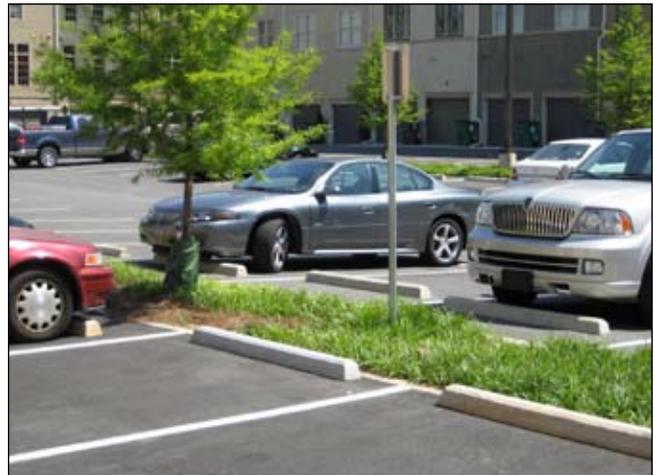
- Encourage underground utilities with redevelopment.
- Encourage a cleaner neighborhood.
- Neighborhood police patrols.
- Swimming pool study committee.
- Neighborhood swimming pool.
- East Deering drainage upgrade

Urban Design & Historic Preservation Recommendations

- Require quality building materials for new construction and renovations.
- Promote ground-floor retail on key streets.
- Preserve historic buildings where feasible.
- Incorporate public art into new projects.
- I-75 bridge art.
- Bishop Street public art.
- Minimize the negative visual impacts of roofs and rooftop mechanical equipment.



Loring Heights has a dense tree canopy that must be maintained by planting new trees as old ones die



Parking lots can be designed so that stormwater percolates into the ground



Durable building materials on facades with a limited number of materials are important for good urban design

Loring Heights Neighborhood Master Plan

Part 2: Context and History

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About Loring Heights

Loring Heights is a 277-acre neighborhood located in northwest Atlanta between I-75, Northside Drive, and the Norfolk Southern rail line. The neighborhood features approximately 330 single-family houses, along with apartments, businesses, industries, and Loring Heights Park—a neighborhood focal point.

Loring Heights is named for Brigadier-General William Wing Loring of the Provisional Army of the Confederate States. An historic marker of “Loring’s Hill” is located on Trabert Avenue.

The neighborhood was originally two separate subdivisions: Lynhurst Acres to the south of Deering Road and Loring Heights to its north. Now they are combined as a single neighborhood. Most of the homes in Loring Heights were built in the 1940s, although older homes can be found south of Deering Road. The neighborhood also includes several new-construction homes, as well as newer commercial structures along Northside Drive and Bishop Street.

Previous Studies

In recent years, Loring Heights and surrounding areas have been the subject of various planning initiatives. A major element of developing this master plan has been absorbing the visions of previous planning efforts to ensure that existing work is not duplicated. These existing studies and their main recommendations are outlined below.

Atlanta BeltLine Subarea 8 Master Plan (2012)

The Atlanta BeltLine Subarea 8 Master Plan is a comprehensive transportation and land-use planning effort aimed at developing a framework for growth along the Atlanta BeltLine. Within Loring Heights, the plan is examining the neighborhood north of Deering Road, with a focus on the commercial and multifamily land along the Atlanta BeltLine corridor.

Recommendations include:

- Establish 5-9 story mixed-use development along the Atlanta BeltLine, and transition to 5-9



A historic marker reminds passersby of Loring Heights' history

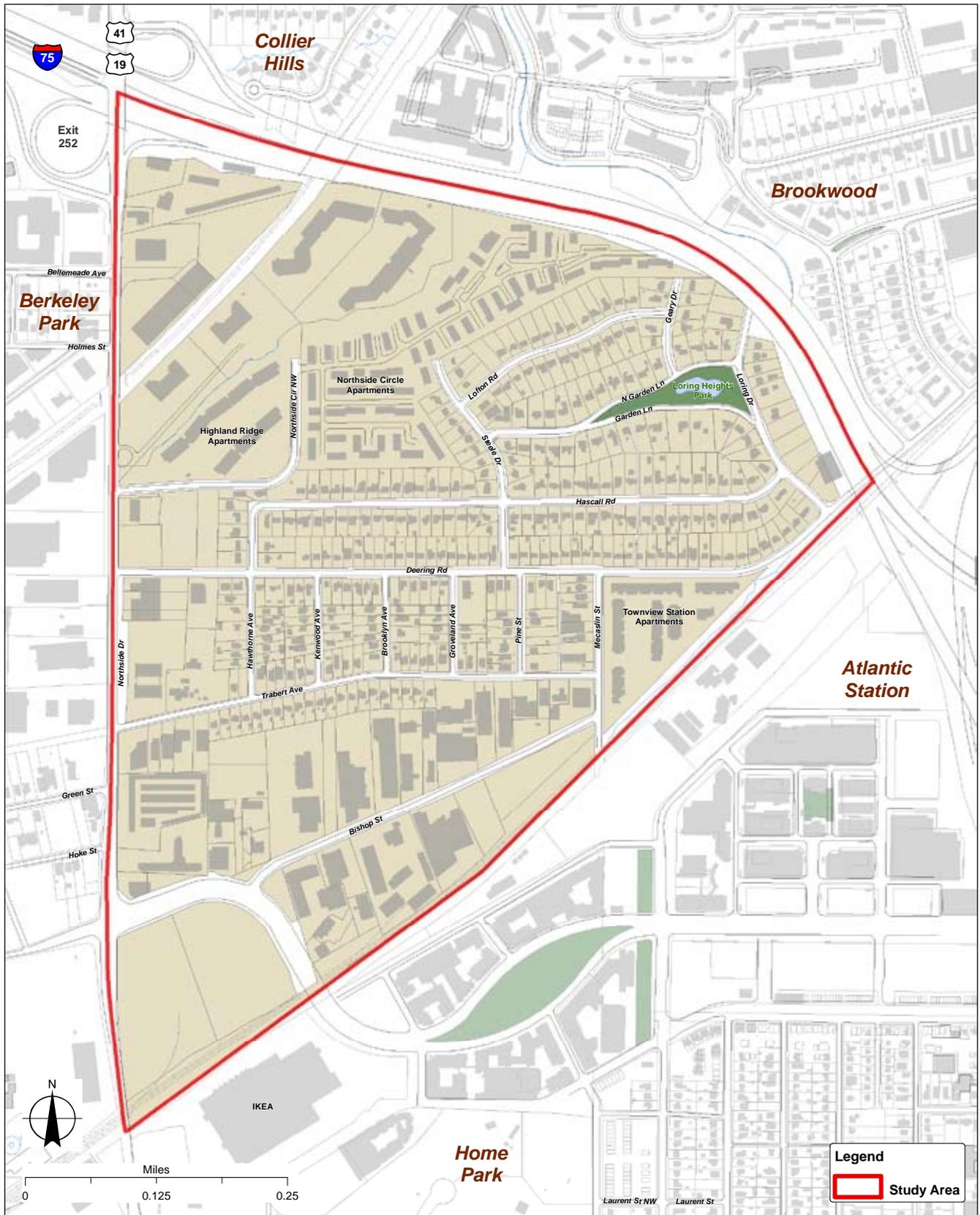


Housing on Loring Drive shortly after its construction (Courtesy Special Collections and Archives, Georgia State University Library)



Today Loring Drive has a heavy tree canopy that gives the neighborhood its character (Courtesy www.atlantatimemachine.com)

Figure 2.1: Neighborhood Boundaries



story multifamily buildings, and finally 1-4 story multifamily to the south.

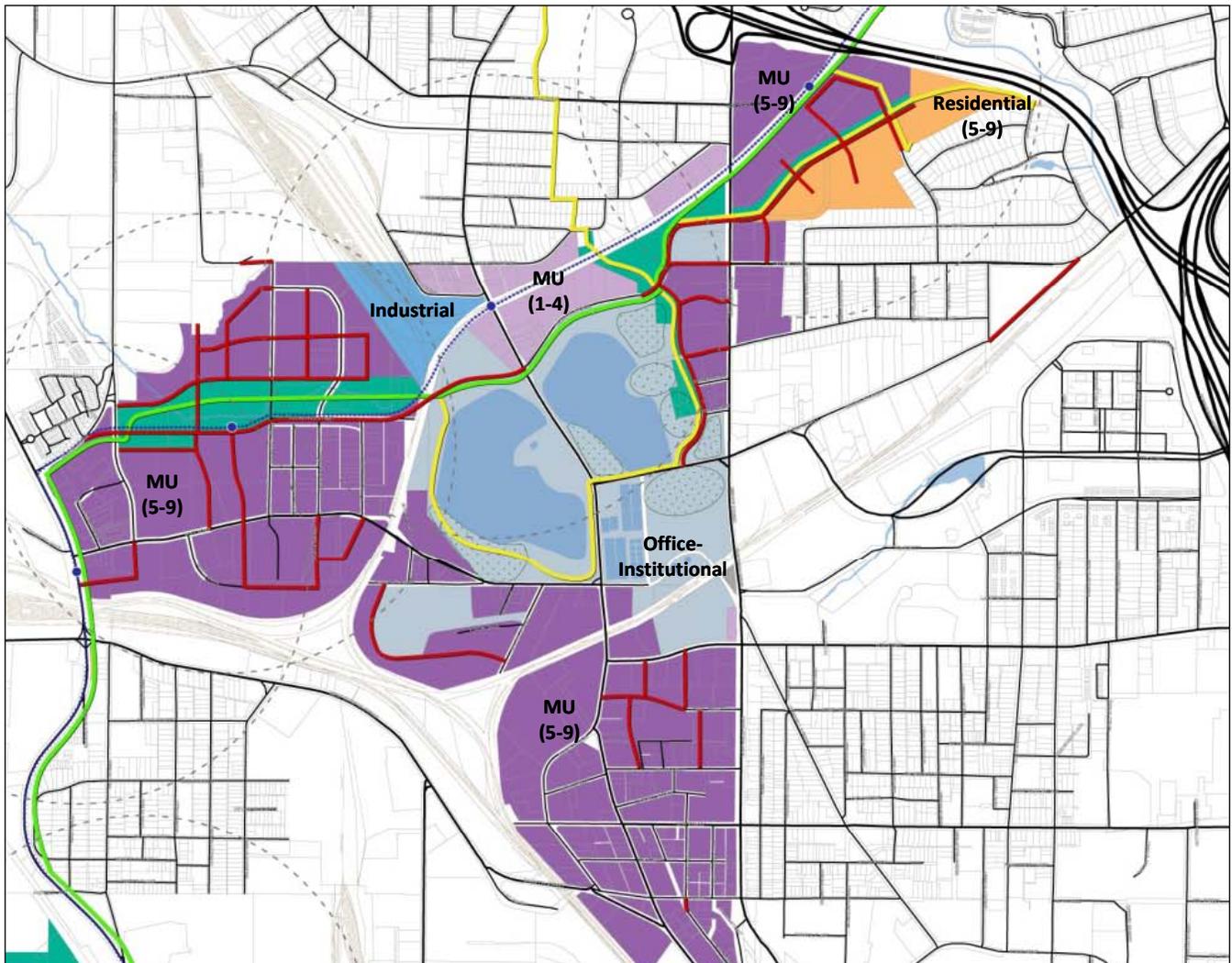
- Create an open space corridor paralleling the Atlanta BeltLine, along an existing stream.
- Install traffic calming on Deering Road and Steele Drive.
- Develop a pedestrian and bicycle trail from the Atlanta BeltLine to Geary Drive.

The plan also includes various street extensions, including a connection to Steele Drive that has become a key consideration of this current master planning effort. More detailed land use recommendations can be found below.

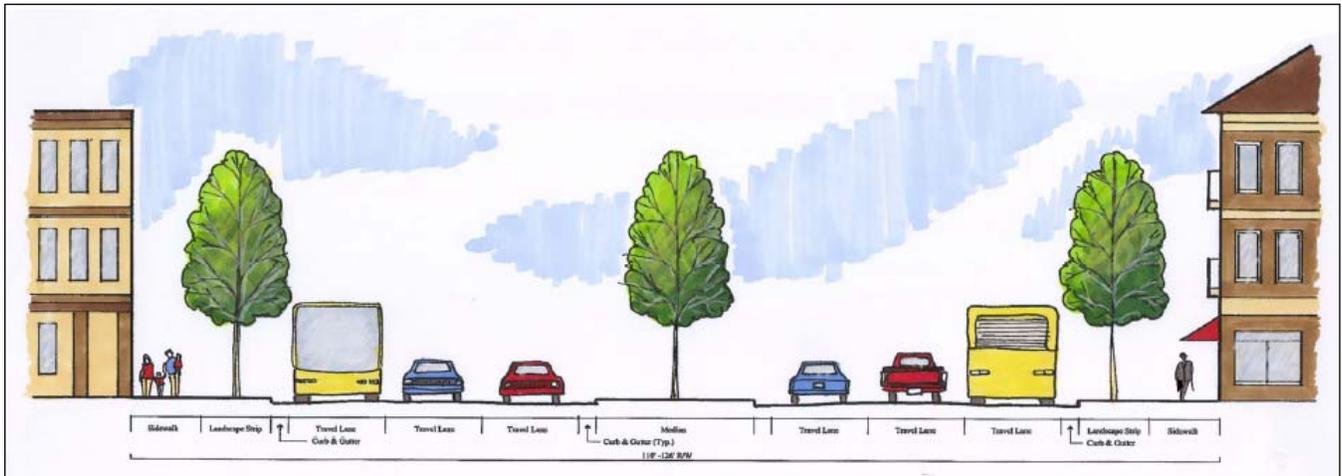
Northside Drive Corridor Study (2005)

The City of Atlanta’s Northside Drive Corridor Study was a comprehensive study of land use and transportation along this important intown arterial. Within Loring Heights, it included a number of recommendations, including:

- Amendments to the City’s Future Land Use map to show mixed use and low-density commercial along Northside Drive with an open space buffer adjacent to existing single-family houses. While the mixed-use and some of the open space buffer recommendations have been implemented, the area south of 17th Street remains in the industrial land use category.



Draft Atlanta BeltLine Subarea 8 Master Plan Land Use Recommendations



Proposed Northside Drive cross section from the 2005 Northside Drive Corridor Study

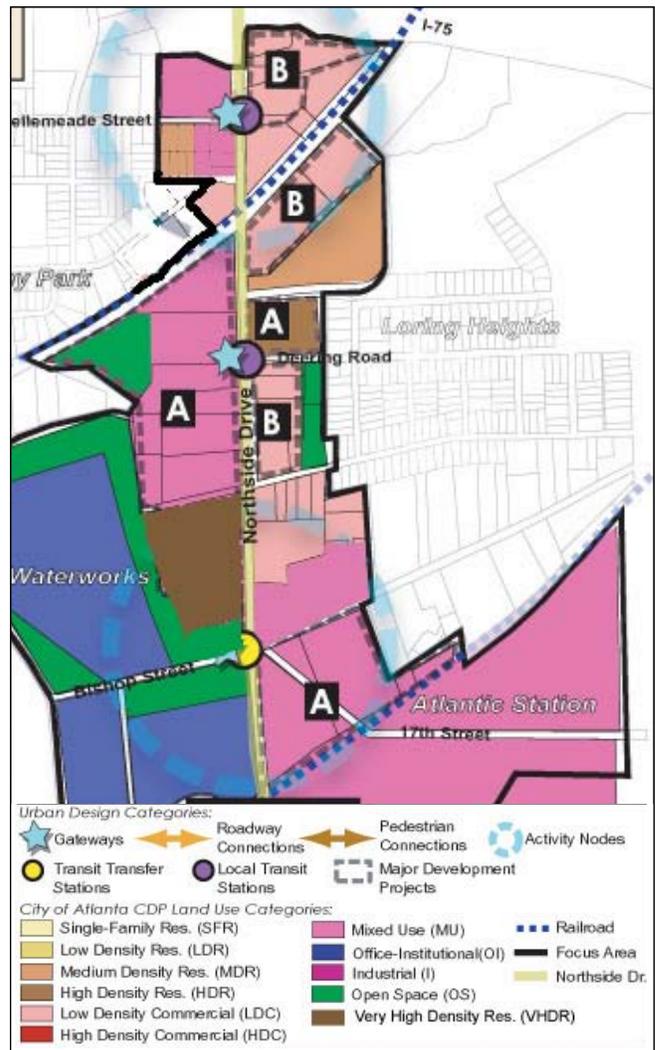
- Several rezonings to Quality of Life zoning districts. These changes have not been implemented and have left much industrial and commercial zoning along the corridor. This said, many of the design elements contained in the Quality of Life districts are now required by the BeltLine Overlay for all portions of Northside Drive in Loring Heights.
- Improvements to Northside Drive, including additional lanes, wider sidewalks, a planted median, and improved transit. These recommendations have not been implemented.

Please see Part 3: Existing Conditions for current zoning regulations and land use policies in the neighborhood.

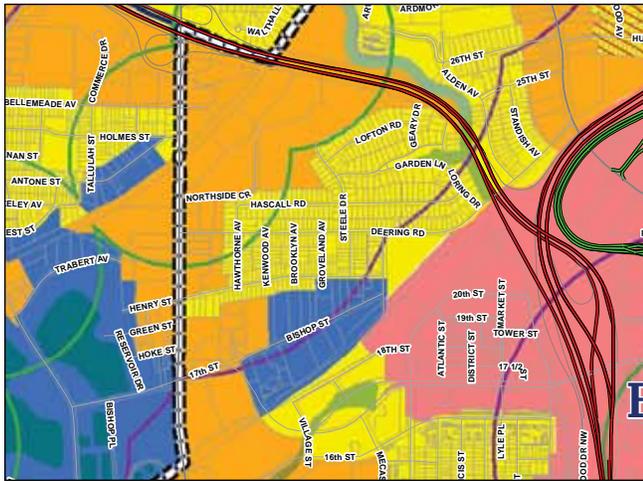
2011 Comprehensive Development Plan

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

The CDP incorporates all aspects of community and economic functions with the objective of sustaining and improving these functions in the



Northside Drive Corridor Study Land Use Recommendations



Character Areas include Traditional Neighborhood Existing (yellow), Industrial (blue), and Intown Corridor (orange)

future. The plan addresses, but is not limited to: population, economic development, housing, natural resources, historic resources, community facilities, transportation, urban design, and land use.

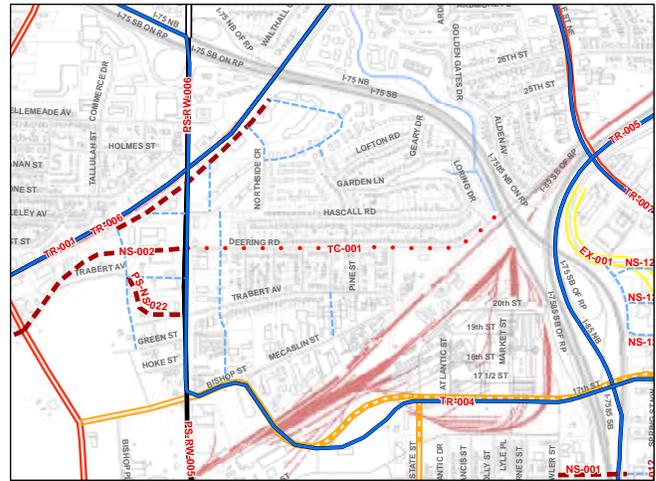
Its three components are as follows:

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

The latter also identifies Character Areas that reflect generalized aspirations in the community. In addition, it includes specific citywide and neighborhood policies organized by Neighborhood Planning Unit (NPU).

Policies from NPU E that directly pertain to Loring Heights include:

- E-8: Preserve the single-family and low-density residential character of... the Loring Heights... neighborhood.
- E-11: Provide landscaped or architectural buffers between diverse land uses in order to minimize impacts on residential areas.



Map showing Connect Atlanta Plan projects in Loring Heights

Connect Atlanta Plan (2008)

This plan is Atlanta’s first citywide comprehensive transportation plan. It addresses all modes of transportation citywide and presents projects, ranked according to how effectively they meet the goals of the plan.

Within Loring Heights, the plan recommends:

- Traffic calming on Deering Road.
- Developer-built streets near the Atlanta BeltLine.
- Publicly-built streets near the Atlanta BeltLine.
- Transit on 17th Street, Northside Drive, and the Atlanta BeltLine.
- A Secondary Bicycle Connection on 17th Street.

The plan also includes several nearby projects that would impact the neighborhood, including an extension of Deering Road west to Howell Mill Road.

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Loring Heights Neighborhood Master Plan

Part 3: Existing Conditions

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3.1 Demographics & Socioeconomics

Population

Loring Heights' 277 acres are home to an estimated 1,806 people, according to the 2010 US Census. About 51 percent of residents are white and 27 percent are African-American. The overall residential population density is approximately 6.5 persons per acre, which is higher than the citywide average of 5.0 persons per acre.

The neighborhood's residents are also slightly wealthier and younger than the rest of the city. The estimated average household income in 2009 was \$53,200, versus the citywide average of \$49,981, and an estimated 18.6 percent of the population lives below the poverty level, versus 24.4 percent citywide. The neighborhood's median age was 30.2 years versus the citywide average of 31.9.¹

Employment

Loring Heights' mix of uses means that it contains many jobs in a relatively small area. 2009 data from the US Census' Longitudinal Employer-Household Dynamics (LEHD) OnTheMap service shows over 2,000 jobs, primarily in the office and commercial uses around Northside Circle. Although the Census estimates that only seven neighborhood residents actually work within its boundaries (not including home businesses), many workers in the neighborhood come from nearby neighborhoods, including Berkeley Park.

LEHD data also provide an overview of employment locations of neighborhood residents. Of Loring Heights' 1,806 residents, over 700 had jobs in 2009. These jobs were clustered in Downtown, Midtown, or Buckhead, with smaller clusters in Cobb County, Emory University/CDC, and Perimeter Center.

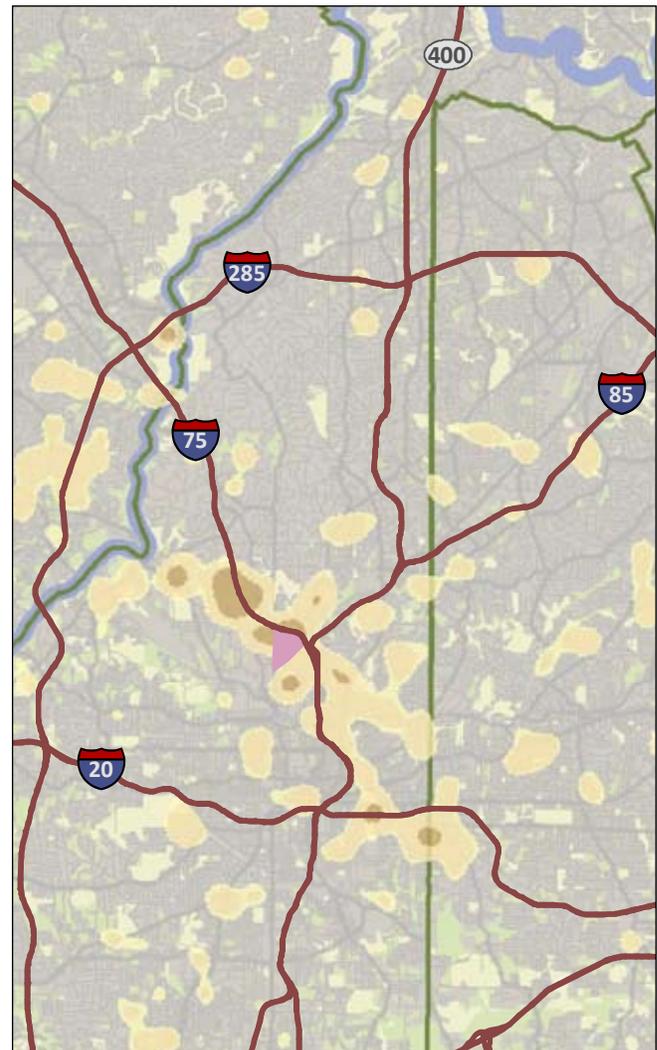
Housing

According to the 2010 Decennial US Census, the study area includes 1,207 housing units. Field estimates show one-third of these units as

Table 3.1: Neighborhood Population

	Population	Percentage
White	921	51.0%
Black	492	27.2%
Asian	304	16.8
Other	89	5.0%
Total	1,806	100%

Source: Aggregate 2010 Decennial US Census data for all census blocks within the study area



Map showing where people working in Loring Heights live; the darker the color, the more workers (Source: US Census LEHD)

1. City Data. Loring Heights Neighborhood Profile. <http://www.city-data.com/neighborhood/Loring-Heights-Atlanta-GA.html>. Accessed 12/29/2011

single-family houses and the remaining two-thirds as multifamily. As a result, the neighborhood has a relatively small average household size of 1.7 persons, versus a citywide average of 2.3. Census data also show 13 percent of housing units are vacant, versus 17 percent citywide. Such vacancy rates are perhaps higher than desirable, although within the range of normal; they may be due to the current recession and housing foreclosure crisis.

The condition of existing housing in the neighborhood is good in most areas. Many single-family houses were renovated or built in recent years, and even most of those that were not are still in a state of good repair.

The neighborhood’s apartment complexes—Highland Ridge, Northside Circle, and Townview Station—are also in fairly good condition. However, unlike its single-family houses, these apartments are beginning to show signs of aging; they will likely undergo future renovation or redevelopment.

Development Potential

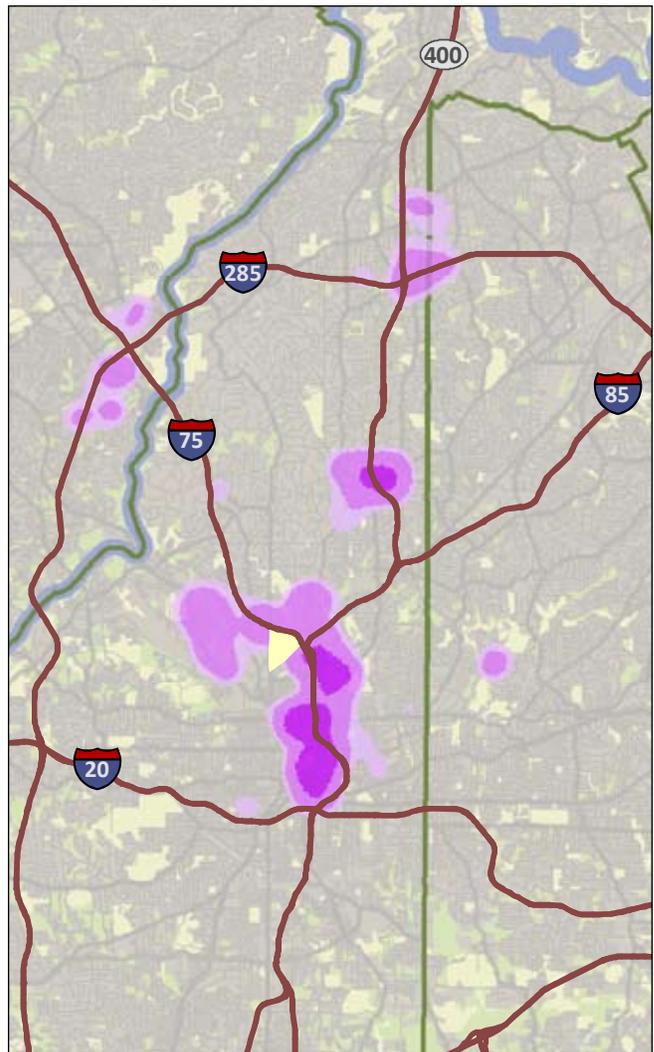
Loring Heights’ proximity to Atlantic Station, Midtown, and I-75 means that the neighborhood is expected to experience significant growth pressure for commercial and residential space over the next two decades. According to the *Market Forecasts for the BeltLine Study Area*, updated in 2008 by Robert Charles Lesser & Company, Atlanta BeltLine Subarea 8, which includes Loring Heights, is projected to experience the following growth between 2005 and 2030:

- 6,433 new households,
- 96,498 square feet of new offices,
- 257,328 square feet of new retail, and
- A slight decrease in industrial space.

While most of this development will likely occur around proposed transit stations and along major corridors, pressure to convert the neighborhood’s marginal industrial and commercial land into other uses is likely to continue. As such, a community-based vision for ensuring that future growth in the neighborhood happens in a planned and orderly manner is critical to protecting the community’s quality of life and character over the long term.



Some existing apartment complexes are beginning to show signs of aging



Map showing where people living in Loring Heights work; the darker the color, the more workers (Source: US Census LEHD)

3.2 Land use

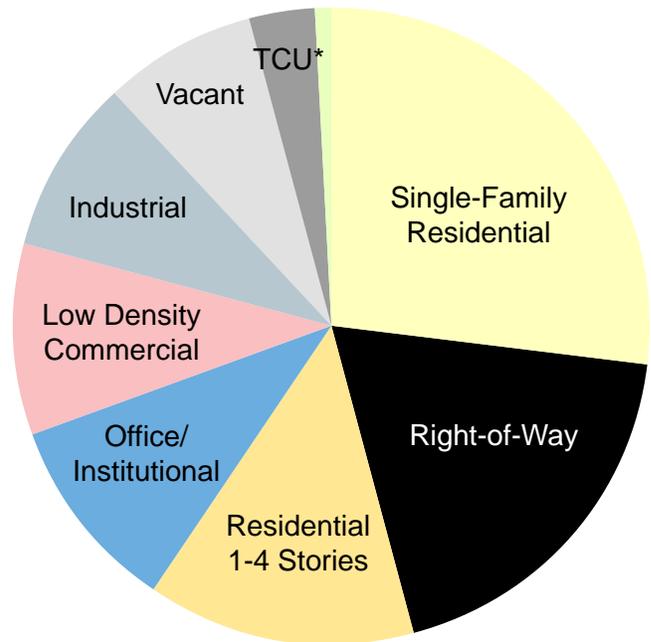
Existing Land Use

Existing land use patterns in Loring Heights today are largely the result of when different parts of the neighborhood were built. South of Deering Road and west of the Mecaslin Street—where the neighborhood first developed—uses are more mixed and include single-family residential, office/institutional, commercial, and industrial uses within a short walk of one another. In newer parts of the neighborhood, this finer-grained mix disappears and results in concentrations of single-use apartment housing (residential 1-4 stories), office/institutional, and commercial uses.

In terms of land area, more than half the land in Loring Heights is used for residential purposes or public rights-of-way (mostly streets). The neighborhood contains no mixed-use buildings or developments today, but its vacant land and under-used commercial properties represent opportunities to provide mixed-use buildings in some locations.

A unique land use attribute of Loring Heights is its traditional industrial area along Bishop Street, which developed when the neighborhood was connected to the Atlantic Steel industrial district by Mecaslin Street. With the redevelopment of the Atlantic Steel property into Atlantic Station, the obsolescence of many buildings for many large-scale industrial uses, and rising land values, the character of Bishop Street as an industrial district is evolving away from traditional industrial users. It may, however, be possible for the area to meet to the needs of specialized businesses capable of operating in an urban setting.

Also notable is the lack of park space in the community, which only accounts for one percent of its area - well below the national average of nearly ten percent that was identified in Atlanta's Project Greenspace. Although the fact that most single-family houses and apartment complexes have their own private greenspace compensates for this shortfall, the fact remains that a lack of park and open spaces is a challenge, especially



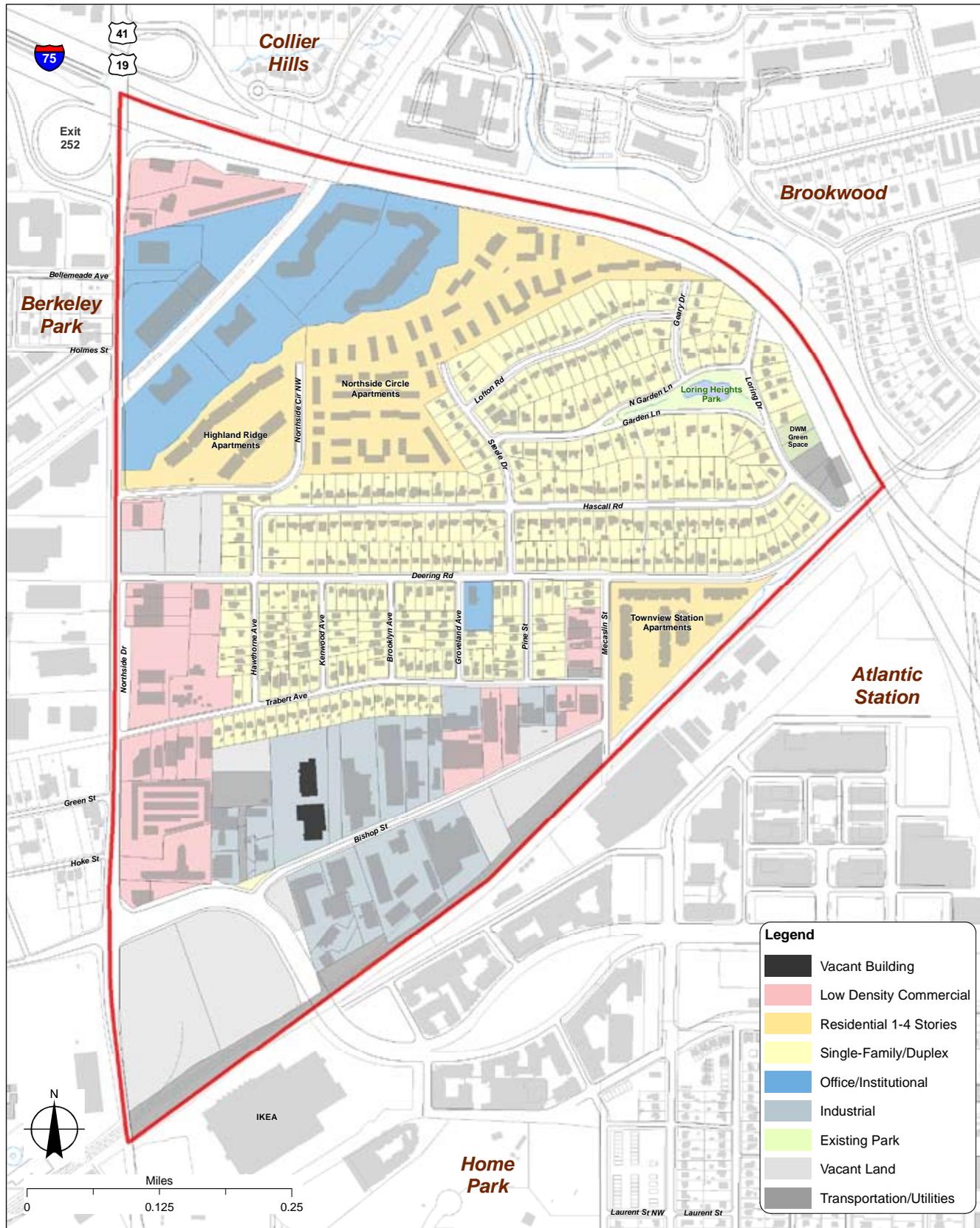
*Proportional mix of existing land uses in Loring Heights (*Transportation, communication, or utilities)*



The largest land use in the neighborhood is single-family residential

if the neighborhood's edges redevelop into more intense uses. Plans are being explored to expand the amount of park space as part of the Atlanta BeltLine Subarea 8 Master Plan, which proposes a new park along the stream that runs from Northside Drive to I-75, just north of Northside Circle. While this park would provide an important new open space for existing and future residents, the neighborhood's south side would still lack meaningful open space.

Figure 3.1: Existing Land Use Patterns



Adopted Future Land Use Plan

The City of Atlanta's 15-Year Land Use Plan serves as the basis for future zoning changes and puts forward a general vision for land use patterns within the neighborhood.

The current plan, shown on the following page, appropriately designates the core of the neighborhood as single-family residential and the existing apartment complexes as medium or high-density residential. This ensures the long-term stability of these areas, which represent the heart of the neighborhood.

Existing commercial areas are designated as either low-density commercial or mixed-use. Over time, these designations will allow for zoning changes that could include commercial, residential, or mixed-use development. They could also, however, support the development of large, auto-oriented shopping centers.

Along the 17th Street/Bishop Street corridor, the future land use designation is industrial, reflecting the long-standing industrial use of the area. However, as previously noted, the long-term viability of this area as a traditional industrial district remains questionable. As with the low-density commercial and mixed-use classifications, industrial designation also supports the development of large retail shopping centers, which are allowed by right in Atlanta's industrial zoning districts, but it does not permit rezoning to mixed-use districts containing housing.

The final element of the future land use plan is its open space designations. Loring Heights Park is designated as open space, as is a strip of land between Deering Road and Trabert Avenue adjacent to existing single-family houses. This strip reflects a neighborhood desire for new development to provide greenspace abutting existing homes. At one time this open space designation extended further north.



The single-family residential designation protects the neighborhood's core from encroaching development

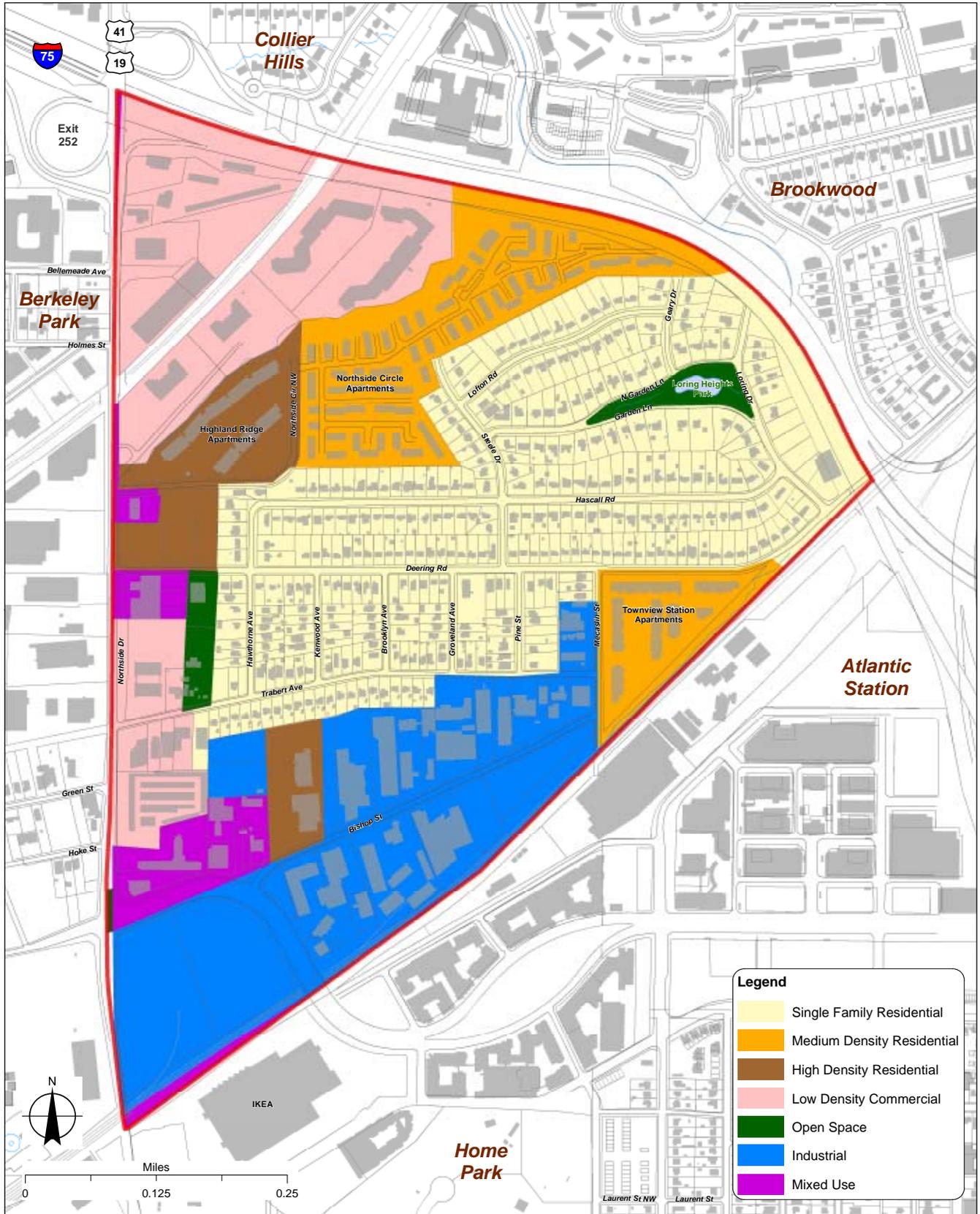


Industrial areas are found closest to the Norfolk Southern railroad (Courtesy www.bing.com)



The existing park is designated as open space

Figure 3.2: Official Adopted Future Land Use Map



Existing Zoning

Loring Heights contains a variety of zoning classifications that are, for the most part, consistent with the future land use plan. The most prevalent of these is R-4, a single-family district that protects the existing character of the neighborhood's core. Because the neighborhood was built prior to creation of the R-4 district, it does present a few challenges for lots that don't conform to its requirements, including most lots on and south of Deering Road. To build or expand a house on these lots it is usually necessary to obtain variances.

Multifamily sites in the neighborhood are zoned RG-3 or MR-4A. RG-3 is a multifamily district which permits a typical density of 30 to 40 units per acre and has no height limits. MR-4A allows a density of 60 to 80 units per acre, along with height limits; it also allows for a small amount of ground floor commercial space.

The most significant concern with existing zoning in Loring Heights is the large amount of land classified I-1 or I-2. In addition to uses that would be compatible with surrounding homes, such as retail and hotels, these districts allow such incompatible uses as adult businesses, communication towers, junk yards (only in I-2), lumber or gravel yards, factories, warehouses or distribution centers, auto body or welding shops, billboards, and supportive housing. They also include extremely high by-right commercial development permissions, and could be redeveloped into strip shopping centers with minimal neighborhood oversight. Residential uses are also effectively prohibited in these districts.

The final key zoning factor in Loring Heights is the BeltLine Overlay, which regulates commercial, industrial and multifamily districts. This overlay applies design standards to the underlying zoning in order to ensure the creation of more walkable, transit-supportive development patterns. It does offer some protection to the neighborhood from inappropriate development forms, but does not address any of the use challenges presented by I-1 districts. More significantly, it does not regulate the large tract of I-2 south of 17th Street/Bishop Street - an area that is likely to be subject to pressure to develop into auto-oriented commercial uses.



Many of the neighborhood's single-family houses are zoned R-4

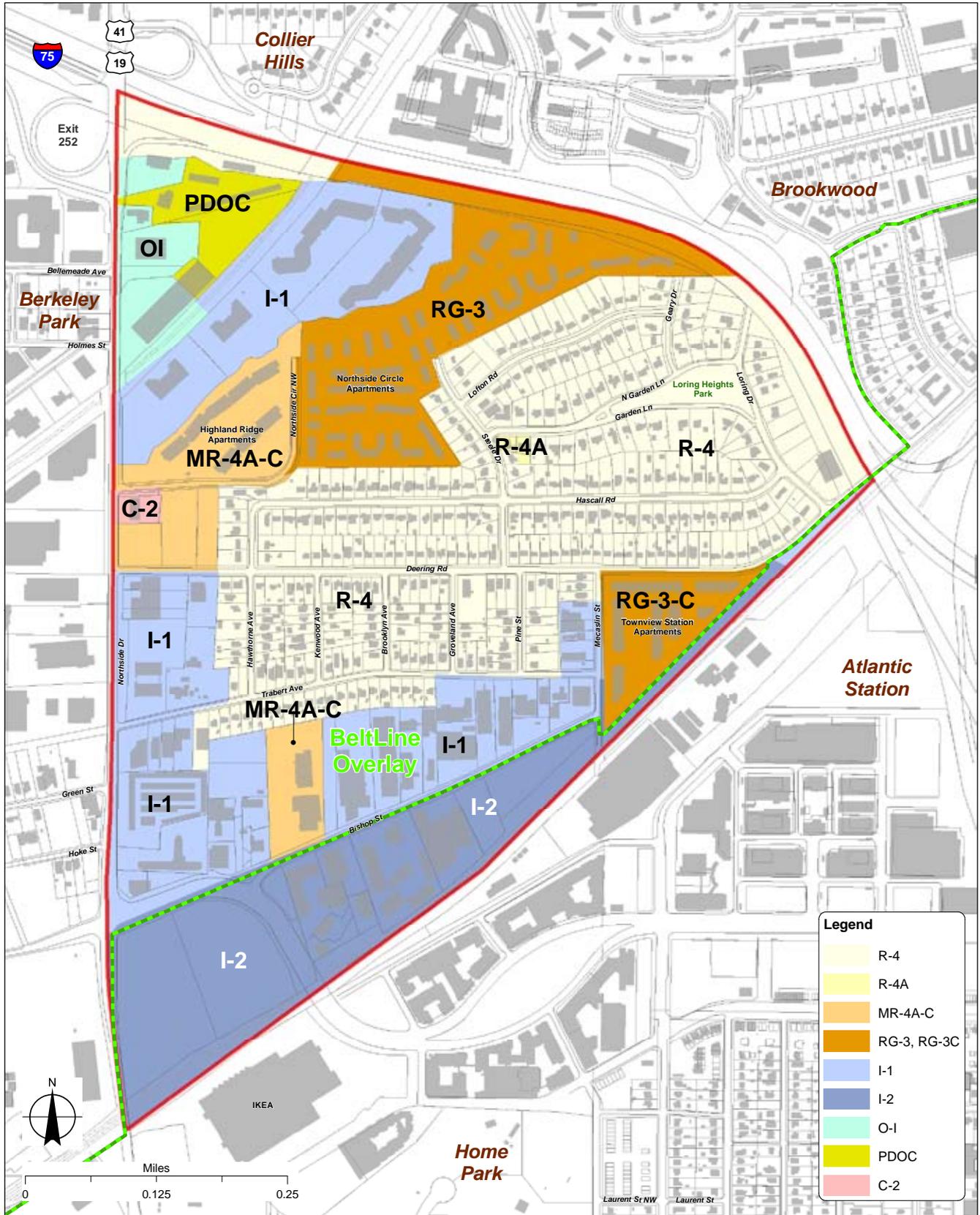


Industrial zoning allows large commercial development in many parts of the neighborhood



The BeltLine Overlay supports walkable development patterns

Figure 3.3: Existing Zoning



3.3 Transportation

Loring Heights' transportation network consists of its streets, sidewalks, and public transit service. No dedicated bicycle infrastructure currently exists, and no State Routes pass through the study area, although they do form its edges.

Roadway Facilities

Loring Height's vehicular facilities include a collection of local, collector, and arterial streets with a moderate degree of street connectivity internally, but limited connectivity to nearby areas. The following paragraphs summarize key roadway and vehicular issues in the neighborhood.

Deering Road

Two-lane Deering Road is a collector street providing the only east-west connection between Northside Drive and Peachtree Street along the 1.3 miles between 17th Street and Collier Road. This lack of connectivity has the effect of concentrating traffic on the road. According to Georgia Department of Transportation (GDOT) 2010 estimates, an average of 9,020 vehicles per day use the road. Additionally, the roadway's width and straightness encourages people to speed on the road, despite the presence of on-street parking and traffic control signs in certain areas. Its right-of-way is 50 feet wide.

Northside Drive

Northside Drive is a four-lane arterial that forms the western border of Loring Heights. An estimated 28,750 vehicles per day travel this section of Northside Drive. High vehicle speeds and the lack of amenities such as trees, benches, bus shelters, and pedestrian-oriented buildings make it an unsafe and inhospitable place for those on foot or bicycle. Its right-of-way varies from 50 to 120 feet.

Interstate 75

Interstate 75, while not directly accessible from Loring Heights, forms a significant barrier to connectivity. It is also a significant source of local light, noise, and air pollution.



A balanced transportation system benefits everyone, especially children



Deering Road's two lanes carry approximately 9,000 vehicles per day



Northside Drive is a barrier between Loring Heights and adjacent areas

Speeding Traffic

A key concern is speeding traffic. Impatient drivers often drive quickly through the neighborhood between Peachtree Street and Northside Drive. Speeding is a problem on the neighborhood's wide, straight streets such as Deering Road and Trabert Avenue, but also on Hascall Road and those south of Deering Road.

The fact that speeding is a problem on streets like Hawthorne or Kenwood Avenues, despite their narrow widths and the presence of on-street parking, suggest that the psychological cues that often discourage speeding (e.g. parking, street trees, and street-oriented buildings) may not be enough to address Loring Heights' speeding issue. Rather, it may be necessary to utilize additional techniques to protect the neighborhood's quality of life. To this end, speed humps on Trabert Avenue have been moderately effective.

Public Transit

There is no public transit service in Loring Heights, but the neighborhood is served by two MARTA bus routes along its edges. Both connect to Arts Center Station one mile to the southeast, which is the closest MARTA rail station to the neighborhood, but is not within reasonable walking distance.

- MARTA Bus #110 travels on Peachtree Street from Buckhead to Downtown. Buses run every 15 minutes during peak times.
- MARTA Bus #37 travels on 17th Street and Northside Drive and connects to Arts Center Station. Buses run every 40 minutes during peak times.

All MARTA buses are wheelchair accessible and equipped with bicycle racks. All bus stops, however, are little more than bus stop poles. They lack benches, shelters, and schedules.

Long-term, additional transit has been proposed in Loring Heights. Atlanta BeltLine transit would connect the northern part of the neighborhood to Piedmont Hospital and Bankhead. Transit service to Cobb County has also been proposed as a part of the regional Transportation Investment Act.



Many neighborhood streets are wide and make it easy to speed



Bus stops along Northside Drive are in poor condition and provide no amenities



In the future the Atlanta BeltLine could include a station in Loring Heights (Courtesy Atlanta BeltLine, Inc.)

Pedestrian Facilities

As an intown neighborhood, most residents value walkability. Unfortunately, sidewalks are limited in the neighborhood. They exist along the south side of Deering Road for most of its length, except on the first block east of Northside Drive, where they are on the north side. They also exist along portions of Northside Drive, portions of Bishop Street, and 17th Street. All existing sidewalks are shown on the following page. Sidewalks shown in orange are substandard because they are narrow or in poor repair.

Most neighborhood streets do not have sidewalks, but wide shoulders and protection provided by parked cars mean that it is safe to walk in the street in many places. However, adequate right-of-way in many places means that sidewalks could be constructed without affecting private property. The need for sidewalks along non-residential streets such as Northside Drive and Bishop Street) is obvious, and was contemplated in the BeltLine Overlay, which requires 15-foot sidewalks with redevelopment in these areas.

In some areas, particularly along Deering Road and near Loring Heights Park, steep embankments mean that sidewalks would require costly retaining walls to install. In addition, a number of trees within the right-of-way could hamper their construction.

The Deering Road bridge over I-75 is not pedestrian friendly because an adequate sidewalk is only provided on its south side. This forces pedestrians to cross Deering Road. In addition, excessively wide lanes and unsightly fencing makes the bridge unpleasant to cross.

Sidewalks aside, the lack of pedestrian connectivity is another challenge. Loring Heights sits adjacent to Atlantic Station, but there is no easy or safe way for its residents to access shops, restaurants, and offices. Many use an existing at-grade railroad crossing at the south end of Mecaslin Street for access, but, in doing so, are forced to cut mid-block and up a dirt embankment. It may be possible to upgrade this crossing to improve safety and accessibility.



Sidewalks are provided along one side of Deering Road throughout its length

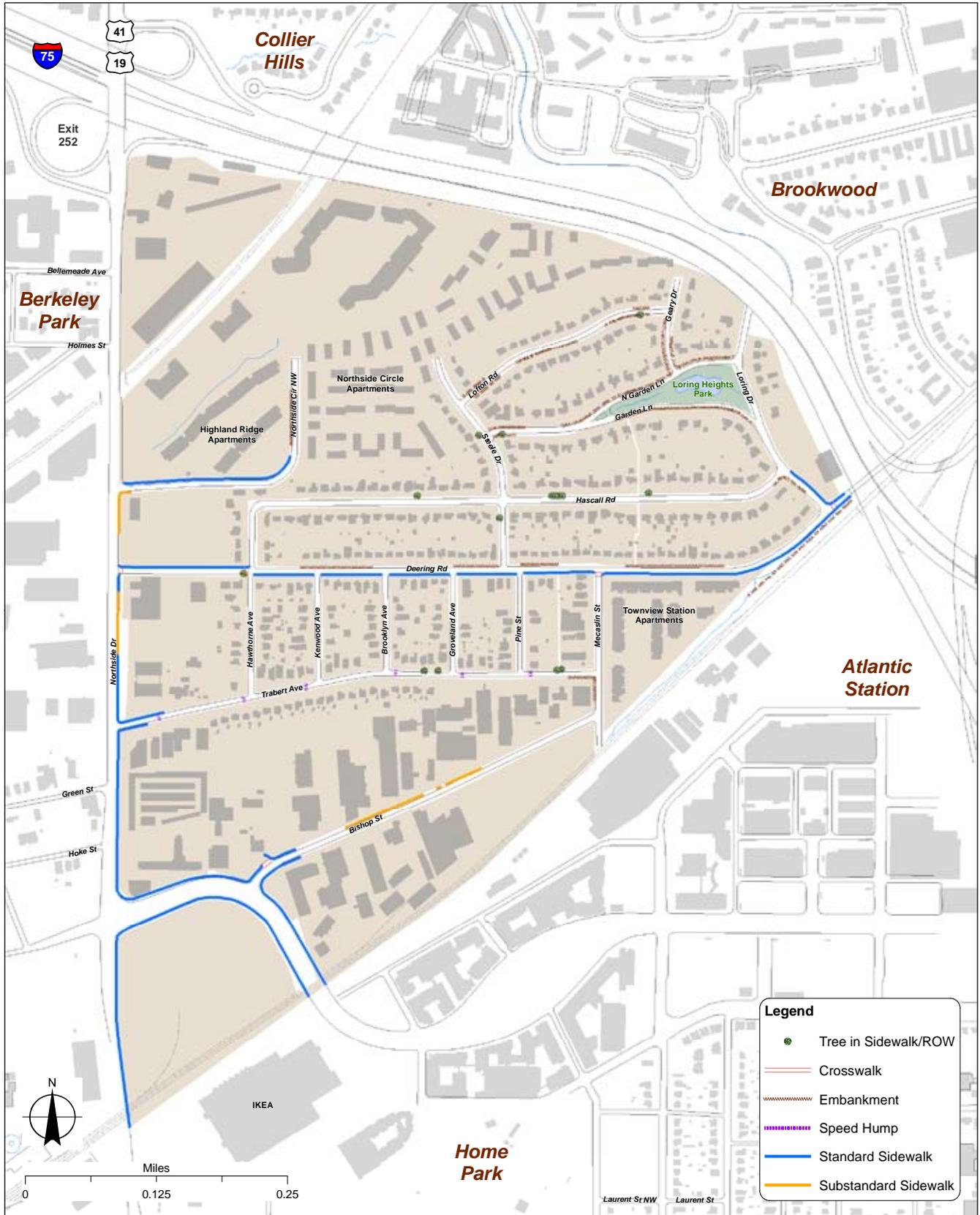


Most streets in the neighborhood do not have sidewalks



Some residents use this at-grade crossing on Mecaslin Street to access Atlantic Station

Figure 3.4: Existing Sidewalks



Bicycle Facilities

Many Loring Heights residents are interested in bicycling for transportation purposes, but no dedicated bike paths or lanes exist within the neighborhood except along 17th Street. None are recommended in the Connect Atlanta Plan.

As a result, those who bicycle in the neighborhood must do so along existing streets, subject to the same connectivity challenges that plague pedestrians. This is not as dire as it sounds, because many residential streets have low traffic volumes which make them safe for cyclists of all abilities. However, on major streets that must be used to leave the neighborhood (e.g. Deering Road or Northside Drive) bicycling is much more difficult and unsafe.

As previously noted, the Atlanta BeltLine Subarea 8 Master Plan recommends improved facilities, including a multi-use path connecting to the Atlanta BeltLine. Many in the neighborhood would like to see this concept expanded into the neighborhood's single-family core, and include improved connections to the south.

The lack of bicycle parking at neighborhood businesses is also a problem. Although the City of Atlanta Code requires bicycle parking at all businesses, none can be found at local businesses. Since many local businesses (particularly those along Northside Drive) are not usually frequented by residents, this is not a major problem, but long-term it could be if more desirable tenants move into the area.



On low-speed residential streets, bicycles can safely share the road with vehicles



One day the Atlanta BeltLine will provide multi-modal access to dozens of neighborhoods (Courtesy Atlanta BeltLine, Inc.)

Passenger and Freight Rail

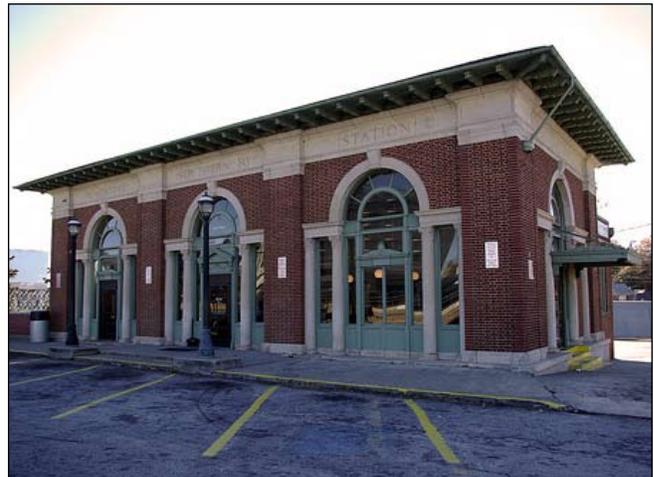
Loring Heights' transportation system is also affected by the adjacent freight rail line, which predates the neighborhood and forms its southern boundary. Today the rail corridor is owned by Norfolk Southern and is a heavily-used link in Atlanta's freight rail network.

The rail corridor also carries two Amtrak trains a day. Amtrak, whose Crescent service connects Atlanta to New York and New Orleans and carried more than 300,000 passengers last year, also has a station just outside the study area, at the corner of Deering Road and Peachtree Street. This station affects Loring Heights through parking and congestion along Deering Road during train arrivals and departures twice a day.

To remedy these parking challenges and to better serve patrons, the State of Georgia and Amtrak are exploring options to relocate the station, possibly to land owned by the State Road and Tollway Authority (SRTA) on 17th Street near Northside Drive. As part of this effort, it may be possible to integrate the station into a larger mixed-use project.



The existing rail line includes two tracks that cross an at-grade crossing at Mecalvin Street



The Brookwood Amtrak Station was originally built for commuter rail service

3.4: Environment

Within Loring Heights, the natural environment has been significantly modified and impacted over the years by human activity. In the nineteenth century, the area remained wooded and sparsely inhabited. In the first half of the twentieth century, the Atlantic Steel Mill and other industrial operations were built near the railroad, and most of the neighborhood's homes were constructed to the north. In the second half of the twentieth century, the remaining woodlands were cut to make way for I-75 and the associated office and apartment development.

Today, the residential portion of the neighborhood benefits from an extensive canopy of mature trees that provide shade and beauty, slow stormwater runoff, decrease the urban heat island effect, clean the air, capture carbon from the atmosphere, and provide wildlife habitat. Many trees, however, are nearing the end of their lives. Significant replanting is necessary to ensure that the tree canopy will remain in coming decades.

Industrial and commercial sites in the neighborhood could pose environmental challenges, as contamination on such sites is not uncommon. The former National Smelting and Refining Site at 451 Bishop Street is one such site that was contaminated and has been remediated (residential use of this land is prohibited under the Georgia Hazardous Site Reuse and Redevelopment Act). Other less contaminated sites could exist as well.

Other environmental factors include:

- Light pollution from industrial and commercial properties,
- Radiant heat from pavement and buildings,
- Air and noise pollution from the railroad and major roadways, and
- Water quality in neighborhood streams.

The previously-noted lack of pedestrian and bicycle-friendly amenities also affects the community through increased vehicle use. Efforts to make Loring Heights more pedestrian, bike, and transit-friendly could help lessen these negative impacts.



Loring Height's beautiful, mature tree canopy has numerous environmental benefits.

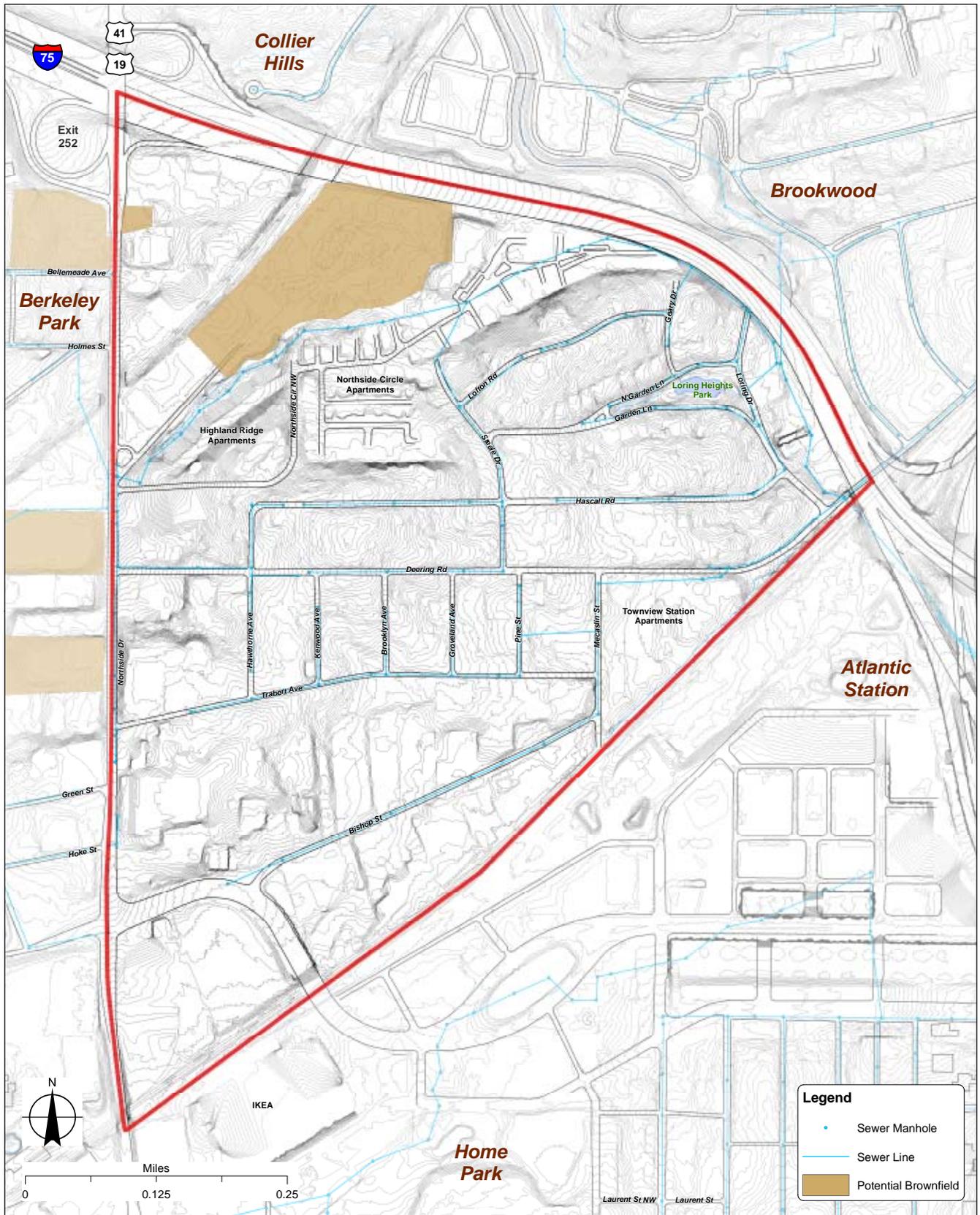


Incorporating "green" features into new development can benefit the environment



Walking and bicycling benefit both the environment and public health, especially for the elderly

Figure 3.5: Existing Natural Features



3.5: Infrastructure & Facilities

Loring Heights is served by a variety of public and private infrastructure and facilities, as follows.

Sewer and Stormwater

As an older urban area, stormwater and sewage are combined in Loring Heights for treatment at the RM Clayton Water Reclamation Center. The entire neighborhood lies in the Peachtree Creek watershed; a combined sewer overflow (CSO) facility for Tanyard Creek exists along Loring Drive. Sewer main replacement is not currently planned in Loring Heights. The neighborhood is not located in a capacity-limited area, so sewer capacity will not restrict future development.

Water

Water main surveys and replacements are also included in the City's current Capital Improvements Program for some segments within the neighborhood. Water mains are scheduled to be replaced, where needed, by 2012.

Schools

Loring Heights is currently served by Atlanta Public Schools' E. Rivers Elementary, Sutton Middle, and North Atlanta High Schools. Redistricting options are currently being explored. This includes a new North Atlanta High School, a new North Atlanta Middle School, and a possible new North Atlanta Elementary School.

Libraries

The Peachtree Library branch is the closest public library to Loring Heights. It is located at the corner of Peachtree Street and 16th Street and is not within walking distance of the neighborhood.

Fire

The closest fire stations are Station 11 in Atlantic Station and Station 23 on Howell Mill Road.

Police

Crime is seen as a major problem by many neighborhood residents. Loring Heights lies in Atlanta Police Department (APD) Zone 2. The



A portion of the Tanyard Creek CSO has been turned into greenspace



Children in Loring Heights attend E. Rivers Elementary School (Courtesy John Schaffner)



Fire Station 11 is located near Loring Heights in Atlantic Station (Courtesy Atlanta Fire Station 11)

headquarters for this zone are located outside of the study area at 2581 Piedmont Road. There is also a police substation at Atlantic Station.

According to data access from APD's website, the following recorded crimes occurred in Loring Heights in 2011:

- Vehicular Larceny: 8 occurrences
- Robbery: 6 occurrences
- Auto Theft: 6 occurrences
- Larceny: 5 occurrences
- Aggravated Assault: 3 occurrences
- Non-Residential Burglary: 2 occurrences
- Residential Burglary: 2 occurrences
- Drug Arrests: 1 occurrence
- Homicide: 0 occurrences

Most crime is scattered throughout the neighborhood. However, all robberies were within the Northside Drive corridor, and all larcenies within the industrial or commercial areas.

No data were available to compare these rates to other parts of the City of Atlanta.

Hospitals and Healthcare

The nearest medical facility is Piedmont Hospital. Its campus includes a 481-bed hospital, a reconstructive joint center, a heart center, a women's services center, a neuroscience center, and a cancer center.

The Shepherd Center, located adjacent to Piedmont Hospital, is one of the nation's leading hospitals specializing in medical treatment, research and rehabilitation for people with spinal cord injuries, brain injuries, multiple sclerosis, chronic pain and other neurological conditions.



Robberies are concentrated in the Northside Drive corridor



The nearest medical facility is Piedmont Hospital on Peachtree Road

3.6 Urban Design & Historic Resources

Urban Design

Urban design refers to the design of the public realm and the relationships between the elements that define it, such as streets, sidewalks, parks, and buildings. It focuses on how these relationships define local identity and sense of place.

In considering urban design, attention is given to:

- Relationships between buildings and the street, and among the buildings themselves
- Streetscapes, including sidewalks, trees, lights, and furnishings
- Open spaces such as parks and plazas
- Street patterns, including street widths, blocks sizes, and character

A well-grounded understanding of good urban design principles is essential to creating livable neighborhoods at a variety of densities.

The Urban Design Analysis graphic on the following page provides an overview of the variety of design factors present in Loring Heights. These include both good and bad streetscape experiences, the presence of several unique character areas, and other elements.

The most notable design features neighborhood are the varied streetscapes. Residential streets are characterized by houses set back from the street and fronting it with doors, stoops, or porches; sidewalks are lacking in many areas, but low traffic volumes and ample landscaping, nevertheless, create a positive character.

Streetscape conditions are not so positive in the neighborhood’s non-residential areas. The following detract from the streetscapes here:

- Poor building/street relationships
- Lack of sidewalks and pedestrian amenities
- Lack of street trees and little landscaping
- Unattractive bus stops
- Frontal parking lots
- Overhead utility lines



In successful neighborhoods, buildings, landscaping, and street design work together to define a vibrant public realm

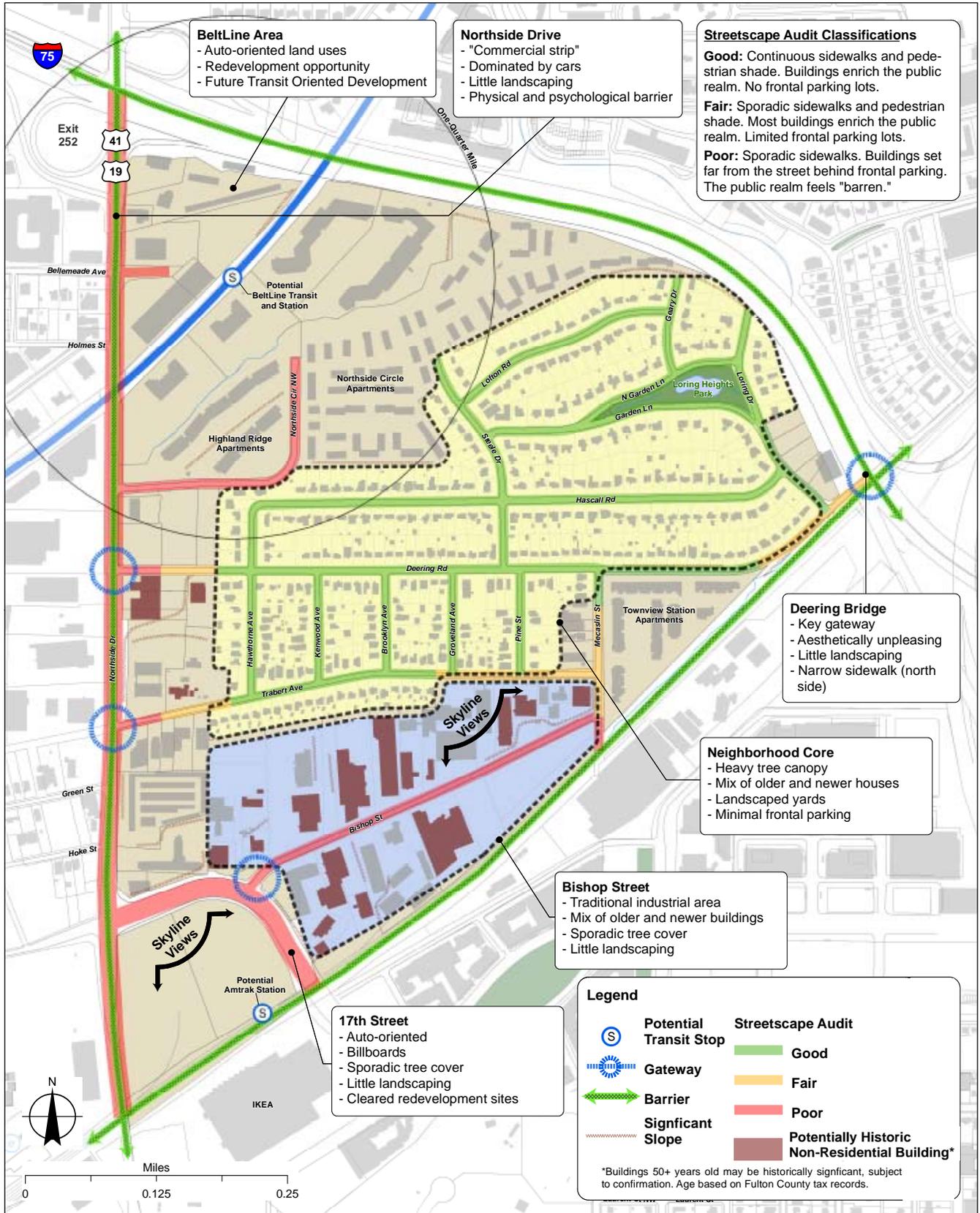


Street trees on neighborhood streets can help dignify the public realm



Bishop Street’s wide pavement, overhead power lines, and lack of spatial definition make it an unpleasant street

Figure 3.7: Urban Design Analysis



In both residential and non-residential areas it is important to note that a key factor shaping Loring Heights is that most of the neighborhood was constructed after automobile ownership became common. For this reason, buildings are set back from the street and provide driveways for single-family residences or parking lots for multifamily residential buildings or commercial areas.

Opportunities do exist to improve the urban design features of the neighborhood, especially with long-term redevelopment of its non-residential areas. Transportation projects can improve the quality of streets through new landscaping, and new buildings can be designed in such a way that they contribute the neighborhood's quality of life.

Historic Resources

Loring Heights is currently not a designated historic district, but it is an established neighborhood with a strong sense of place. Within the framework of the overall neighborhood history, there are several key notable aspects, including:

- Loring Heights Park and the pond
- Existing housing, including those from the post-World War II period
- Commercial and industrial buildings over 50 years old which might be eligible for historic recognition
- Mature specimen trees

While most of the potentially historic commercial and industrial buildings in Loring Heights are metal or "butler-type" buildings never intended to last more than a few decades, there are exceptions to this which might be suitable for long-term preservation or adaptive reuse. These include the two-story masonry building at 525 Bishop Street (shown at right), as well as a large masonry building with a vaulted roof at the rear of 500 Bishop Street, just east of the 17th Street Bridge.



Most commercial properties in the area have poor urban frontage and do not address the street in a positive way



Redevelopment in the study area could allow for more pedestrian-friendly streetscapes, including sidewalk retail



This building at 525 Bishop Street is one of the best examples of potentially historic industrial buildings along Bishop Street

Loring Heights Neighborhood Master Plan

Part 4: Recommendations

Sponsored by:
Loring Heights Neighborhood Association
Prepared by:
Tunnell-Spangler-Walsh & Associates

Introduction

This section includes recommendations for the Loring Heights neighborhood that define its future character and provide short- and long-range actions to address the challenges identified during the planning process. Two types of recommendations are provided: Policies and Projects. Projects are followed by a project number as identified in Part 6, which contains an implementation strategy, including cost, funding, and responsible parties.

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

Future Vision

Loring Heights' vision for its future is the basis for the recommendations that follow. This vision is for a connected, safe, green, vibrant, and mixed-use neighborhood.

Preserving the neighborhood's character while allowing appropriate infill development are central to this vision. Loring Heights' core of single-family houses should be preserved, while mixed-use and live-work development should be accommodated in the southern portion of the neighborhood, along Northside Drive, and near the Atlanta BeltLine. All redevelopment should incorporate contextual, pedestrian-friendly design and lasting building materials.

Balanced transportation choices are equally critical to the vision. This includes streets that are safe for walking, biking, and transit use, and where the desires of drivers are in balance with other modes of travel and the neighborhood's quality of life.

Finally, a quality public realm should be provided that makes being outside pleasant, safe, and inviting. Streets and parks should serve the needs of residents, strengthen neighborhood bonds, and provide an oasis of greenspace for residents.

Policies & Projects

There are two types of recommendations provided in this study:

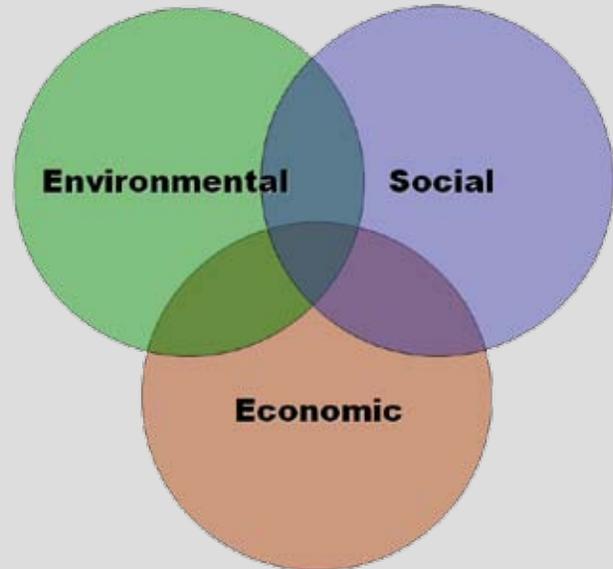
Policies are guidelines that provide direction for the implementation of the plan's vision. They often support projects and should be the basis for actions by the City of Atlanta, NPUE, and the Loring Heights Neighborhood Association (LHNA). They are especially important for reviewing development proposals in the neighborhood.

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



Key Plan Sustainability Elements

All of the recommendations in this document will guide Loring Heights toward sustainability. A sustainable community is defined by the relationship of three elements: environmental, social, and economic. A balance of these three is key to the neighborhood’s vision for its future.



The following is an overview of how the various recommendations of this study work together to promote sustainability.

- **Demographic & Socioeconomic Recommendations** support maintaining the community’s mix of incomes, ages, and lifestyles.
- **Housing Recommendations** provide housing opportunities. They preserve the neighborhood’s mix of housing types and introduce new types as development occurs.
- **Land Use Recommendations** encourage compact development along Northside Drive and Bishop Street to promote walking, biking, and transit use. They also include recommendations supporting job-creating land uses and improving the quality and quantity of open spaces in the neighborhood.
- **Transportation Recommendations** support the use of alternatives to driving. This improves air quality, promotes public health, and allows residents to have more disposable income. New trees along neighborhood streets also clean the air, capture carbon from the atmosphere, and reduce the urban heat island effect.
- **Environment Recommendations** provide techniques for minimizing the negative effects of human activity on the environment. They include measures to reduce stormwater runoff, waste, and energy consumption, and to encourage low impact buildings.
- **Infrastructure & Facilities Recommendations** improve community life by reducing crime and cleaning up parts of the neighborhood. Stormwater management features in streetscape projects decrease runoff and beautify the area.
- **Urban Design & Historic Resource Recommendations** protect and enhance an urban form that supports walking, community life, and aesthetics. They create beautiful places that will instill civic pride and order. They also support the re-use of historic buildings as a means of retaining the “embodied energy” in existing structures.

4.1 Demographics & Socioeconomics

Loring Heights is a neighborhood with diverse residents and businesses. This tapestry is unique and vital to preserve in the future to protect and enhance the unique qualities of the neighborhood.

Demographic & Socioeconomic Policies

Preserve the neighborhood’s diversity.

As the neighborhood continues to grow and evolve, its diversity of residents must not be lost to the hands of growth and development. Continued revitalization must not be allowed to create a homogenous demographic.

Provide a neighborhood that serves the needs of all ages.

Loring Heights should be a place that serves people of all ages. Those who wish to do so should be able to comfortably live in and utilize the neighborhood at all life stages. This is especially critical for children and the elderly, who are often not considered in planning decisions, yet are most often impacted by neighborhood design and transportation decisions.

Include the broader community in neighborhood affairs.

All residents of the neighborhood should be included in neighborhood affairs and decision making, regardless of whether they rent or own their homes.



Places for children should continue to be provided



The elderly benefit from compact, walkable, and mixed-use neighborhoods

Housing Policies

Enforce restrictions on out-of-scale infill houses.

Existing city restrictions on infill houses should be enforced to ensure that new houses, although taller than their neighbors, do not overwhelm them.

Add townhouses to the mix.

Allow townhouses where desirable as a way to provide more affordable residences and transition appropriately between existing houses and new development.

Promote a range of housing prices in new development.

Housing should be provided at a variety of price points to attract a diverse range of new residents and allow existing residents access to new housing. This will preserve diversity in Loring Heights over the long term.

Encourage multifamily housing to provide a range of unit sizes.

New multifamily housing should provide units in a variety of sizes. This will allow a range of people to live in close proximity and have access to neighborhood services and amenities.



New houses should be designed to minimize their impacts on their neighbors, per current City code



Townhouses could be a welcome addition to the land use mix in Loring Heights

4.2 Land Use

To protect Loring Heights' unique character, the neighborhood's land use plan must be able to accommodate infill growth, but also make sure that redevelopment happens in appropriate locations and with good design. Additionally, growth must occur in a way that increases the mix of appropriate uses, while still preserving historic character.

General Land Use Policies

Strive to achieve the land use vision of the Loring Heights Framework Plan.

The Loring Heights Framework Plan reflects general aspirations for the neighborhood. It is specific in terms of building height, but actual projects may vary based on economics, existing zoning, adjacent uses, or neighborhood review during the rezoning process.

Preserve Loring Heights' residential core.

The defining feature of Loring Heights is its single-family core. This character should be preserved long-term as other parts of the neighborhood grow and redevelopment.

Encourage a mix of land uses.

Beyond the single-family residential core, Loring Heights should remain a mixed-use neighborhood, as shown in the Framework Plan. This means providing opportunities for a number of building types and a mix of uses.

Prohibit adult businesses in the area.

Existing zoning restricts the ability of new adult businesses to open. These regulations should continue to be enforced, and existing adult business sites should be redeveloped into other uses.

Provide height transitions from new development to residential core areas.

When development occurs next to residential uses, conflicts must be avoided. The City's existing transitional height plane requirement addresses this in some locations, but many residents encourage developers to preserve privacy for existing residents and their skyline views.



The core of single-family residences must be preserved

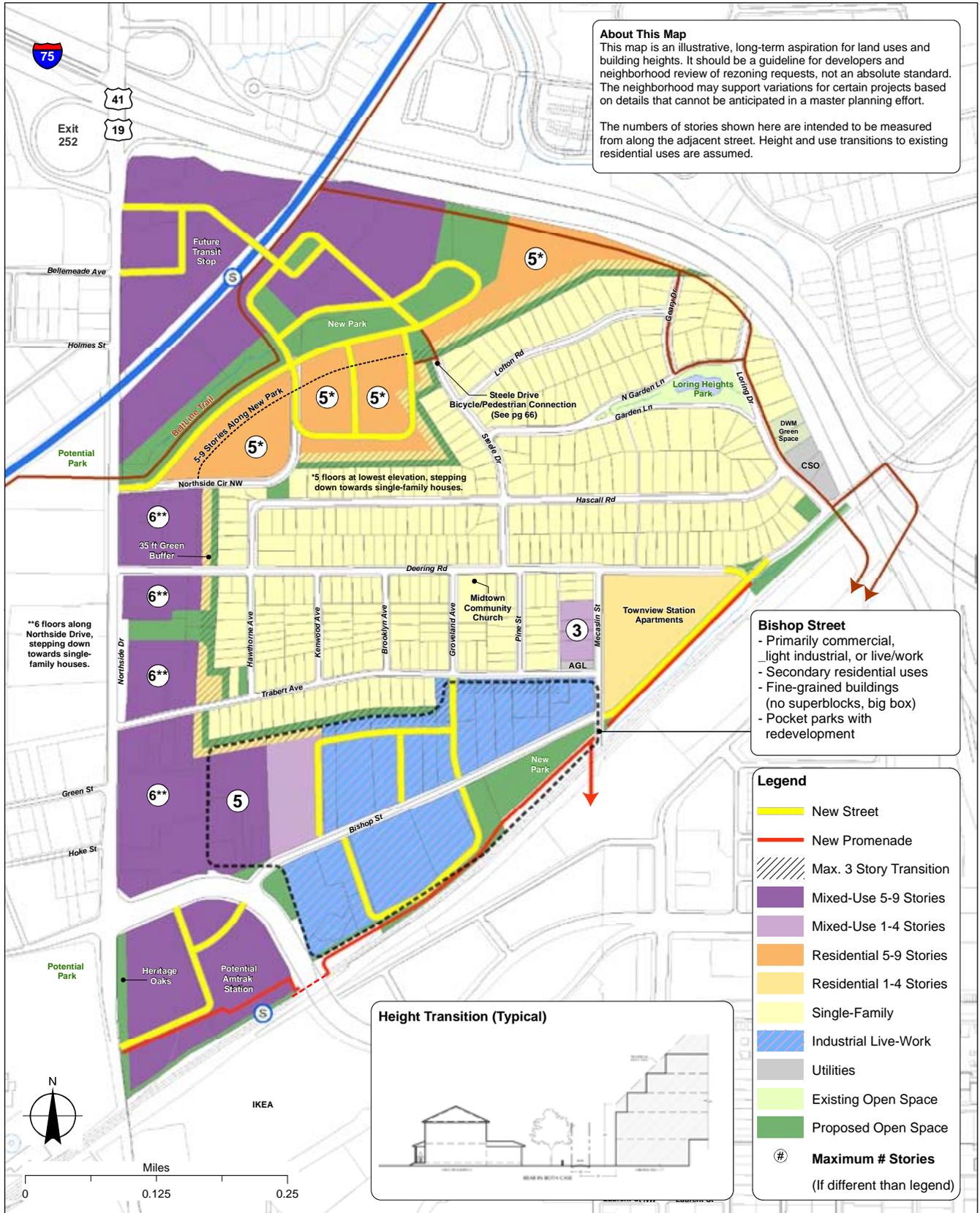


500 Bishop Street is an example of an adaptive reuse of a historic industrial building in Loring Heights



New infill buildings should increase the mix of land uses and use quality materials with timeless styles

Figure 4.1: Loring Heights Framework Plan



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

New developments abutting single-family areas are encouraged to incorporate landscaping beyond what is required by zoning’s transitional yard requirement by providing a 35-foot buffer. When such additional buffer is provided, it is encouraged not to be used for parking, driveways, or loading.

Redevelop the intersection of Northside Drive and Deering Road with high quality architecture as a gateway.

The entrance into the neighborhood from Northside Drive should make a strong first impression with high-quality buildings.

Utilize Quality of Life Zoning Districts.

All rezoning outside the single-family core of the neighborhood should be to Quality of Life Zoning Districts such as MRC, MR or LW.

See Part 6 for details on zoning.

Encourage redevelopment of the following catalytic development areas.

The following three areas are key development opportunities over the next 25 years. This is not intended to suggest that existing uses must leave, but rather to identify areas where redevelopment would support the plan’s vision when and if willing property owners and developers deem it feasible.

- **Atlanta BeltLine Area:** This area represents the greatest growth potential in Loring Heights, particularly because of its visibility from I-75. Aging buildings should be redeveloped as shown in the Atlanta BeltLine Subarea 8 Master Plan.
- **Northside Drive:** This corridor is ripe for redevelopment. It should meet the goals of the Northside Drive Corridor Study, provide pedestrian amenities, and be lined with mixed-use buildings. Adjacent to single-family houses, buildings should not exceed three stories.
- **Bishop Street/17th Street Area:** This area should include industrial, commercial, and residential uses, along with publicly-accessible open spaces. New development should be



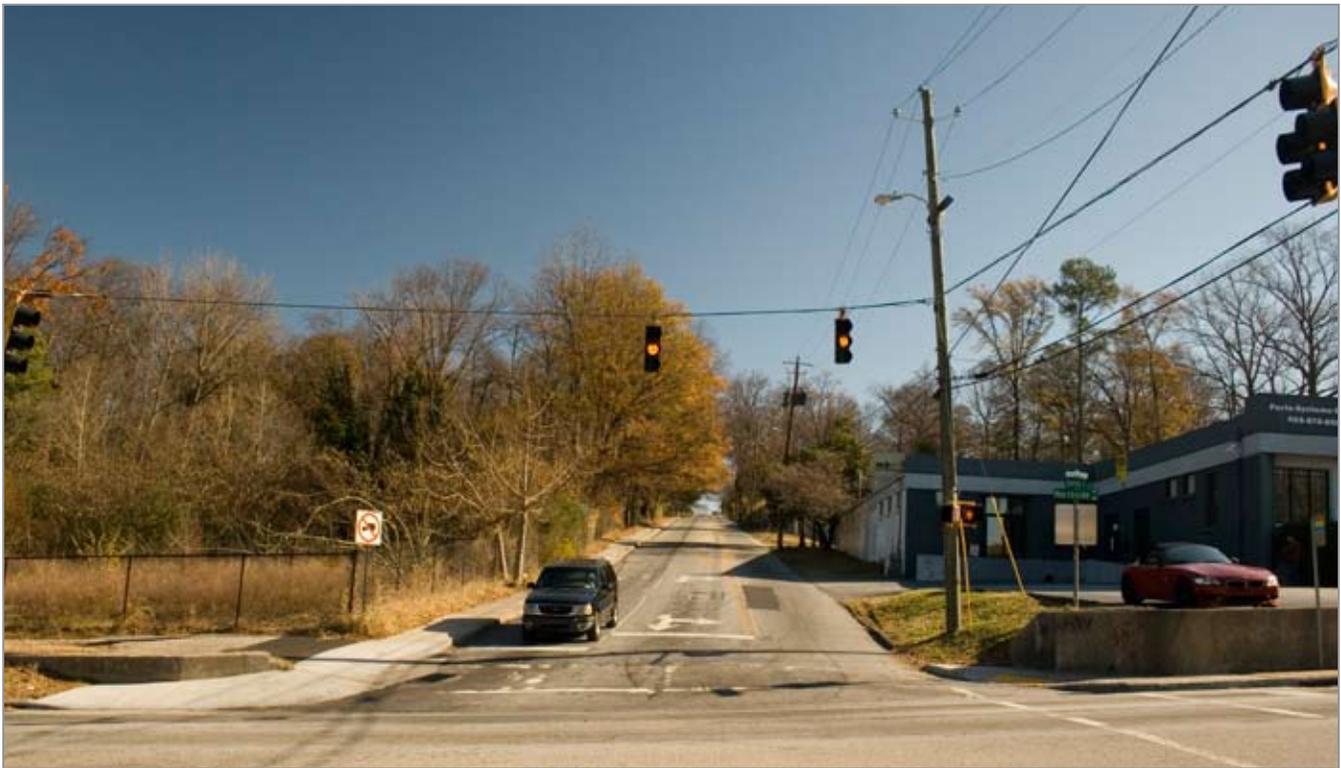
Quality of life zoning categories could improve the public realm and provide sidewalks



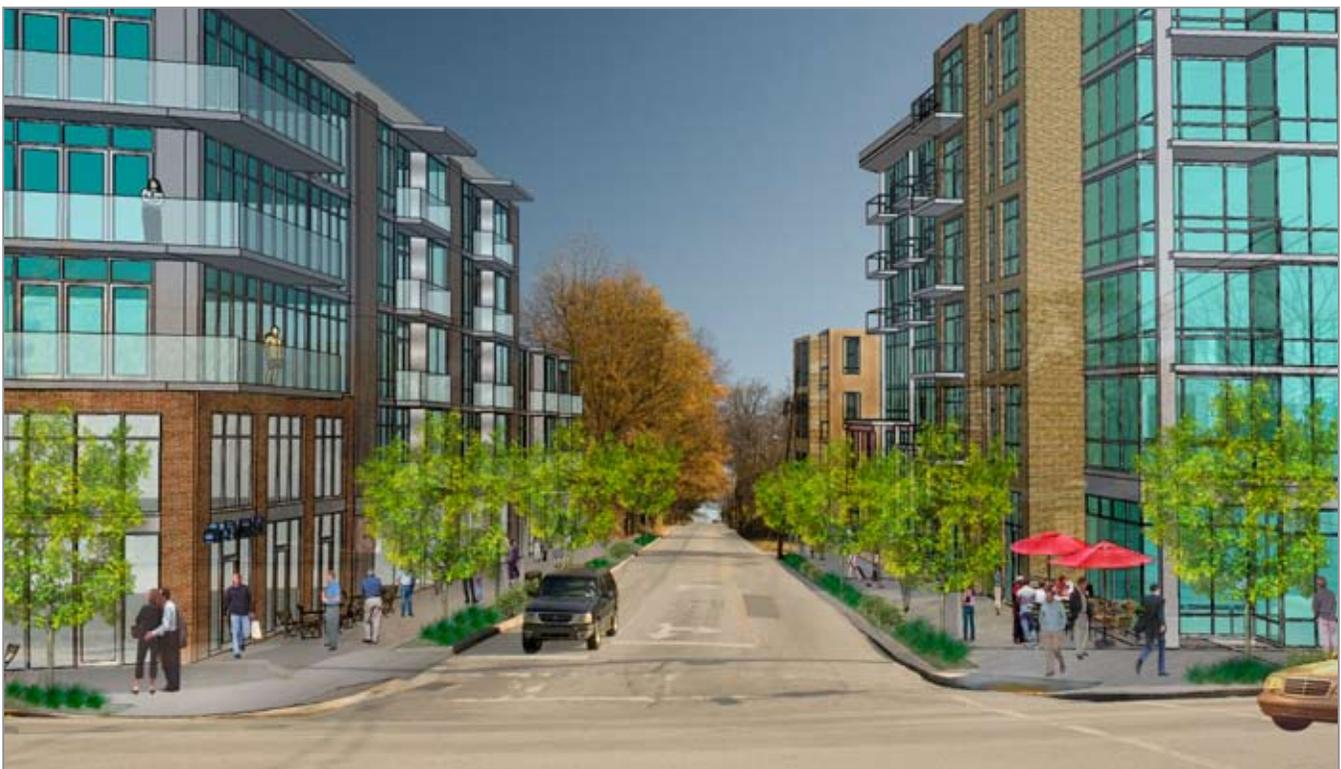
The Atlanta BeltLine Subarea 8 Master Plan should serve as the guide for redevelopment around the Atlanta BeltLine



Artist's rendering of a proposed redevelopment at 1527 Northside Drive (Courtesy Lord Aeck Sargent)



Northside Drive at Deering Road today is a poor gateway to Loring Heights and fails to provide any amenities for nearby residents



Artist's rendering showing how Northside Drive at Deering Road could one day feature neighborhood shops, wide sidewalks, and mixed-use buildings that step down in height near existing single-family houses (illustrative only)

Bishop Street/17th Street Area Concept Plan

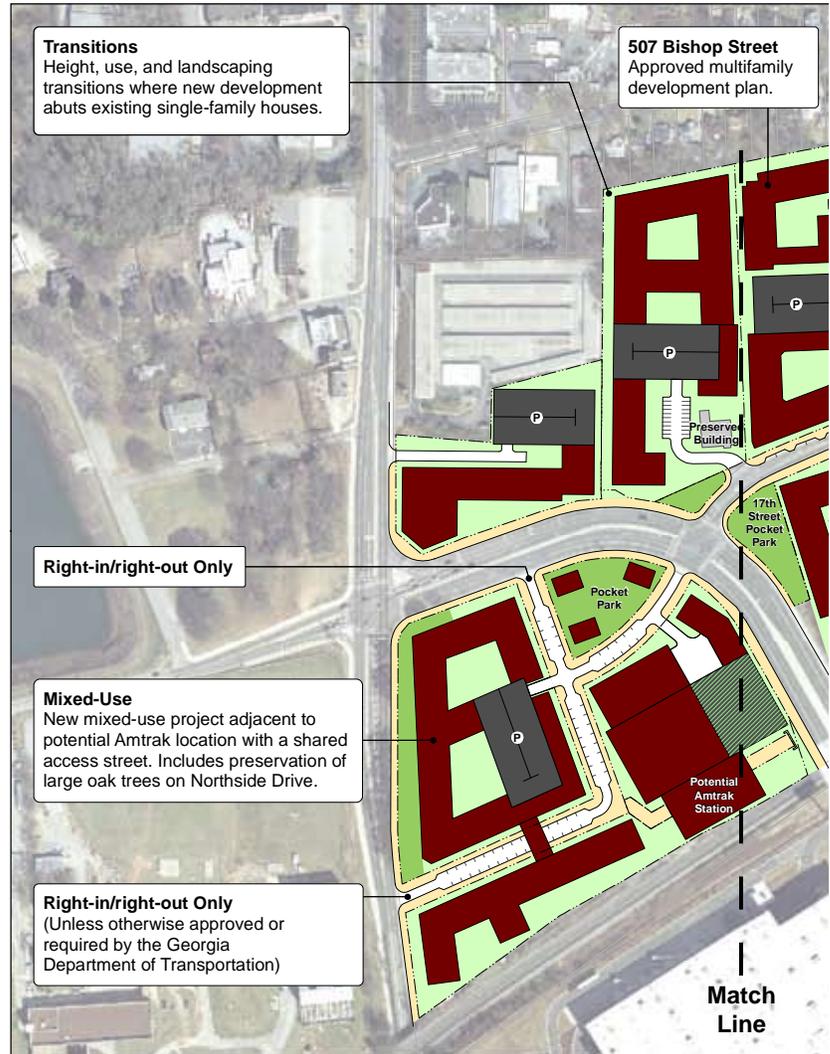
Over the next 25 years, one of the greatest development opportunities in Loring Heights will be the Bishop Street corridor, an industrial district at the neighborhood's southern end. In recent years, improved access from the extension of 17th Street has increased pressure to convert the corridor's traditional industrial and warehouse properties into offices, housing, and other uses.

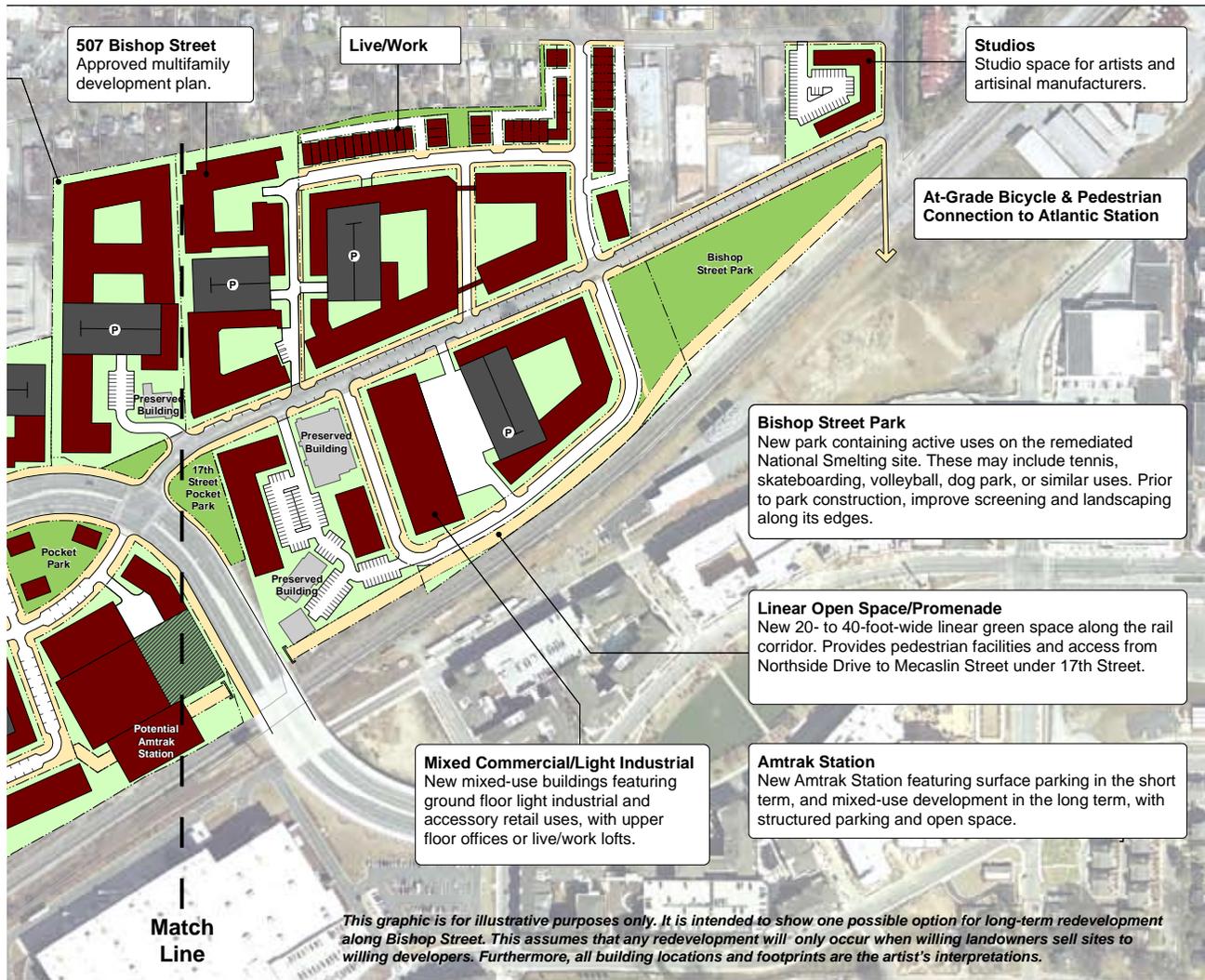
Today, most of Bishop Street is zoned I-1 and I-2, industrial districts that allow high non-residential development rights, but effectively prohibit residences. This makes the corridor's small parcels attractive for assembly for big box retail; several developers have considered this in recent years. From the perspective of this master plan, the redevelopment of the 17th Street/Bishop Street corridor into a single-use, big box retail center would be a lost opportunity to create a truly meaningful and vibrant focal point for Loring Heights.

The vision for the future of the Bishop Street/17th Street corridor combines the area's traditional use as a job-generating district with a recognition that its days as a traditional purely industrial district are over. However, unlike other former industrial districts in the city, which have seen conversions into primarily residential projects with small amounts of ground-floor retail uses, the vision for this area is to develop into a live-work district that combines some preserved industrial buildings, new streets, pocket parks, and contextually designed new buildings with ground-floor commercial or light industrial space.

The concept plan above represents one option for how the corridor might redevelop in a way that fulfill's the vision of this plan. Elements include:

- **Preserved buildings** at 395, 409, 426, 500 and 541 Bishop, and 400 and 426 Trabert Avenue, which lend themselves to live-work uses, artisanal or creative industries, galleries, or offices.
- **New Buildings** featuring significant ground-floor commercial and/or light industrial space along Bishop and 17th Streets. Street-fronting, ground-floor residential uses, or small commercial spaces (shallower than 40 feet) are not appropriate.





- **New streets** to provide multiple travel options and connect adjacent developments.
- **New open spaces**, including the proposed Bishop Street Park and the 17th Street Pocket Park. Open spaces are also envisioned in private developments, including a buffer adjacent to existing single-family houses.
- **A potential Amtrak Station** with a parking deck, privately built development (including big box retail or supermarket uses), and a greenspace on 17th Street housing small shops. The only full-access vehicular entrance is provided at the existing Bishop Street traffic signal.
- **A linear park and promenade along the railroad** from Northside Drive to Mecaslin Street.
- **Height and use transitions adjacent to single-family**, such as live-work units or buffers.
- **A streetscape along Bishop Street** including tree-lined sidewalks, on-street parking on the north side, two 12-foot travel lanes, bio-swales and bulbouts, and street-oriented buildings.

sensitive to nearby single-family houses, and a community desire to preserve their area's fine-grained mix of buildings.

Increase neighborhood-serving businesses.

The provision of neighborhood serving retail and restaurants, including the potential for a grocery store or coffee shop, should be encouraged in all developments to provide more services within walking distance and make Loring Heights a more complete neighborhood.

Conceal parking with redevelopment.

Developers are encouraged to provide parking behind or underneath new buildings to avoid detracting from the street and pedestrian environment. Quality of life zoning districts and the BeltLine Overlay District are key existing tools to achieving this.

Encourage high-quality architecture.

High-quality materials (i.e. type "A" finishes) and buildings that stand the test of time are important for creating a sense of place and ensuring stable property values.

Land Use Projects

Future Land use plan amendments (O-1)

See Part 6 for details on proposed changes.

Comprehensive Development Plan (CDP) Character Area map updates (O-2)

See Part 6 for details on proposed changes.



Neighborhood serving retail should be encouraged with redevelopment, to help provide needs in walking distance



In the image preference survey conducted as part of this study, many expressed a desire for buildings to be of masonry



The CDP's Character Area map should be updated to show "Industrial Live-Work" along Bishop Street

Park & Open Space Policies

Incorporate public space into new development.

New development should incorporate a variety of public spaces, per current zoning requirements. Except where identified in this plan as buffers, these spaces should be accessible to the public.

Encourage an appropriate relationship between parks and adjacent development.

New development adjacent to parks should front them with doors, windows, and walkways. Parking decks, loading zones, dumpsters, or similar uses should be shielded from view. New, publicly-accessible streets should be created to separate parks from new developments where feasible.

Support farmers markets serving Loring Heights.

Loring Heights should support existing nearby small markets and explore the feasibility of one in the neighborhood.

Park & Open Space Projects

Loring Heights Park Master Plan (O-3)

Loring Heights Park is a neighborhood asset that should be improved beyond its current state. Completion of the vision and recommendations contained in the park master plan, including the redirection of stormwater into its pond, will greatly improve the park's usability and attractiveness.

Loring Heights playground (O-4)

Installing a playground in Loring Heights Park is a neighborhood priority that will serve existing families with children and attract new ones.

Dog waste bag dispensers (O-5)

Install dog waste bag dispensers in Loring Heights Park. Per City procedure, these must be maintained by a private organization, such as LHNA.

Loring Heights Park access and usability improvements (T-14)

Please see transportation recommendations for information on improved park access.



Publicly accessible streets should separate development from parks to maximize their use



Farmers markets provide access to fresh, locally grown food and could complement neighborhood garden efforts



Community gardens are an important part of Loring Heights' vision for sustainable urbanism

Creekside Linear Park (O-6)

With redevelopment near the Atlanta BeltLine, a linear park is envisioned along the existing creek that could one day connect west to the Atlanta Water Works. This park would both provide an amenity for new surrounding development and likely reduce stormwater runoff downstream.

CSO greenspace upgrades (O-7)

The existing combined sewer overflow (CSO) on Loring Drive has recently been upgraded into a usable greenspace. The neighborhood envisions additional improvements there, potentially including passive amenities such as benches and landscaping.

17th Street Pocket Park (O-8)

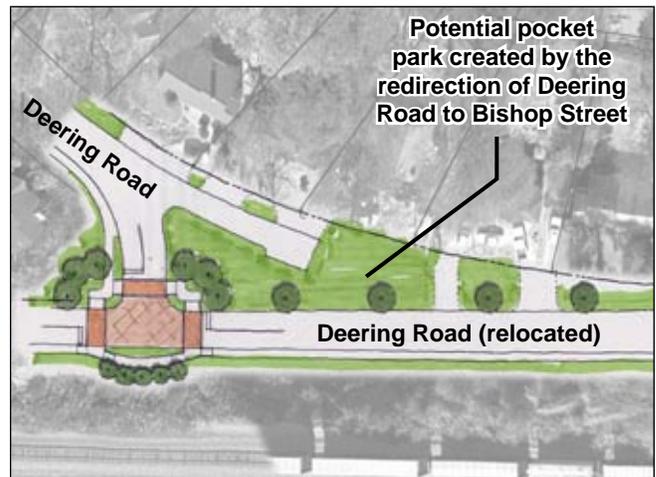
The construction of 17th Street several years ago resulted in two leftover slivers of land where the new street intersects with Bishop Street. These areas should be landscaped and converted into pocket parks or beauty spots, as they are key entry points into the neighborhood.

East Deering Road Pocket Park (O-9)

The long-term redirection of Deering Road to Bishop Street will create a leftover triangle that is currently a combination of public right-of-way and private land. This space should be converted into a pocket park and neighborhood gateway.



Restored creeks can become amenities that improve water quality and provide needed open space

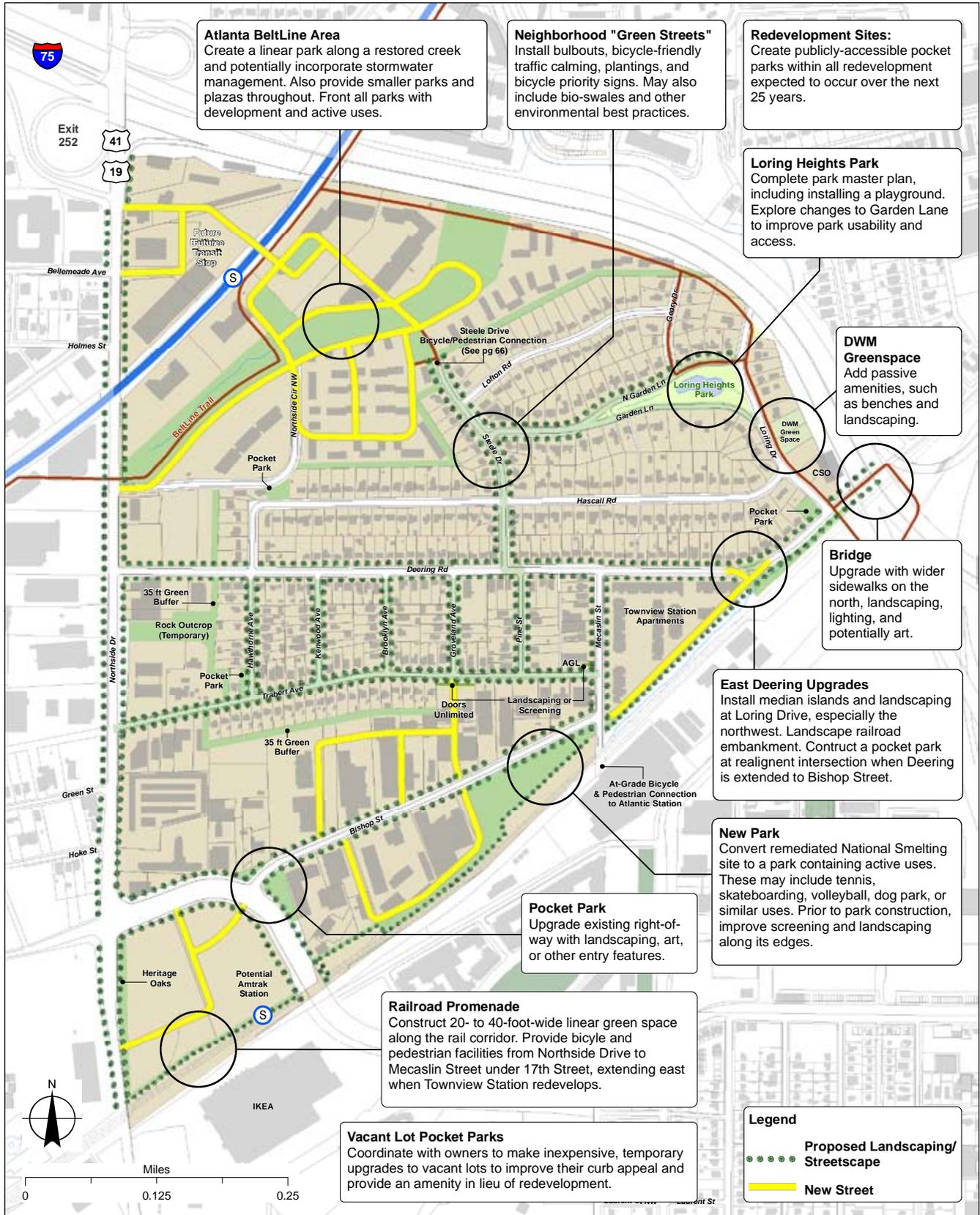


Concept plan of the East Deering Pocket Park showing how road realignment could create a greenspace



Conceptual plan of the 17th Street Pocket Park showing landscaping and a potential gateway sign

Figure 4.2: Public Space Framework



Deering Road linear greenway (O-10)

The railroad bank on the south side of Deering Road between I-75 and Townview Station Apartments should be enhanced with landscaping to improve visual appeal at this key gateway.

East Deering drainage upgrade (O-25)

Please see infrastructure and facility recommendation for information on this project.

Neighborhood “green streets” (T-4)

Please see transportation recommendation for information on these projects.

Neighborhood screening (O-11)

Several neighborhood sites require screening to improve aesthetics. The following areas should be screened from public view with landscaping, opaque fencing, walls, or similar treatments:

- 400 Bishop Street/National Smelting, prior to its long-term conversion to park space (O-11a)
- 432 Trabert Avenue/Doors Unlimited (O-11b)
- Mecaslin Street Atlanta Gas Light (O-11c)

Bishop Street Park (O-12)

This proposed park would address an existing park space deficiency on the neighborhood’s south end, and provide needed open space for



The embankment on the south side of Deering Road along the railroad should be enhanced with landscaping

the redevelopment envisioned along Bishop Street. The park would occupy environmentally remediated land formerly used by National Smelting. Assuming that the land is deemed safe for park use, several potential uses could occur, including tennis, skateboarding, volleyball, a second dog park, or similar uses.

Heritage Oaks Linear Park (O-13)

The existing row of oak trees along Northside Drive, just south of 17th Street and partially in the GDOT right-of-way, should be incorporated into future development as a privately funded and maintained park that is accessible and usable to neighborhood residents. In addition, it should be

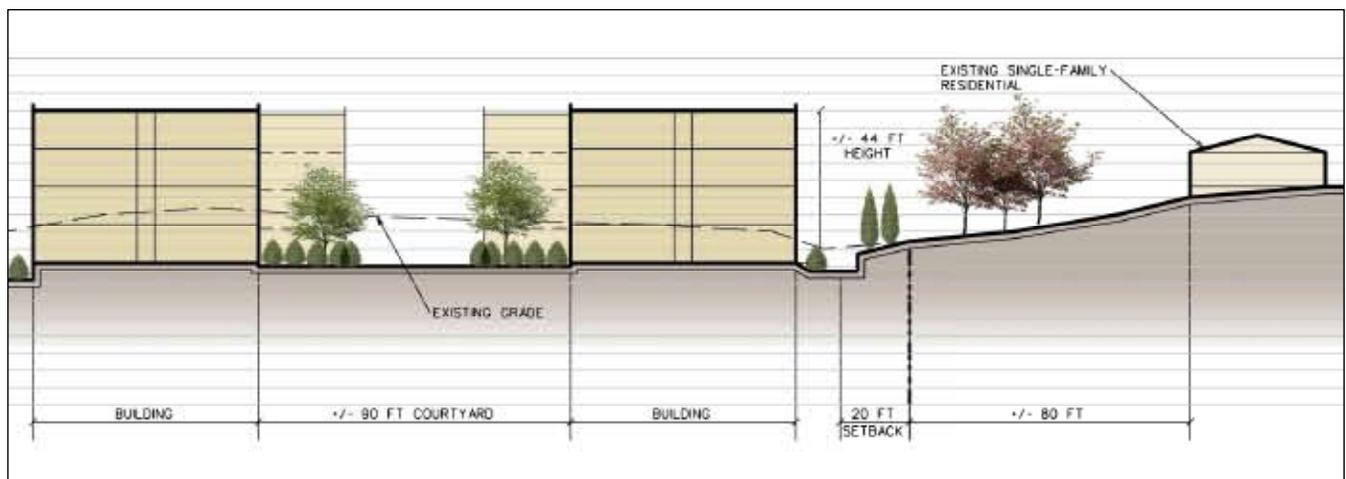


Diagram from the rezoning of 1527 Northside Drive showing the proposed Northside Drive neighborhood buffer, as well as the recommended height transition adjacent to existing single-family houses (Courtesy Lord Aeck Sargent)

fronted with active uses that engage the space and generate activity in it.

Rock outcrop greenspace (O-15)

An existing rock outcrop at the rears of 1465 Northside Drive, 554 Deering Road, and 563 Trabert Avenue should be temporarily made accessible to the public. Longer term, when these sites redevelop, developers are encouraged to preserve as much of this area as possible as open space, where it could be an amenity for existing and future residents.

Neighborhood pocket parks (O-16)

Loring Heights contains several vacant house lots that are ideal candidates for conversion into pocket parks or similar small, informal gather spots. Neighborhood residents should coordinate with their owners to make inexpensive, temporary upgrades to these lots to improve their curb appeal and provide an amenity, pending their eventual redevelopment. Potential locations include:

- The west side of 517 Hascall Road (O-16a)
- 547 Trabert Avenue (O-16b)
- 279 Deering Road, which could include curb-site landscaping or use of the entire site , subject to City of Atlanta acquisition (O-16c)

Depending on the success of these pocket parks, the neighborhood could consider securing some or all of them as permanent greenspace.

Community gardens (O-17)

Several opportunities exist in Loring Heights for gardens similar to the existing ones at the end of Loring Drive or behind the Midtown Church. These gardens could provide healthy, locally grown vegetables and herbs for neighborhood residents, and allow residents a chance to strengthen community bonds. They could also activate proposed new parks.



There are many opportunities to turn underused land into community garden space



Pocket parks can vary greatly, ranging from simple green spots to highly-designed spaces like the one shown above

4.3 Transportation

Loring Heights should provide many transportation options, with a focus on encouraging bicycling, walking, and transit use. Traffic speeds should be moderated within the interior of the neighborhood to allow for other modes of transportation and protect the neighborhood’s quality of life.

Transportation Policies

Create a balanced transportation system that does not promote one form of travel at the expense of another.

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

Use a complete street approach for new or redesigned streets.

A “complete street” is designed to consider the array of potential travel modes and how each mode would use the street, with a balance struck between motorized and non-motorized users.

Upgrade sidewalks with redevelopment

Require wide sidewalks, planting areas, and pedestrian-friendly supplemental zones for new development on all sites other than those shown as single-family on the Loring Heights Framework Plan. In other areas, narrower sidewalks are appropriate.

Ensure high quality, accessible sidewalks

Sidewalks must be durable and compliant with the Americans with Disabilities Act (ADA) Guidelines.

Promote and enhance bicycling.

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

Use transportation impact fees locally.

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

Enforce bicycle parking requirements.

Developments must provide bicycle spaces in



The needs of cars must be balanced with those of pedestrians and bicyclists



Complete streets balance the needs of all users in response to their context



City zoning, including the BeltLine Overlay, requires pedestrian-friendly streetscapes with redevelopment

accordance with City Code to promote bike usage.

Promote the use of transit.

Transit is an energy-efficient, convenient, sociable, and affordable form of travel. Its use should be encouraged for those who live in, work in, or visit Loring Heights, and by increasing bicycle and pedestrian access to transit corridors

Participate in transit planning efforts.

Several on-going transit planning efforts are underway, including the Atlanta BeltLine and Cobb Connect. LHNA should partake in these.

Encourage developer-built walking trails.

LHNA encourages projects that provide publicly accessible trails in the proposed 35-foot buffer.

Encourage shared parking in new mixed-use development.

Different uses have parking needs at different times of the day and week. Allowing shared parking in master-planned developments can make efficient use of land and keep parking from sitting empty.

Use traffic calming and “complete street” design principles to minimize speeding.

The negative consequences of speeding should be addressed by designing streets that make it difficult to speed.

Provide access management practices along Northside Drive.

Limit vehicular access along Northside Drive to shared driveways and side streets to avoid interrupting the pedestrian environment.

Improve parking enforcement near Amtrak.

Illegally parked cars affect residents traveling to Peachtree Street. Enforcement of parking rules at train arrival and departures could reduce this.

Encourage new on-street parallel parking.

Parking can be created by moving the existing curb or providing a “road diet.” This reduces the need for parking lots and buffers pedestrians from traffic. It also supports pedestrian-oriented retail.



Sidewalks must be designed to be accessible to persons with disabilities



When parking is shared it can reduce the amount of land dedicated to surface lots or parking decks



Even at extremely high densities, pedestrian-oriented retail usually requires on-street parking to be successful

Transportation Projects

Deering Road traffic calming (T-1 & T-2)

The highest priority of this plan is traffic calming and pedestrian improvements on Deering Road, as shown on the following pages. The project will slow vehicles, formalize street parking, enhance aesthetics, and make Loring Heights a safer and more pleasant place to walk and bike.

I-75 bridge pedestrian enhancements (T-3)

Currently the sidewalks on the bridge over I-75 are very narrow on the north side. In conjunction with the proposed traffic calming (T-1), the sidewalks should be widened on the north side and improved lighting installed. As part of this, travel lanes would be narrowed from 13 to 11 feet, while existing on-street parking prohibitions will remain.

Neighborhood “green streets” (T-4)

Several neighborhood streets are envisioned as “green streets.” These slow-speed streets equipped with bicycle-friendly traffic calming, trees planted in the roadway or bulbouts, bio-swales, and similar cues to alert drivers that their use of the road is secondary to that of pedestrians and bicyclists. The retention of existing on-street parking is critical to their success, as well. Locations include:

- Trabert Avenue (T-4a)
- Steele Street (T-4b)
- Garden Lane/North Garden Lane (T-4c)
- Hawthorne Avenue (T-4d)
- Kenwood Avenue (T-4e)
- Brooklyn Avenue (T-4f)
- Groveland Avenue (T-4g)
- Pine Street (T-4h)

Intersection pavement markings

Special intersection pavement and highly-visible MUTCD-compliant crosswalks are proposed to improve pedestrian safety and calm traffic at several locations, including:

- All intersections along Mecaslin Street (T-5)
- All intersections along Deering Road, per the Deering Road traffic calming concept (T-6)

Because maintenance can be challenging, it must be carefully coordinated with the City of Atlanta.

About Transportation Projects

This plan contains projects that reflect neighborhood aspirations. Because all drawings and metrics are conceptual, project details and maintenance plans will only be finalized following coordination between LHNA, the City of Atlanta Department of Public Works, GDOT, other relevant parties, and applicable regulations, including Section 138-84 of the Atlanta Code of Ordinances for traffic calming and MUTCD.

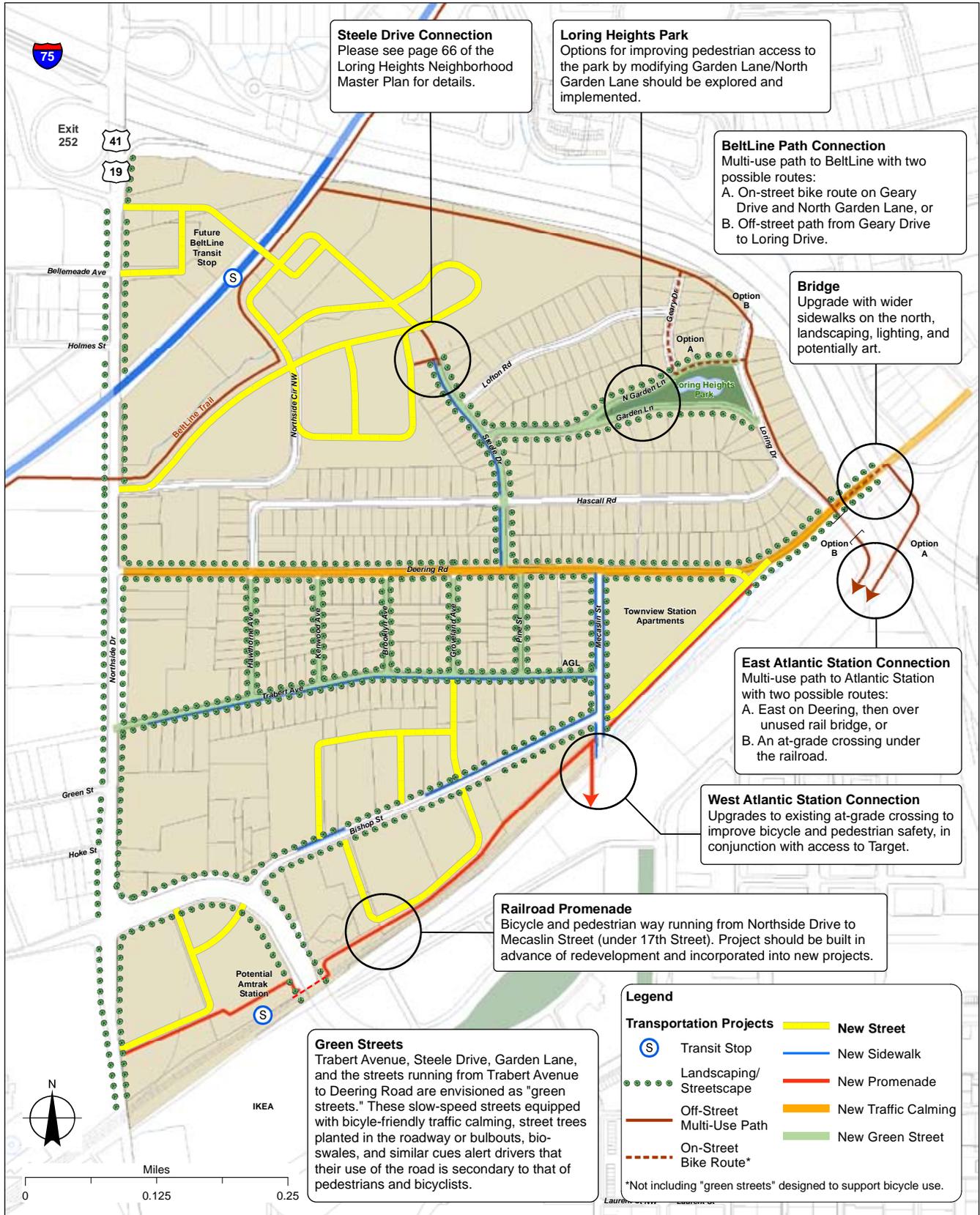


“Green streets” slow traffic and incorporate environmental features, such as bio-swales and heavy tree planting



Schematic concept of intersection pavement markings

Figure 4.3: Major Transportation Projects



Deering Road Traffic Calming Concept Plan

The proposed improvements to Deering Road between Northside Drive and Peachtree Street will slow traffic through the neighborhood and provide numerous other benefits. Phasing could allow the project to be implemented affordably in the short-term with restriping of lanes and parking. A second phase could involve the installation of planted bulbouts, medians, and intersection treatments. T-2 is listed as a separate project because those improvements fall outside the neighborhood boundaries.

Phase I (T-1a and T-2a)

- **Restriped lanes** will formalize existing parallel parking and decrease lane width to slow traffic. Between Mecaslin Street and Loring Drive, restriping will visually narrow traffic lanes, even though right-of-way is not available to allow parking.
- **Existing turn lane configurations** at Northside Drive and at Peachtree Street are preserved.
- **Improved crosswalk markings** should be painted where shown.

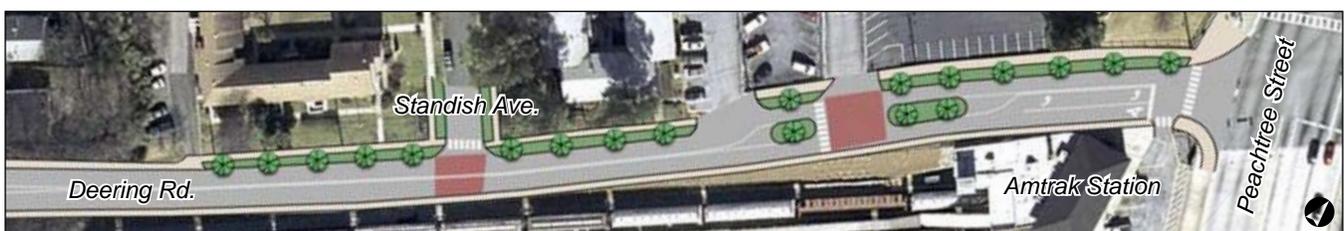
Phase II (T-1b and T-2b)

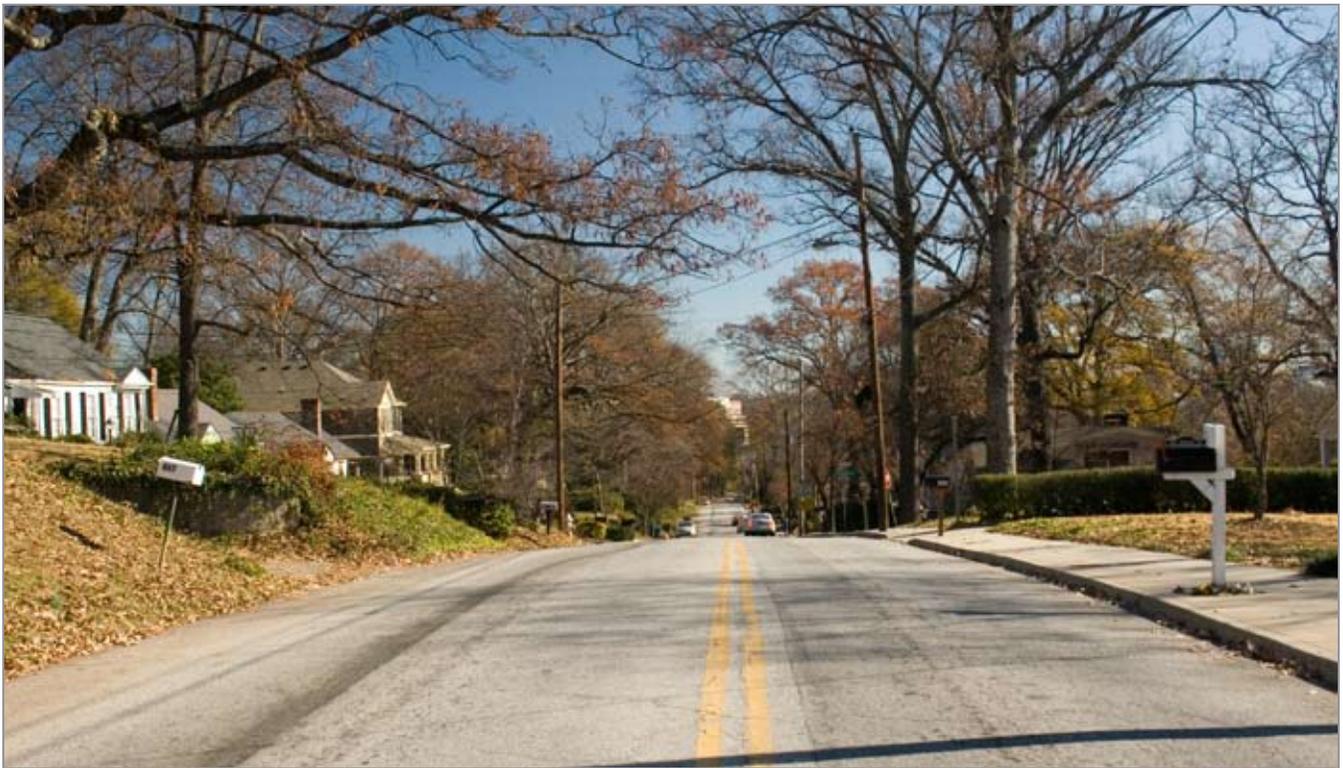
- **Planted medians** at Hascall Road/Hawthorne Avenue, Mecaslin Street, Loring Drive, near Peachtree Street, and near Northside Drive will slow traffic.
- **Planted bulbouts** at intersections and mid-block will slow traffic, protect parked cars, and formalize parallel parking. They will allow greenery in locations that do not disrupt existing driveways.
- **Relocated parallel parking** to the south side of the street near Groveland Avenue will still allow for neighborhood parking, but prevent speeding that occurs in existing straight lanes.
- A **new crosswalk** at Steele Drive will connect to proposed sidewalks on that street and improve connections to the Atlanta BeltLine and Atlantic Station.
- **Gateway improvements** at Loring Drive will slow traffic and provide a sense of arrival. Planted medians, a new bulbout or bio-swale, and potential signage should be included.
- **Existing sidewalks** will be preserved where located, since many sidewalks would require expensive retaining walls.
- Near the **Amtrak Station**, new medians will slow traffic and provide a sense of arrival. Although existing lane configurations at Peachtree Street do not allow for planted medians, a narrow concrete median could better prevent left turns out of the Amtrak Station.
- Additional treatments on **side streets** could slow turning vehicles and prevent cut-through traffic with small concrete medians, bulbouts, or other treatments. Side streets should also include better no parking signage or painted stripes.
- **Tree plantings** on private property will further slow traffic and enhance aesthetics.

Disclaimer: This conceptual plan is based on GIS data and not an actual survey. The vision represents one conceptual option for Deering Road and would likely have to be refined if and when implementation began and construction documents were prepared. The concept reflects neighborhood aspirations for slowing vehicular traffic along Deering and is subject to review and approval by appropriate public entities.

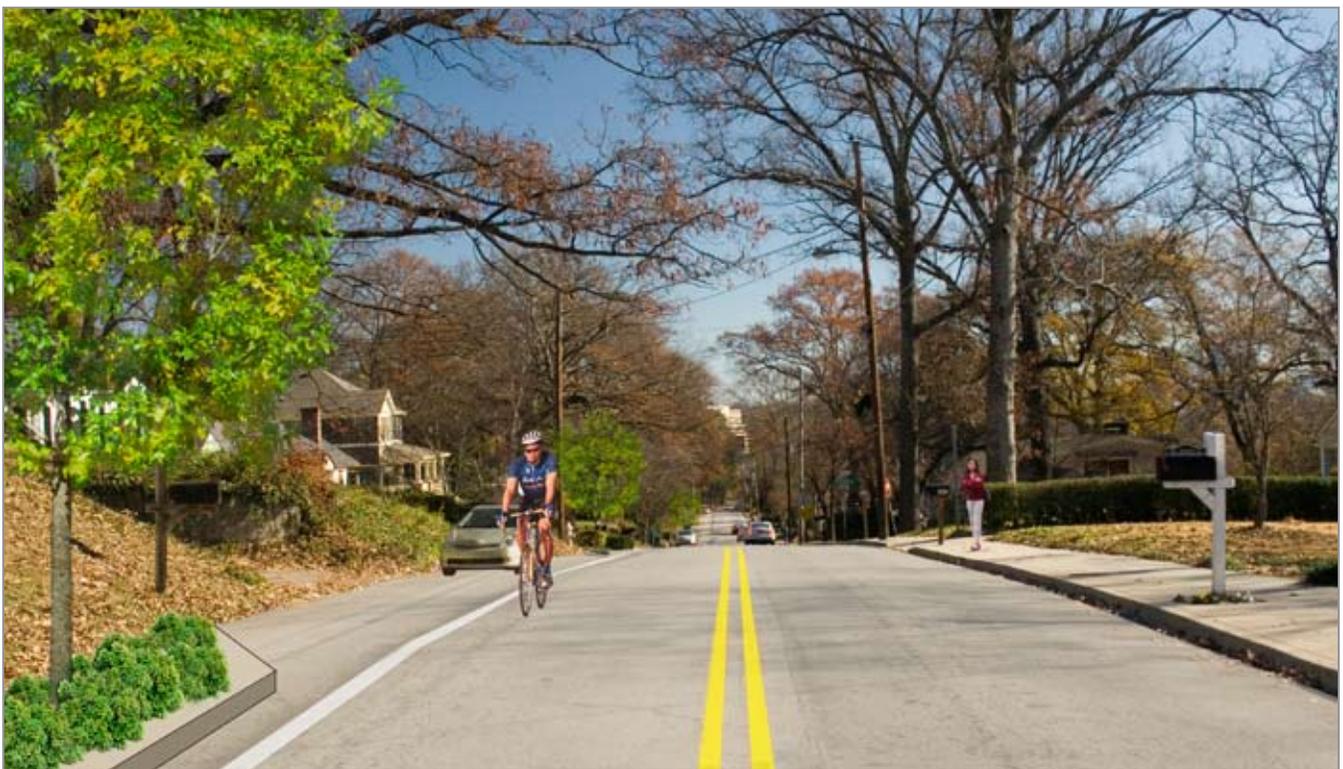


- Preserve sidewalk on south side

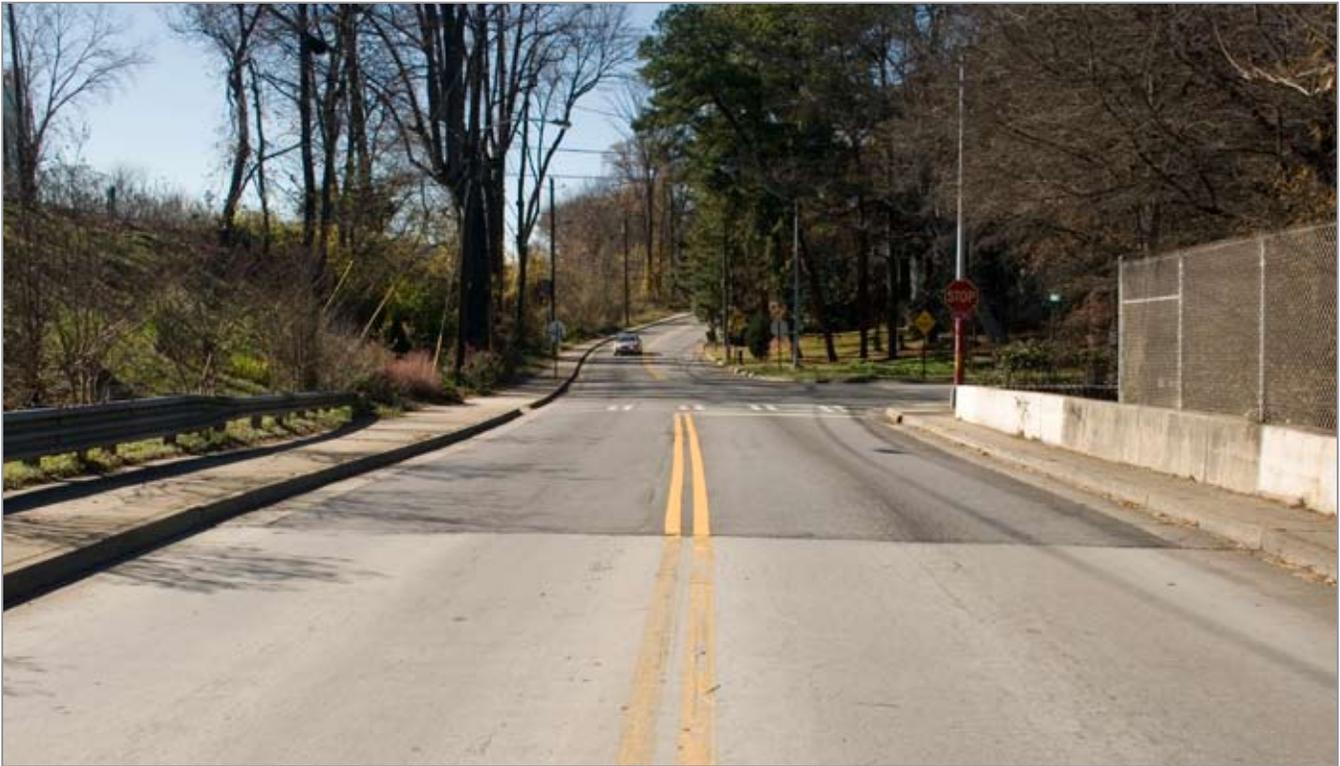




Deering Road today is a long, straight corridor that promotes speeding through the neighborhood



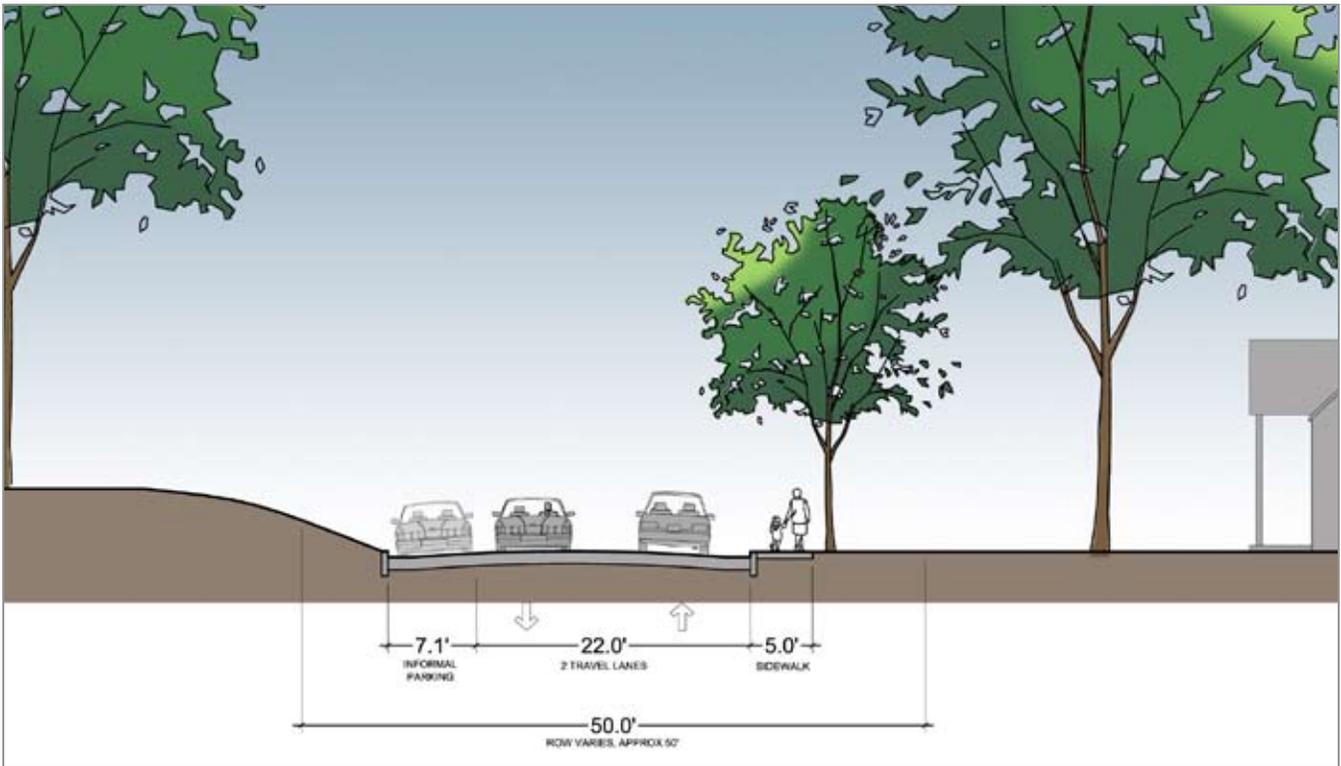
The proposed traffic calming project would add landscaping, bulbouts, and formalized parallel parking to slow drivers and make the road more bicycle and pedestrian-friendly (illustrative only)



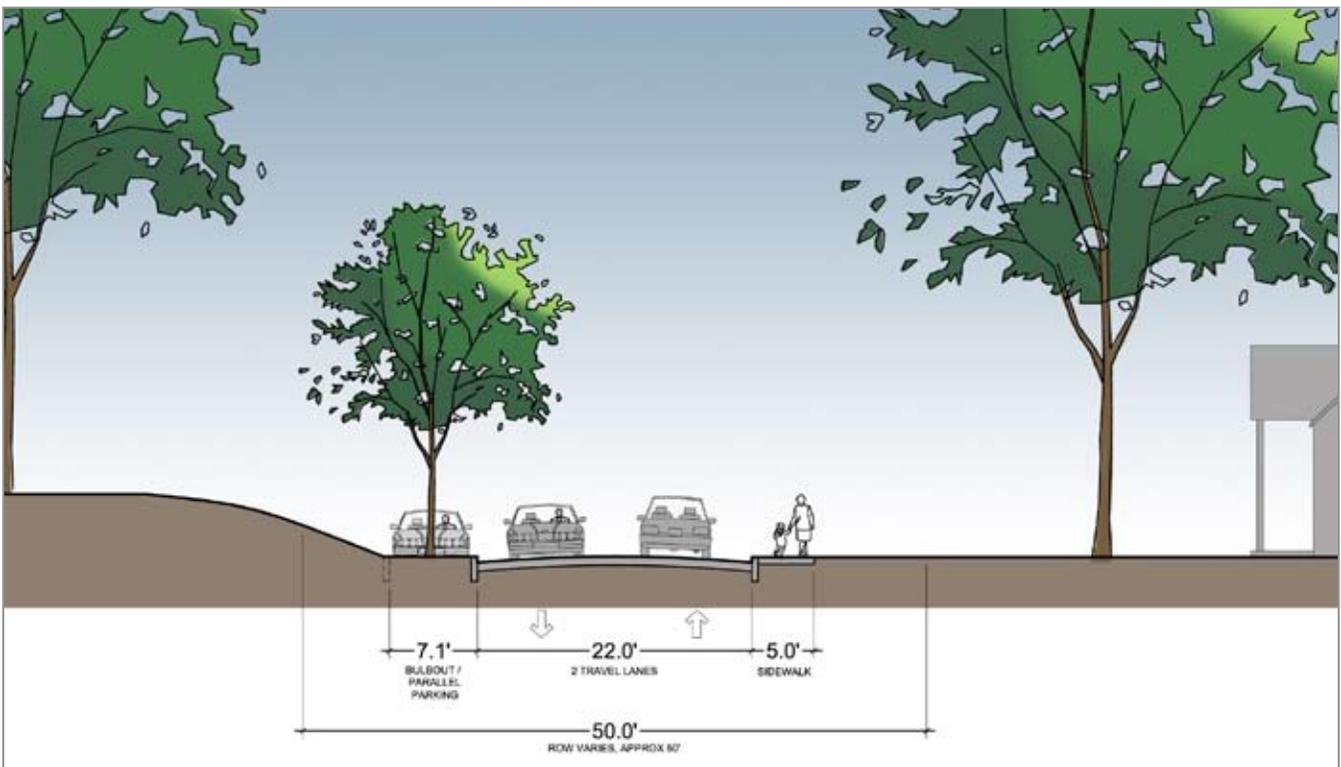
The eastern entry into Loring Heights along Deering Road today is visually boring, with little to indicate that drivers are entering the neighborhood



In the future, the eastern entry could be improved with landscaping, enhanced bridge aesthetics, traffic calming, and a neighborhood welcome sign (illustrative only)



Typical cross section of Deering Road today



Proposed cross section showing bulbouts and formalized on-street parking

Neighborhood sidewalk improvements (T-7)

While it will become safer to walk without sidewalks on many streets through the proposed traffic calming and “green street” concepts, there are locations where, because of traffic, 6-foot sidewalks are needed in the short-term.

- Along both sides of Mecaslin Street (T-7a)
- Along the south side of Trabert Avenue (T-7b)
- Along the west side of Steele Drive (T-7c)

Sidewalk construction should be coordinated with property owners to minimize negative impacts.

Loring Heights multi-use path

Improved bicycle and pedestrian facilities are central to the future of Loring Heights, yet limited right-of-way makes opportunities to provide them challenging. However, an opportunity exists for a multi-use path connecting many parts of the neighborhood. This path includes:

- An off-street path running from the Atlanta BeltLine to Geary Drive (T-8)
- A connection from Geary Drive to Loring Drive through either:
 - An off-street path along I-75 (T-9a), or
 - An on-street bike route and sidewalks on Geary Drive and Garden Lane (T-9b)
- An off-street path along the east side of Loring Drive to Deering Road (T-10)

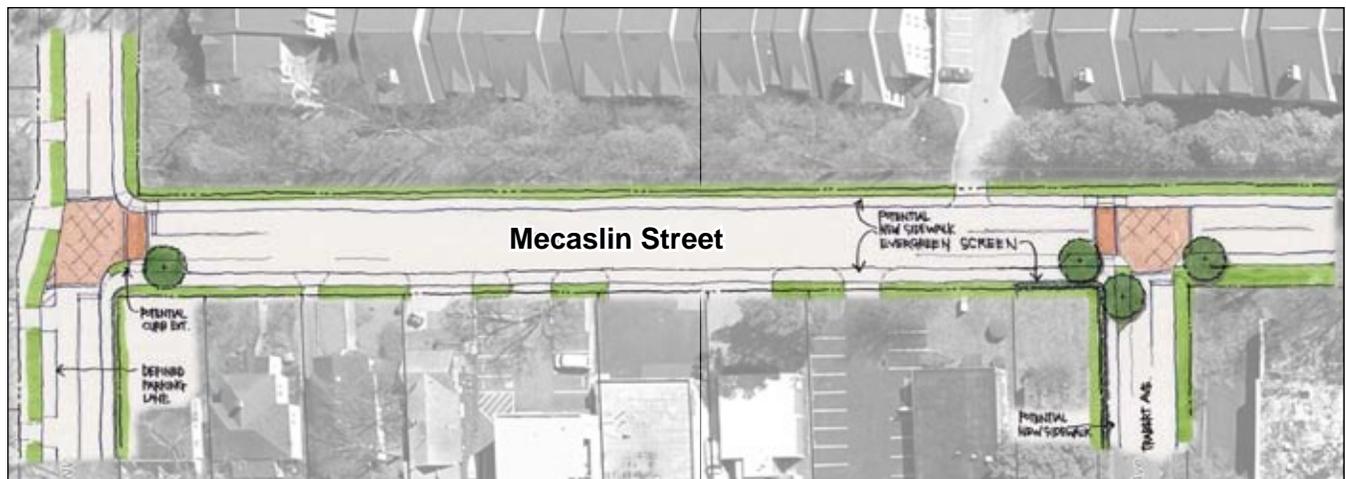
Connections from Geary and Loring Drives to the Atlanta BeltLine should occur when condition #3 of Atlanta BeltLine Street Connections on page 66 is met.



Sidewalk construction will need to be coordinated with property owners to minimize negative impacts



A multi-use path will one day connect the core of Loring Heights to the Atlanta BeltLine



Concept drawing showing potential sidewalks on Mecaslin Street, along with intersection paving and landscaping enhancements to screen the existing Atlanta Gas Light facility

Steele Drive bicycle/pedestrian connection (T-11)

When the apartments and commercial uses at the neighborhood's north end redevelop it may be beneficial to improve bicycle and pedestrian access to these areas. When condition #3 below is met, a bicycle and pedestrian connection from Steele Drive could provide access without the negative impacts of a street.

Please see the box below for further details.

West Atlantic Station bicycle/pedestrian connection (T-12)

Improve the Mecaslin Street crossing of the Norfolk Southern railroad to create a better at-grade connection to Atlantic Station for cyclists and those on foot.



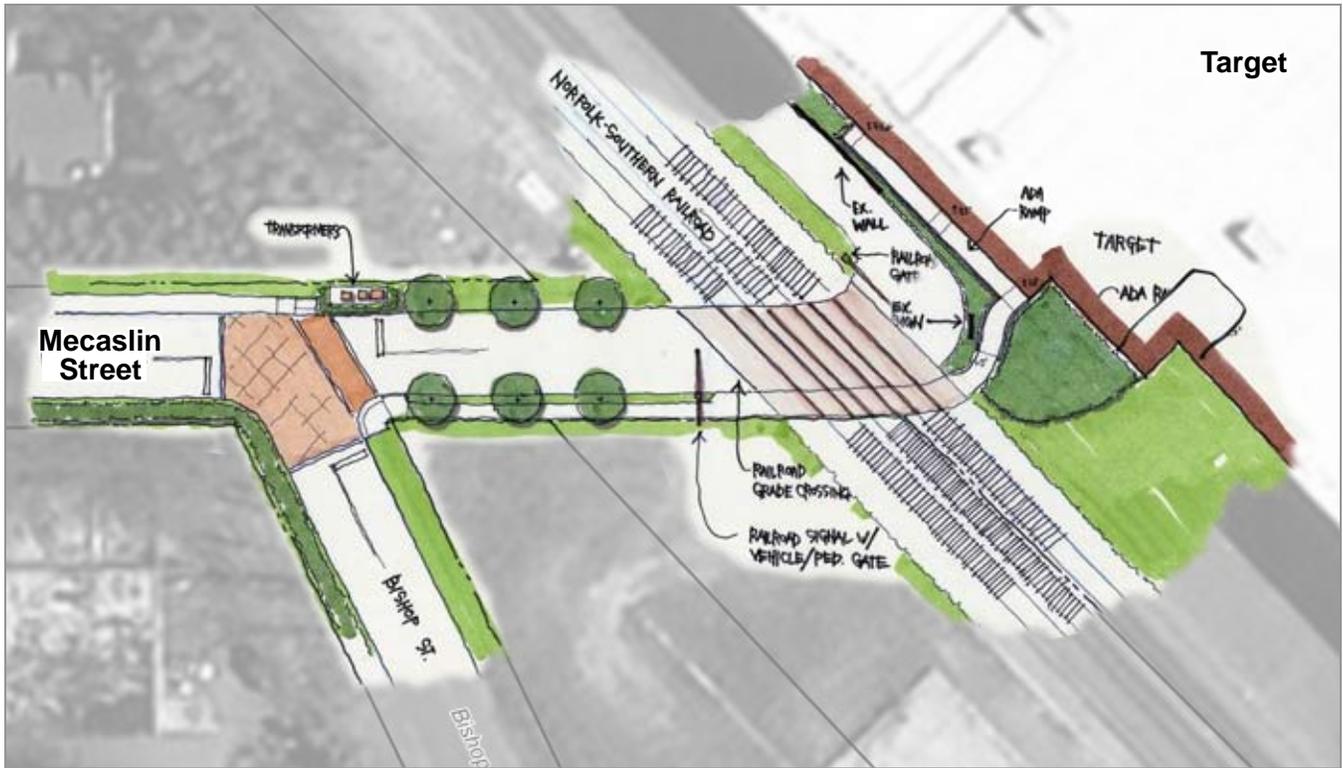
A non-vehicular extension of Steele Drive could connect Loring Heights to the Atlanta BeltLine

Atlanta BeltLine Area Street Connections

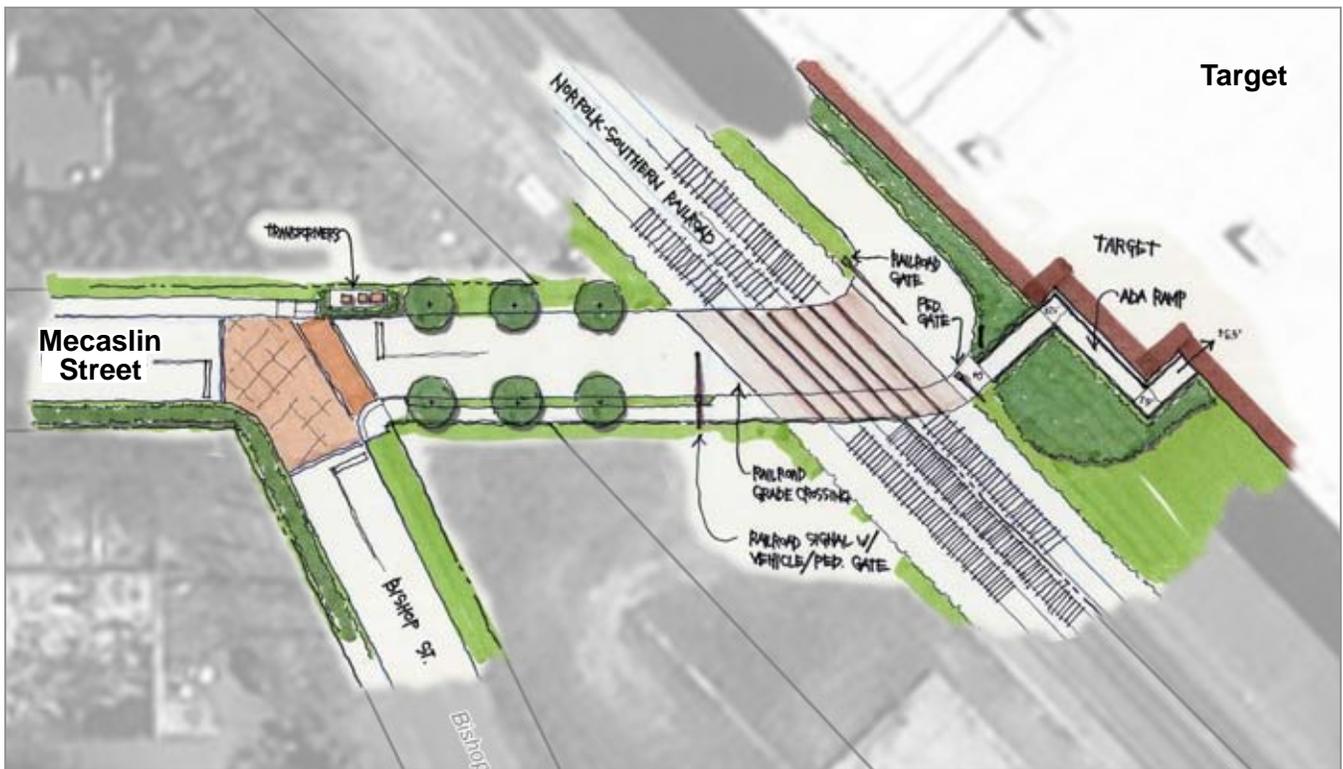
Vehicular connections from Steele Drive and Deering Road to redevelopment sites near the Atlanta BeltLine would have a detrimental impact on the quality of life in Loring Heights unless provisions are in-place to protect the core of the neighborhood. To this end, this plan does not recommend such vehicular connections today. Longer-term, however, these connections should be reviewed and reconsidered when all of the following conditions are met:

1. Both Northside Circle Apartments (500 Northside Circle NW) and the Atlanta Technology Center (1575 Northside Circle) are redeveloped and their future interconnected street networks (as shown in the Framework Plan) are built and operational;
2. Proposed traffic calming, pedestrian facilities, "green street" concepts along both Deering Road and Steele Drive are implemented, including those recommended for all intersections with Steele Drive and Deering Road;
3. The Atlanta BeltLine multi-use trail connection between Tanyard Creek Park and the Atlanta Waterworks is built and operational; and
4. Either Atlanta BeltLine or Cobb County/Cumberland Mall rail transit is built and open for service within the Loring Heights neighborhood.

While all four conditions are unlikely to be met for several decades, their eventual realization could mean that the transformational development and transportation patterns that they would support have been successful at reducing vehicular dependency and mitigating the negative quality of life impacts. At such time, Loring Heights could reconsider whether or not such a vehicular connection is appropriate.



Concept drawing showing the potential at-grade crossing improvements to provide connectivity from Loring Heights to Atlantic Station via a ramp running along the back side of Target



Concept drawing showing a potential alternate ramp location

East Atlantic Station bicycle/pedestrian connection

The proposed connection could extend into Atlantic Station through one or two options:

- By heading east on Deering Road as an on-street bike route across I-75, then south and west through existing access drives and an abandoned rail bridge (T-13a), or
- By creating an at-grade crossing under the rail line (T-13b)

Loring Heights Park access and usability improvements (T-14)

Options for improving pedestrian access to the park by modifying Garden Lane/North Garden Lane should be explored and implemented.

Northside Drive bicycle/pedestrian improvements (T-15)

Northside Drive should be improved as shown in the Northside Drive Corridor Study to accommodate all modes of travel.

Railroad promenade (T-16)

East-west pedestrian and bicycle access from Northside Drive to Bishop Street will be greatly enhanced through a proposed bicycle/pedestrian promenade running from Northside Drive to Mecaslin Street along the rail corridor, via the underpass under 17th Street.

Bishop Street extension (T-17)

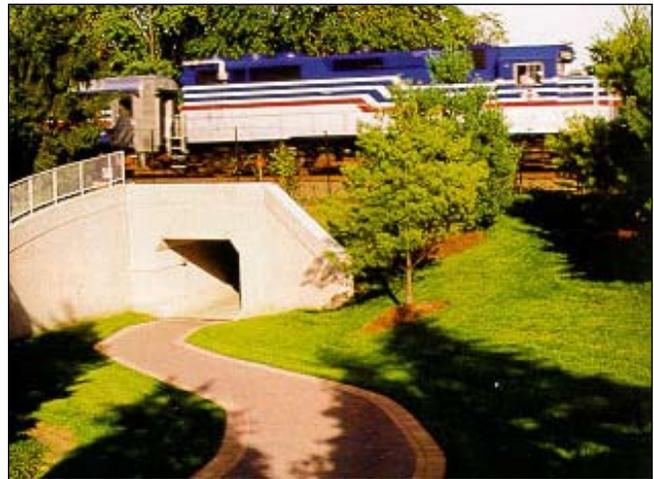
If the Townview Station Apartments redevelop, Bishop Street and the proposed railroad promenade should be extended along the edge of the site (parallel to the railroad) to meet Deering Road. This project will significantly reduce traffic on Deering Road.

17th Street traffic signal timing (T-18)

Reprogramming the traffic signals on 17th Street between Northside Drive and Spring Street should be undertaken to shorten phasing and encourage increased use of 17th Street.

Radar Speed Sign (T-19)

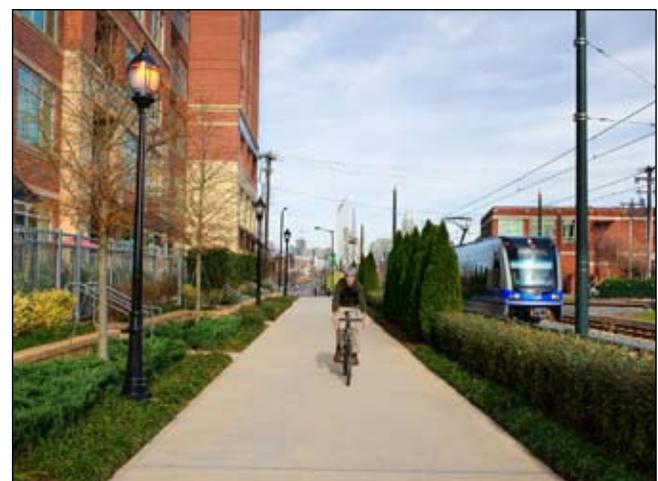
Install a radar speed sign on Deering Road to alert drivers of the speed limit and their current speed.



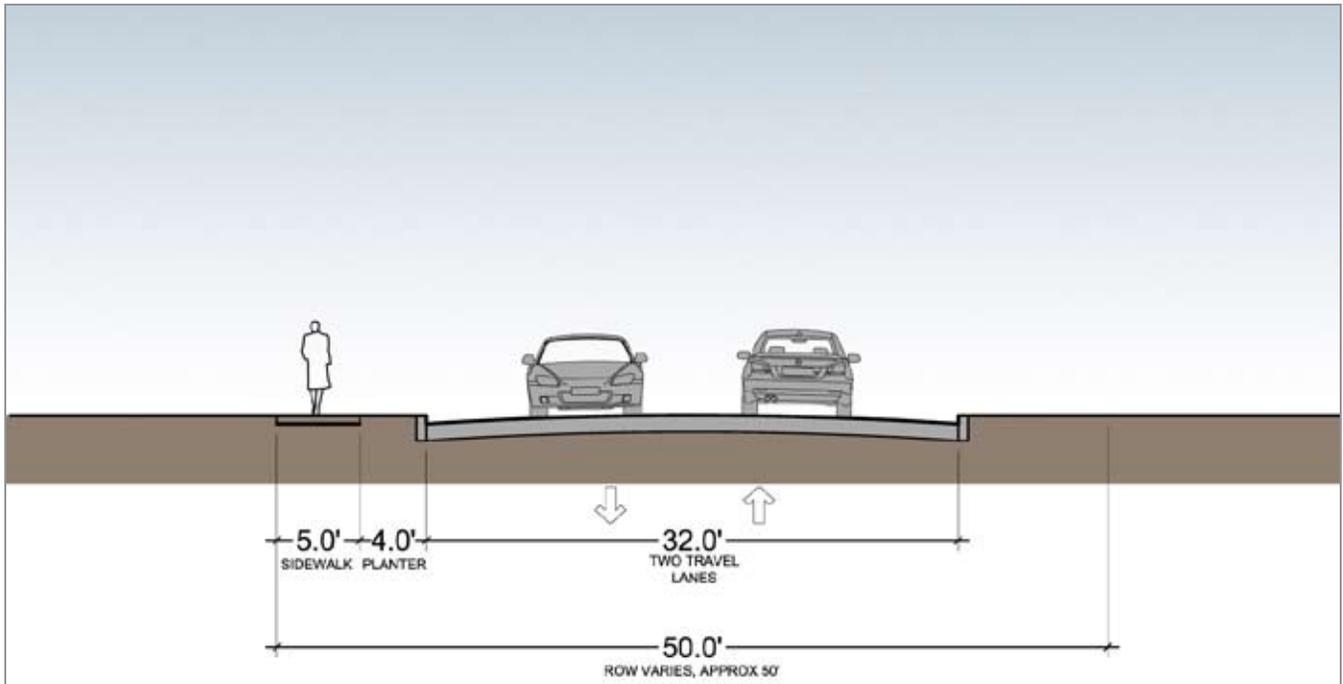
Long-term, the neighborhood and city should explore options for an at-grade crossing under the rail line near I-75



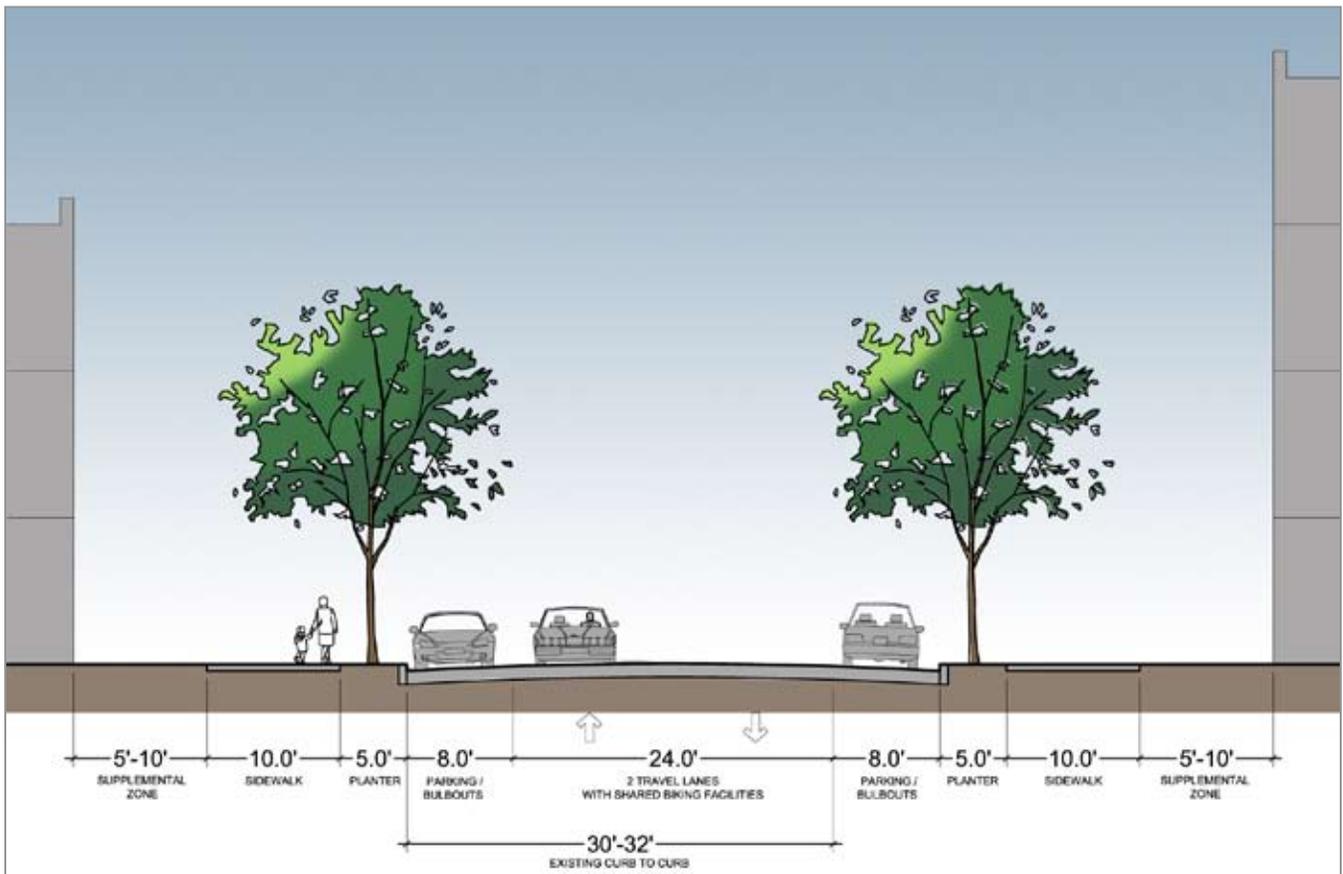
Extending Bishop Street to connect with Deering Road when the apartments redevelop will enhance connectivity



The proposed promenade along the Norfolk Southern rail line could one day be fronted with development



Existing section of Bishop Street



Proposed long-term street section of Bishop Street with redevelopment; please note that on-street parking on the south side of the street can only be achieved by moving the curb with redevelopment

Bishop Street pedestrian improvements (T-20)

As Bishop Street redevelops, it will be necessary to upgrade pedestrian facilities on it. Proposed improvements call for narrowing the roadway by creating on-street parking on the north side, two 12-foot lanes (appropriate for truck use), and sidewalks and street trees on both sides of the street. With redevelopment, parking should also be created on the south side by moving in the curb.

Alley parallel to Deering Road (T-21)

To improve access and reduce the need for driveways, property owners on both sides of Deering Road should explore creating a rear alley.

Publicly-funded Atlanta BeltLine area street (T-22)

This new street parallel to the existing rail corridor and recommended by the Connect Atlanta Plan, will increase access to redevelopment.

Other privately funded streets (T-23)

As redevelopment occurs, these new streets or should be provided by developers as follows:

- Within the Atlanta BeltLine Area, as shown in the Atlanta BeltLine Subarea 8 Master Plan, subject to the recommendations identified on page 66 for Steele Drive (T-23a)
- In the Bishop Street area, as shown in the Bishop Street/17th Street Concept Plan (T-23b)
- In other areas, as indicated in the Connect Atlanta Plan (T-23c).

Improved Northside Drive bus stops (T-24)

Bus stops with benches, shelters, and schedules could make transit use easier and more pleasant.

Neighborhood street resurfacing (T-25)

The following neighborhood streets are in need of milling/microsurfacing and resurfacing:

- Deering Road extents (25a), and
- Loring Drive extents (25b)

Along Deering Road, where traffic calming is proposed, repaving and ensuring restriping should be coordinated with Phase I improvements.



New streets should be designed to support all types of travel, including walking and biking



Bus shelters that partially cover the sidewalk can be used where right-of-way is limited



Street repaving should be coordinate with proposed roadway restriping

4.4 Environment

Loring Heights should lessen its impact on the natural environment with the following measures.

Encourage local food production through a community garden.

Even if they produce only a small portion of a household's food, community gardens and related programs make a difference long-term by changing our society's thoughts about food production.

Encourage tree planting on private property, in both existing and new development.

Property owners are encouraged to plant trees to preserve the tree canopy and expand it into currently treeless areas. Where redevelopment occurs, developers should incorporate new trees to the maximum extent practical before paying into the tree recompense fund.

Encourage xeriscaping and native species in all landscape design projects.

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

Encourage bio-swales with redevelopment.

Bio-swales are consistent with "green street" concepts, the future vision for Bishop Street, and general neighborhood-wide inclusion. Developers should maximize their use.

Incorporate sustainable development practices.

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

Reduce the environmental impacts of parking.

Parking consumes a large amount of land, contributes to heating in summer, and increases water runoff. Structured parking decks can free up land for other uses, including open space, while pervious paving can accelerate water infiltration.



Community gardens can benefit health and bring neighbors together



Curbside bio-swales could improve water quality



Parking lots can be designed so that stormwater percolates into the ground

Encourage the use of permeable paving.

Permeable paving is appropriate for parking and hardscape pedestrian surfaces, where it allows water to percolate into the soil rather than contributing to runoff and flooding. It can take the form of pervious materials or open grid pavers.

Embrace sustainable stormwater management.

Many techniques exist for managing stormwater in a less damaging way, such as use of pervious paving, bio-swales, and rooftop gardens. These and other techniques should be embraced.

Encourage use of renewable energy.

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

Minimize exterior light pollution.

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

Encourage green roofs.

Green roofs reduce urban heating and stormwater runoff. They are encouraged in new development.

Ensure that contaminated sites are cleaned up prior to their reuse or redevelopment.

Prior to redevelopment, Federal law requires that any contaminants found on a site be remediated to make it usable for the mix of housing, offices, retail, or open space uses envisioned by this plan.

Environment Projects

Invasive species removal (O-18)

Invasive species in the public right-of-way and greenspaces should be removed.

Neighborhood tree planting (O-19)

To protect the tree canopy and improve aesthetics, the neighborhood should work with Trees Atlanta to plant trees along area streets, starting with the north side of Deering Road, and on private lots.

Street bio-swales (O-20)

Although included in “green streets,” other streets could incorporated bio-swales, if fundable.



The use of renewable energy, such as solar, is encouraged in the neighborhood



Loring Heights has a dense tree canopy that must be maintained by planting new trees as old ones die



There are many precedents for developing park space on former contaminated sites

4.5 Infrastructure & Facilities

The recommendations of this section focus on providing basic neighborhood services that enhance quality of life within the neighborhood.

Infrastructure & Facility Policies

Encourage underground utilities with redevelopment.

Developers should be encouraged to bury utility lines or relocate them with redevelopment where feasible, in order to improve aesthetics. Where they cannot be buried, underground conduits should be provided to support future burial.

Encourage a cleaner neighborhood.

Property owners are encouraged to clean and maintain their property including landscaping maintenance and trash removal.

Neighborhood police patrols.

The hiring of a neighborhood security force at private expense could help reduce crime in Loring Heights.

Infrastructure & Facility Projects

Swimming pool study committee (O-21)

During the planning process, the idea of a neighborhood pool emerged many times. There are many considerations in determining whether or not to build and operate a pool that are beyond the scope of this study. To identify an ideal approach to a pool, a committee of residents should study the cost of various pool options, including constructing a new facility or partnering with an existing or future multifamily complex for access.

Neighborhood swimming pool (O-22)

Establish neighborhood pool facilities per the outcome of the pool study.

East Deering drainage upgrade (O-23)

The open drainage ditch adjacent to the proposed rerouting of Deering Road to Bishop Street should be capped and cleaned up.



Developers are encouraged to bury utility lines with redevelopment where feasible



A swimming pool is very important to many neighborhood residents, but requires careful study due to its cost

4.6 Urban Design & Historic Resources

Urban design improvements and historic preservation can create a more pleasant and beautiful neighborhood. They can also ensure that the neighborhood remains livable in the long term. A philosophy that preserves the best elements of the neighborhood’s past, while ensuring future excellence is central to this plan.

Urban Design & Resource Policies

Require quality building materials for new construction and renovations.

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

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

Promote ground-floor retail on key streets.

An environment with retail or restaurants at street level is desirable in the areas shown as mixed use on the Framework Plan, but especially Northside Drive, Bishop Street, and the Atlanta BeltLine area.

Preserve historic buildings where feasible.

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

Incorporate public art into new projects.

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

Urban Design & Historic Resource Projects

I-75 bridge art (O-24)

As part of the proposed bridge enhancements, art should be incorporated, most likely by upgrading the existing fencing on the side of the bridges.



Durable building materials on facades with a limited number of materials are important for good urban design



Public art could reflect area history; this development near Denver was built on a former drive-in theater

Bishop Street public art (O-25)

An opportunity exists to install public art along Bishop Street. Said art could be located in the proposed 17th Street Pocket Park, the proposed Bishop Street Park, or in the proposed streetscape project - perhaps even as an installation in a street median or small traffic circle.

Loring Heights Neighborhood Master Plan

Part 5: Public Involvement

Sponsored by:
Loring Heights Neighborhood Association
Prepared by:
Tunnell-Spangler-Walsh & Associates

The Loring Heights Neighborhood Master Plan was initiated by LHNA to establish and prioritize the neighborhood’s vision for its future. As a neighborhood-based effort, community input was central to the Loring Heights master planning process. Comments were solicited by a variety of means, including mailings, email, the neighborhood website, interviews, workshops, and public meetings. Announcements about the public involvement process were distributed to stakeholders by email to residents, letters to all non-residential property owners and multifamily property managers, and at neighborhood meetings. This process started in June 2008, but was most focused from September 2011 through January of 2012.

Public Meetings

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

Four public meetings were held during the process:

- Community Workshop on June 7, 2008
- Community Workshop on November 2, 2011
- Community Workshop on November 5, 2011
- Draft Plan Presentation on January 29, 2012

These meetings provided neighborhood stakeholders with opportunities to share their thoughts on existing conditions, establish a desired neighborhood vision, and review specific recommendations to achieve that vision.

Web-Based Outreach

In terms of the absolute number of responses, most public participation in this master plan occurred through web-based means. To achieve this, master plan materials were integrated into the existing LHNA’s site. This provided information throughout



An image preference survey was used at the June 2008 workshop to spur discussion



Residents discuss park and open space concepts at the November 2011 workshop

the planning process, including meeting dates and locations, relevant documents, news briefs, and email notifications of upcoming meetings.

The website was also equipped with links to surveys to allow stakeholders to provide input into the master plan. Initial neighborhood and image preference surveys asked participants to share their thoughts on Loring Heights’s strengths, weaknesses, opportunities, threats, and ideas. Later surveys provided opportunities to comment on draft plans. In total, nearly 100 households, along with several property owners, provided input into the master planning process.

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Loring Heights Neighborhood Master Plan

Part 6: Implementation

Sponsored by:
Loring Heights Neighborhood Association
Prepared by:
Tunnell-Spangler-Walsh & Associates

6.1: Action Program

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

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

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

Implementation Steps

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

Short-Term

Short term implementation should remove regulatory barriers to the vision contained herein. Plan approval should be accompanied by updates to the 15 Year Future Land Use Plan, as recommended herein. Plan approval is constituted by an official adoption of the plan into the CDP, making the plan an official part of the city-wide plan.

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

- Capital projects will be identified in the CDP. CDP project tables receive yearly updates and status reporting.
- Short term capital projects with funding will be identified in the City’s Capital Improvements Plan (CIP).
- NPU E will be given copies of the complete plan, containing capital and other projects. NPU E will provide an ongoing review for projects and request project updates as needed from the Office of Planning and City Council.
- The plan includes zoning recommendations. These are implemented in a follow-up process, with additional input from the community. The LHNA and NPU E always provide a natural impetus to implement the rezoning recommendations as applications are filed for rezoning.

Long-Term

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

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

- **The Plan’s Lasting Vision:** Of all of the components of this plan, its policies should represent its most lasting legacy. The ideas contained in Part 4: Recommendations are the results of an extensive and inclusive public involvement process. It is highly unlikely that the general vision and goals resulting from this process will change significantly, although the steps to achieving them may.
- **The Need for Flexibility:** While the vision is unlikely to change, it is critical that the neighborhood recognizes that the ways in which the vision is achieved can and will change. The future addition or subtraction of policies or projects should not be viewed as a compro-

mise of the plan, but rather its natural evolution in response to new and evolving conditions. Many of the assumptions used to guide this process, including the regional and national economy; land costs; transportation costs; transportation funding programs; and development trends are never fixed. The City of Atlanta must be prepared to respond to changes of these and other factors in order to ensure a fresh, relevant plan.

- **A Development Guide:** One of the greatest long-term values of this document is that it lays out a detailed land use vision. To this end, as development proposals are submitted to the City, said proposals should be reviewed for compatibility with the plan. The plan contains specific recommendations for specific sites, and the City should use the development review process to work with the private sector to achieve this vision.

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

Public Project Funding

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

Typically, federal funds require a local 20 percent match. Key sources for these funds and other project funds could include:

- **BeltLine Tax Allocation District (TAD):** The BeltLine TAD generates bond funds to pay for transportation and open space improvements near the Atlanta BeltLine. The TAD includes much of the neighborhood within one-quarter mile of the Atlanta BeltLine. Many of the projects in this plan have been coordinated with the Atlanta BeltLine Subarea 8 Master Plan to ensure funding eligibility.

- **Development Impact Fees:** Fees generated in this service area to fund transportation, parks, and public safety improvements could be used to leverage federal funds within the neighborhood.
- **LHNA Funds:** Funds secured by LHNA as part of their settlement with Atlantic Station could provide a match for neighborhood-supported transportation projects identified in this plan.
- **Private Donations:** Local matches could also be obtained by soliciting area property owners, businesses, and residents. Although highly unusual, as an example this method was used in Downtown to fund public improvements in the Fairlie-Poplar district.

Private funds may also be used to fund specific “special interest” projects. For example, the PATH Foundation funds multi-use paths, while companies such as The Home Depot and Fiskars Garden Tools have supported community garden efforts. Without a detailed analysis that is beyond the scope of this plan, ideal local funding for each project cannot be determined. However, the City and the neighborhood should explore all options.

Additionally, a window opportunity exists to potentially fund some transportation projects through the **Transportation Investment Act (TIA)**. If the act passes when voted on in the 2012 primary elections, the City of Atlanta will receive discretionary funds that could be used for certain transportation projects in this plan. Loring Heights should work with the City of Atlanta to ensure that this funded option is considered for plan projects.

Cost Assumptions

As with any macro-level planning process, it is impossible to perfectly assign costs to future projects. However, it is possible to estimate costs based on standard assumptions (These will vary or escalate over time and are only relevant in today’s economic climate). All costs are in 2012 dollars.

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

Transportation Projects

ID	Description (Connect Atlanta ID, if applicable)	Engineering Costs	Construction Timeframe	Construction Costs	Total Costs	Responsible Party	Funding Source
T-1a	Deering Road Improvements (west of I-75) Phase I (TC-001)	\$7,980	Short-Term	\$53,200	\$61,180	COA, LHNA	LHNA, Local
T-1b	Deering Road Improvements (west of I-75) Phase II (TC-001)	\$64,520	Mid-Term	\$430,133	\$494,653	COA, LHNA	LHNA, Local
T-2a	Deering Road Improvements (east of I-75) Phase I (TC-001)	\$2,040	Short-Term	\$13,600	\$15,640	COA	LHNA, Local
T-2b	Deering Road Improvements (east of I-75) Phase II (TC-001)	\$17,963	Mid-Term	\$119,750	\$137,713	COA	LHNA, Local
T-3	Deering Road Bridge Improvements at I-75 (TC-001)	\$15,000	Long-Term	\$100,000	\$115,000	COA	LHNA, Local
T-4	Neighborhood "Green Streets"	\$25,800	Long-Term	\$172,000	\$197,800	COA	LHNA, Local
T-4a	<i>Trabert Avenue</i>	\$7,500	<i>Long-Term</i>	\$50,000	\$57,500	COA	<i>LHNA, Local</i>
T-4b	<i>Steele Drive</i>	\$3,000	<i>Long-Term</i>	\$20,000	\$23,000	COA	<i>LHNA, Local</i>
T-4c	<i>Garden Lane/North Garden Lane</i>	\$6,900	<i>Long-Term</i>	\$46,000	\$52,900	COA	<i>LHNA, Local</i>
T-4d	<i>Hawthorne Avenue</i>	\$1,950	<i>Long-Term</i>	\$13,000	\$14,950	COA	<i>LHNA, Local</i>
T-4e	<i>Kenwood Avenue</i>	\$1,800	<i>Long-Term</i>	\$12,000	\$13,800	COA	<i>LHNA, Local</i>
T-4f	<i>Brooklyn Avenue</i>	\$1,650	<i>Long-Term</i>	\$11,000	\$12,650	COA	<i>LHNA, Local</i>
T-4g	<i>Groveland Avenue</i>	\$1,500	<i>Long-Term</i>	\$10,000	\$11,500	COA	<i>LHNA, Local</i>
T-4h	<i>Pine Street</i>	\$1,500	<i>Long-Term</i>	\$10,000	\$11,500	COA	<i>LHNA, Local</i>
T-5	Intersection pavement markings on Mecaslin St.	\$7,650	Long-Term	\$51,000	\$58,650	COA	LHNA, Local
T-6	Intersection pavement markings along Deering Road	\$3,450	Long-Term	\$23,000	\$26,450	COA	LHNA, Local
T-7	Neighborhood Sidewalk Improvements	\$20,250	Long-Term	\$135,000	\$155,250	COA	Local
T-7a	<i>Mecaslin Street</i>	\$6,750	<i>Long-Term</i>	\$45,000	\$51,750	COA	<i>Local</i>
T-7b	<i>Trabert Avenue</i>	\$9,375	<i>Long-Term</i>	\$62,500	\$71,875	COA	<i>Local</i>
T-7c	<i>Steele Drive</i>	\$4,125	<i>Long-Term</i>	\$27,500	\$31,625	COA	<i>Local</i>
T-8	Off-street bike/ped connection from BeltLine to Geary Dr.	See BeltLine Subarea 8 Master Plan					
T-9a	Off-street bike/ped connection from Geary Dr. to Loring Dr. along I-75	\$15,000	Long-Term	\$100,000	\$115,000	PVT	PVT, Local
T-9b	On-street bike/ped Connection from Geary Dr. to Loring Dr.	\$3,000	Long-Term	\$20,000	\$23,000	PVT	PVT, Local
T-10	Off-street bike/ped connection on Loring Dr. to Deering Rd.	\$7,500	Long-Term	\$50,000	\$57,500	PVT	PVT, Local

Transportation Projects

ID	Description (Connect Atlanta ID, if applicable)	Engineering Costs	Construction Timeframe	Construction Costs	Total Costs	Responsible Party	Funding Source
T-11	Steele Drive bicycle/pedestrian connection	See BeltLine Subarea 8 Master Plan					
T-12	West Atlantic Station bicycle/pedestrian connection	\$15,000	Short-Term	\$100,000	\$115,000	ABI, COA, PATH	PVT, Local
T-13a	East Atlantic Station bike/ped connection (via rail bridge)	\$75,000 to \$112,500	Long-Term	\$500,000 to \$750,000	\$575,000 to \$862,500	ABI, COA, PATH	PVT, Local
T-13b	East Atlantic Station bike/ped connection (at-grade crossing under railroad)	\$225,000 to \$300,000	Long-Term	\$1,500,000 to \$2,000,000	\$1,725,000 to \$2,300,000	ABI, COA, PATH	PVT, Local
T-14	Loring Heights Park access and usability improvements	\$15,000	Mid-Term	\$100,000	\$115,000	COA	LHNA, Local
T-15	Northside Drive bike/ped improvements (PS-RW-005)	See Northside Drive Corridor Study					
T-16	Railroad Promenade	\$270,000	Long-Term	\$1,800,000	\$2,070,000	ABI, COA, PATH	PVT, Local
T-17	Bishop Street extension	TBD	Long-Term	TBD	TBD	PVT	PVT
T-18	17th Street traffic signal timing	n/a	Short-Term	n/a	Admin. Time	COA	Local
T-19	Radar Speed Sign	\$500	Mid-Term	\$7,500	\$8,000	LHNA	LHNA
T-20	Bishop Street pedestrian improvements	\$46,100	Long-Term	\$307,333	\$353,433	COA	Local
T-21	Alleys parallel to Deering Road	\$64,500	Long-Term	\$430,000	\$494,500	PVT	PVT
T-22	Publicly-funded Atlanta BeltLine area street	See BeltLine Subarea 8 Master Plan					
T-23	Other new privately-funded streets	TBD	Long-Term	n/a	TBD	PVT	PVT
T-23a	<i>Per ABI plan, excluding Steele Dr. street connection</i>	See BeltLine Subarea 8 Master Plan					
T-23b	<i>Per in Bishop Street concept plan</i>	\$240,000	Long-Term	\$1,600,000	\$1,840,000	PVT	PVT
T-23c	<i>Per the Connect Atlanta Plan</i>	See Connect Atlanta Plan					
T-24	Improved bus stops along Northside Dr.	\$1,500	Mid-Term	\$10,000	\$11,500	MARTA, PVT	MARTA, PVT
T-25	Neighborhood street resurfacing	\$0	Short-Term	\$310,000	\$310,000	COA	Local
T-25a	<i>Deering Road</i>	\$0	Short-Term	\$225,000	\$225,000	COA	Local
T-25b	<i>Loring Drive</i>	\$0	Short-Term	\$85,000	\$85,000	COA	Local
GRAND TOTAL:					\$8.5 to \$9.3 million		

NOTES

All costs are in 2012 dollars

PVT: Private

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

Other Projects

ID	Description	Costs	Timeframe	Responsible Party	Funding Source
Land Use					
O-1	Future Land Use Plan Amendments	Staff Time	Short-Term	City of Atlanta	n/a
O-2	Character Area Map Updates	Staff Time	TBD	City of Atlanta	n/a
Parks & Open Space					
O-3	Loring Heights Park Master Plan	TBD	On-Going	LHNA	LHNA, Park Pride
O-4	Loring Heights playground	\$100,000	Short-Term	LHNA	LHNA
O-5	Dog waste bag dispensers	\$3,200	Short-Term	LHNA	LHNA
O-6	Creekside linear park	See BeltLine Subarea 8 Master Plan			
O-7	CSO Greenspace upgrades	\$15,000	Mid-Term	LHNA, City of Atlanta	LHNA, City of Atlanta
O-8	17th Street pocket park	\$420,000	Long-Term	LHNA, Private	LHNA, Private
O-9	East Deering Road pocket park	TBD	Long-Term	LHNA, Private, City of Atlanta	LHNA, Private, City of Atlanta
O-10	Deering Road linear greenway	-	-	-	-
O-10a	<i>Invasive species removal/maintenance</i>	<i>\$2,400/year</i>	<i>Short-Term</i>	<i>LHNA</i>	<i>Park Pride</i>
O-10b	<i>Plantings</i>	<i>\$4,000</i>	<i>Short-Term</i>	<i>LHNA</i>	<i>LHNA</i>
O-11	Neighborhood screening	-	-	-	-
O-11a	<i>400 Bishop Street/National Smelting</i>	<i>\$20,000 to \$30,000</i>	<i>Short-Term</i>	<i>Property Owner</i>	<i>Private</i>
O-11b	<i>423 Trabert Avenue/Doors Unlimited</i>	<i>\$4,000 to \$6,000</i>	<i>Short-Term</i>	<i>Property Owner</i>	<i>Private</i>
O-11c	<i>Mecaslin Street Atlanta Gas Light</i>	<i>\$6,000 to \$9,000</i>	<i>Short-Term</i>	<i>Property Owner</i>	<i>Private</i>
O-12	Bishop Street Park	\$3,183,700	Long-Term	LHNA, Private	LHNA, Private
O-13	Heritage Oaks linear park	\$50,000	Mid-Term	Private	Private
O-15	Rock outcrop greenspace	\$2,500	Short-Term	Private	Private
O-16	Neighborhood pocket parks	\$807,000	Mid-Term	LHNA, Private	LHNA, Private
O-16a	<i>West side of 517 Hascall Road</i>	<i>\$260,500</i>	<i>Mid-Term</i>	<i>LHNA, Private</i>	<i>LHNA, Private</i>
O-16b	<i>547 Trabert Avenue</i>	<i>\$147,700</i>	<i>Mid-Term</i>	<i>LHNA, Private</i>	<i>LHNA, Private</i>
O-16c	<i>279 Deering Road</i>	<i>\$398,800</i>	<i>Mid-Term</i>	<i>LHNA, Private</i>	<i>LHNA, Private</i>
O-17	Community gardens	\$15,000 per garden	Mid-Term	LHNA, Private	LHNA, Private

Other Projects

ID	Description	Costs	Timeframe	Responsible Party	Funding Source
Environment					
O-18	Invasive species removal	\$3,000	Short-Term	LHNA, Private	LHNA, Private
O-19	Neighborhood tree planting	\$4,000 to \$7,000	Short-Term	Trees Atlanta, LHNA	City of Atlanta Tree Recompense Fund, Private
O-20	Bioswales	\$8,500 per bulbout	Mid-Term	LHNA, COA	LHNA, COA
Infrastructure & Facilities					
O-21	Swimming pool study committee	Admin. Time	Short-Term	LHNA	n/a
O-22	Neighborhood swimming pool	TBD	Long-Term	LHNA, Private	LHNA, Private
O-23	East Deering draining upgrade	TBD	Short-Term	City of Atlanta, LHNA	DPW
Urban Design & Historic Resources					
O-24	I-75 bridge art	\$25,000	Long-Term	LHNA, Private	LHNA, Private
O-25	Bishop Street public art	\$25,000	Long-Term	LHNA, Private	LHNA, Private
	GRAND TOTAL:	\$5.4 to \$5.5 million			

NOTES

All costs are in 2012 dollars

6.2: Land Use & Zoning Changes

A key recommendation of this plan is eliminating auto-oriented land uses in favor of more urban, pedestrian-oriented development patterns. Before this can occur, however, amendments to the City of Atlanta's 15 Year Future Land Use Plan Map and subsequent zoning changes must occur. Current land use designations and zoning classifications have created the auto-oriented land uses that neighborhood residents want to change. This is particularly true in commercial areas along Northside Drive and industrial areas along Bishop Street.

Future Land Use Plan Map and subsequent zoning changes are priority actions for this plan. They are intended to codify recommended land uses, urban design standards, and streetscape treatments. Land use recommendations focus on increasing the Mixed-Use designation in many areas, while zoning changes support use of the pedestrian-oriented Quality of Life Zoning Districts.

The zoning changes recommended in this plan are intended to balance the community's wishes, market realities, and the current rights of land owners. They are intended to maintain property values while enacting controls to support greater pedestrian orientation and contextualism. Many of the urban design characteristics envisioned will increase development costs and challenge the expressed desire to increase the mix of housing uses in the neighborhood. As a result, the plan recommends zoning changes that achieve the community's vision while providing an economic incentive to redevelop existing, expensive sites.

For example, the plan suggests maximum building heights desired by the neighborhood, even though no such controls exist today. Under current I-1, C-1, or RG-3 zoning it would be possible to build mid-rise office buildings or hotels on many of the larger, deeper lots (subject to the transitional height plane) along Northside Drive and Bishop Street without any public input. This has, of course, not happened due to limited demand, but the fact that a given property is zoned for this does affect its market value. To allay the concern that imposing

height controls could constitute "takings," the plan often recommends both height limits and increased residential density. The current market downturn notwithstanding, the long-term demand for housing in the neighborhood is likely to be much higher than for office or industrial uses. Thus, land values are maintained by increasing the permission for neighborhood-scaled housing.

It is probable that the design standards recommended *vis-à-vis* proposed zoning changes will enhance land values. By increasing design requirements and prohibiting suburban-style development, proposed zoning changes raise the bar for new development, promote high quality buildings, and protect the entire neighborhood. For example, without them, there is little incentive for a developer to invest in a street-oriented retail building if the adjacent parcel can compete for the same tenants with a low-grade, lower rent box surrounded by parking.

CDP Character Area Map Update

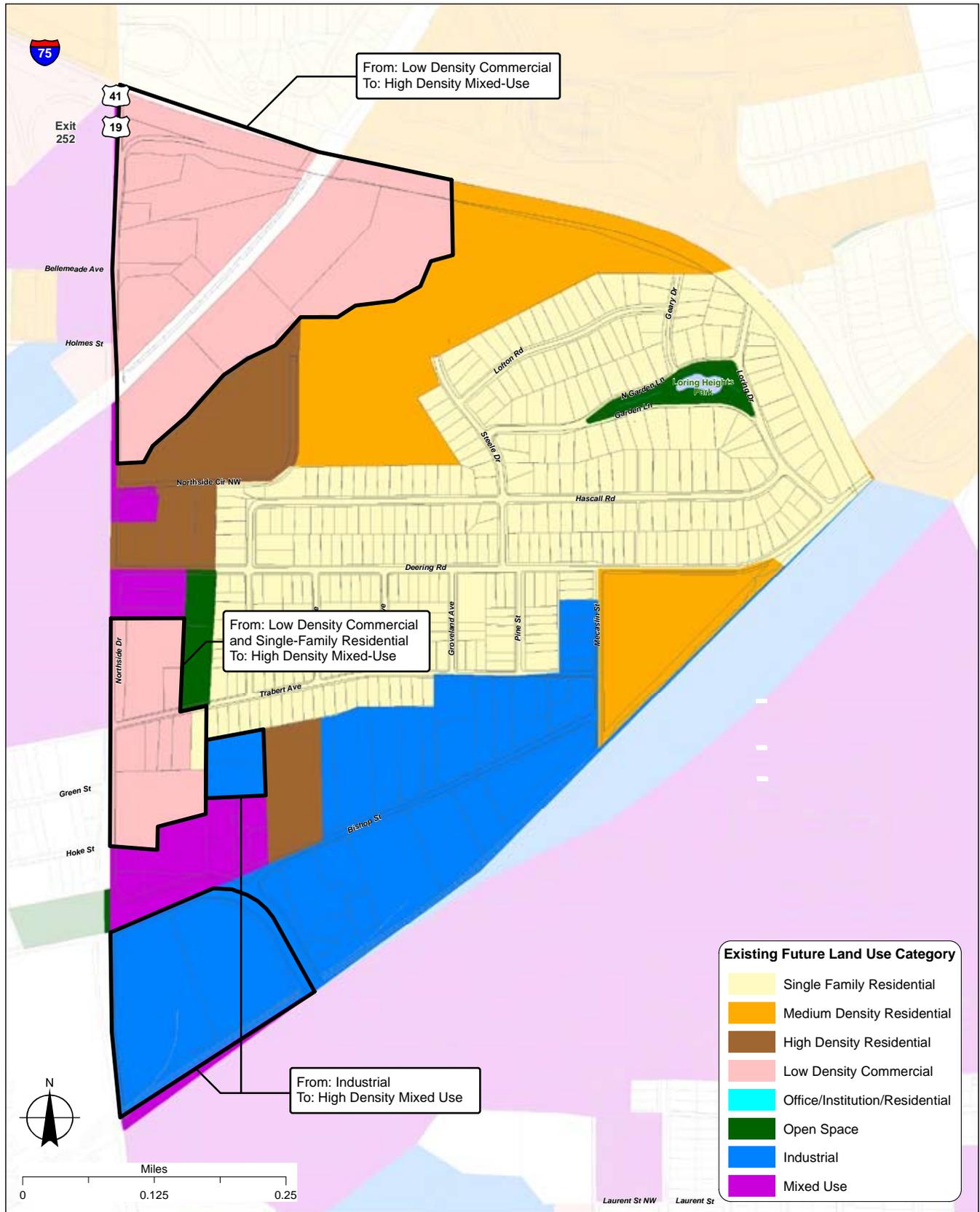
Although no formal process exists for amending the Character Area Maps found in the CDP, the adoption of this plan into the CDP by reference should serve as a basis for changing the Bishop Street Corridor from "Industrial" to "Industrial Live-Work" the next time the City undertakes a map update.

15-Year Future Land Use Plan Map Amendments

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

Of note on the map is the Bishop Street corridor, where creation of a light industrial mixed-use zoning district is recommended. Because this district does not yet exist in the Zoning Code, the appropriate land use designation supporting it cannot be determined at this time. As such, changes to the corridor may need to be delayed until said district is created.

Figure 6.1: Proposed Future Land Use Plan Map Changes



Zoning Changes

Current zoning in much of Loring Heights is incompatible with the vision of the Framework Plan in two principle ways:

- **Less Intense Zoned Sites:** Those recommended for land uses more intense than current zoning.
- **Different Mix Zoning Sites:** Those recommended for an intensity similar to current zoning, but with a different land use mix.

From a zoning perspective each presents different challenges to achieving the plan’s vision. This likely means that these sites will require a developer-initiated rezoning to a new district, compatible with the vision of the Loring Heights Framework Plan.

Regardless of the case, the future land use categories recommended by this master plan are broad. As such, a variety of zoning districts could result in buildings with the scale and character suggested in Table 6.1.

Property Owner Initiated Zoning Changes

Because the land use vision of the Loring Heights Framework Plan is generally different than current zoning allows, it is expected that, longer-term, privately-initiated rezoning activity will occur. These will give the community the opportunity

to review development proposals and ensure their consistency with the vision of this plan. It will be up to the rezoning applicant and the City, after consideration of any NPU recommendation, to determine the specific conditions of each application, but the use of Quality of Life Zoning Districts is critical.

Bishop Street Zoning

Most elements of the Loring Heights Framework Plan can be achieved with existing City zoning districts. The City should consider the following objectives for Bishop Street, which is envisioned as an industrial live-work district:

- Restrictions on big-box retail uses,
- Restrictions on billboards and adult businesses, per existing zoning requirements,
- Allowance of most industrial uses found in I-1,
- Streetscape and urban design standards similar to those in Quality of Life Zoning Districts,
- Minimum requirements for job-creating land uses within new projects,
- Restrictions on exclusively-housing developments, per existing zoning requirements, and
- Restrictions on residential uses, such that they are allowed only when they are compatible with adjacent industrial uses.

Table 6.1: Appropriate Rezoning Designations by Land Use

<i>Framework Plan Category</i>	<i>Description</i>	<i>Appropriate for Rezoning to¹</i>
Mixed Use: 5-9 Stories	Exclusively commercial; or commercial and residential uses	MRC-3, MR-5A, MR-5B
Mixed Use: 1-4 Stories	Exclusively commercial; or commercial and residential uses	MRC-1, MRC-2, MRC-3, MR-4A, MR-4B, MR-5A, MR-5B
Residential: 5-9 Stories	Primarily residential; commercial limited to first floor	MR-3, MR-4A, MR-4B, MR-5, MRC-2, MRC-3
Residential: 1-4 Stories	Exclusively residential, including single-family, duplexes, townhouses, or low-rise multifamily	MR-1, MR-2, MR-3, MR4-A, MR-4B, LW
Single-Family	Exclusively single-family residential	R-4, R-4A

1: These are only suggestions, but C and RG Districts should not be used.

The latter item is of extreme importance, as most new residential uses in industrial areas have been detrimental to surrounding industries.

Specific mechanisms for achieving these objectives could include amendments to the City's existing Live-Work (LW) district or creation of a new district. Conditional rezoning of current I-1 and I-2 sites could also restrict certain uses currently allowed, but would fail to achieve many other objectives for the corridor.

Deviations from the Framework Plan

Although the land use recommendations herein have attempted to take economics into consideration, there may be cases where rezoning request is made for a density, height, or use that is different from what is recommended. This is particularly true along Northside Drive, where some property owners envision more intense development than shown in the LHNA-supported Framework Plan. In these cases, the neighborhood will likely only support such applications when they demonstrate exceptional commitment to the policies of this plan.

Items that may be considered by the neighborhood when granting deviations could include, but are not limited to:

- **Architectural excellence**, which is an ambiguous and variable term, but should mean that the building design meets or exceeds the aesthetic standards of the neighborhood.
- **Creative building massing**, which incorporates façade articulation and upper story massing aimed at reducing the visual height of a new building on the adjacent street(s).
- **Brick, stone, or other high quality material** on all portions of building facades.
- **Construction of new streets** as shown in the plan.
- **Mixed-age housing** in a single project that serves a range of age groups, including the elderly.

- **Neighborhood-accessible amenities** such as open spaces or swimming pools.
- **Preservation of historic buildings** or facades on a site.
- **Off-site transportation upgrades** such as streetscapes, traffic calming, or other recommendations of this plan. Developers who implement these have the ability to seek impact fee credit for them.
- **Innovative parking strategies**, such as unbundled residential parking (in which residents of building are required to contract separately for parking spaces, and in which those who do not want a space are not required to contract for one), car-share vehicles, transit passes, or parking ratios of one space or less per residential unit, among others.
- **LEED Gold** or better certification in building construction.
- **Green roofs or other sustainable practices** to minimize stormwater or provide vegetable gardens.
- **Mitigation of stormwater run-off** through permeable hardscape materials, or other sustainable practices such as bio-swales, to minimize stormwater and down-stream pollution.
- **Neighborhood goods and services** such as pharmacies, restaurants, retail, and business services.

The provision of any or all of these elements does not necessarily guarantee neighborhood support for a rezoning request, nor support or approval from other entities. It is, nevertheless, a starting point for discussion.