

2009 Livable Centers Initiative Indicator & Benefits Study Individual Study Area Results



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North Point Activity Center

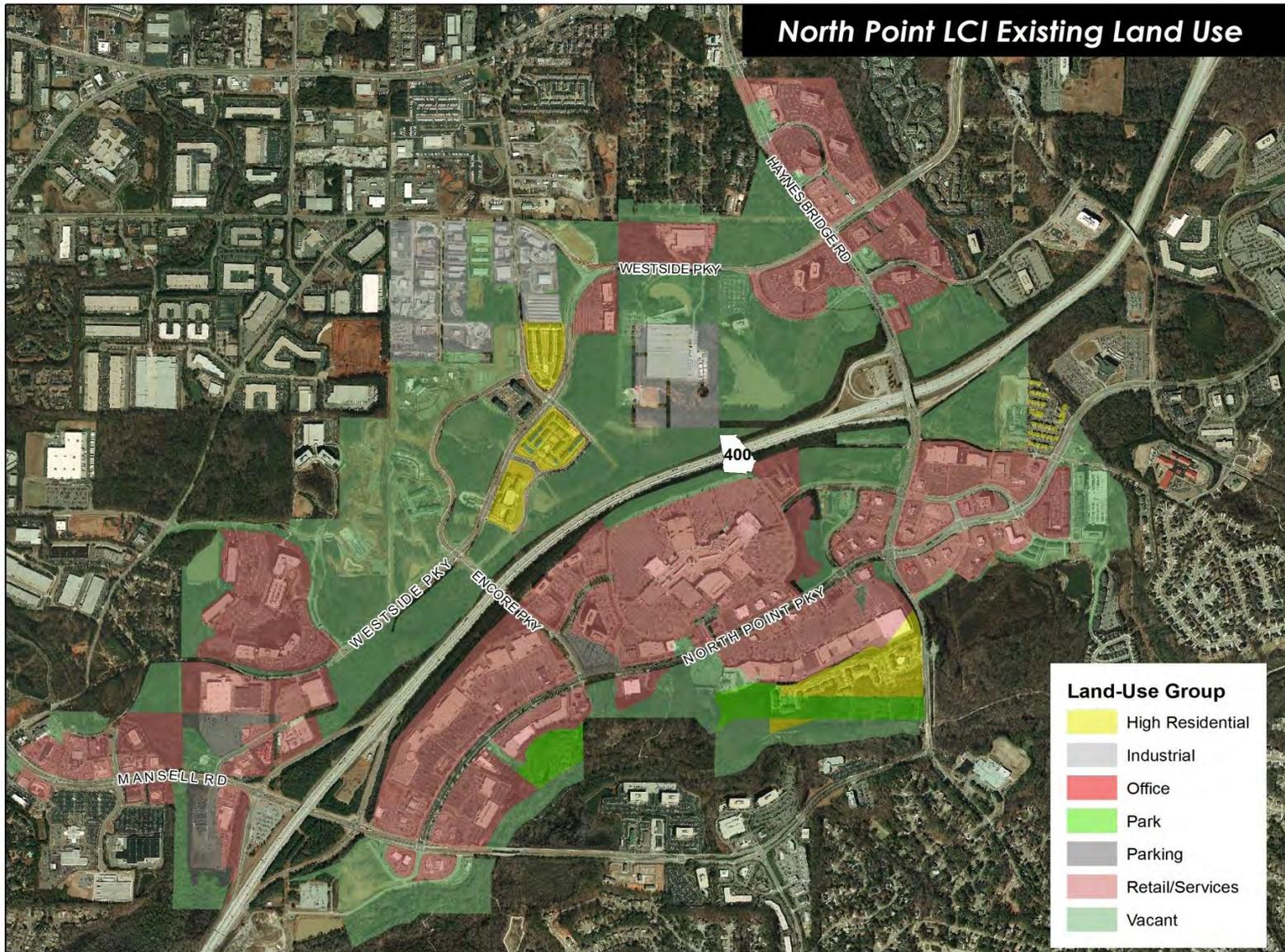
The North Point Activity Center came to life in 1993 with the opening of North Point Mall, reached adolescence in the new millennium with the addition of several million square feet of office space, and continues its maturation today with the emergence of residential and cultural components. The intent of the North Point Activity Center LCI study was to identify transportation choices to effectively move people within the center and to efficiently connect this center with other activity centers and residential populations in the region.

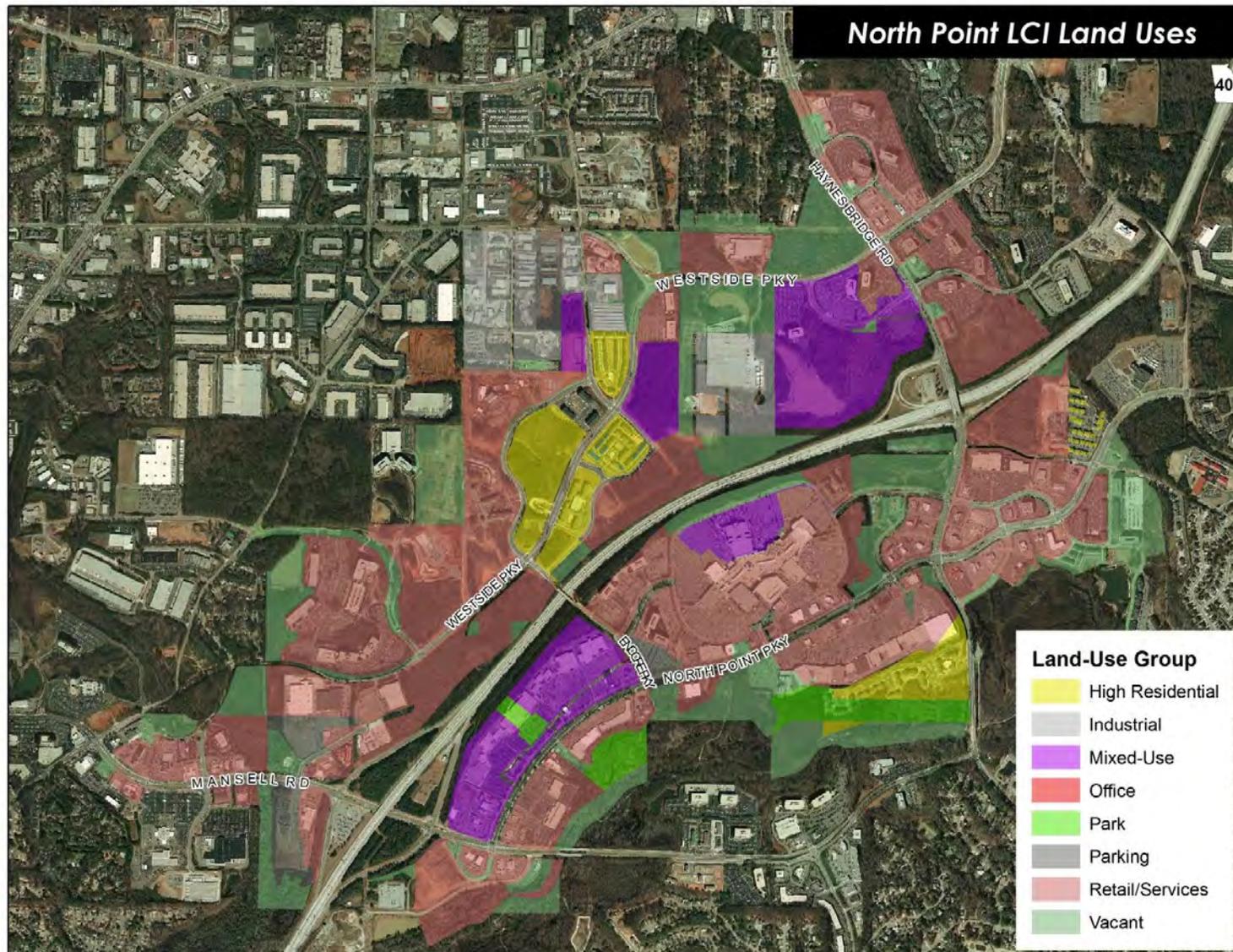
Demographic and Land Use

	Existing	LCI Plan
Population	549	9,458
Employment	14,925	21,626

The North Point Activity Center is a major employment center within the Atlanta region with a few residential land uses, all of which is considered multi-family. The east side of GA 400 is primarily retail commercial along North Point Parkway, with a small cluster of office uses at Encore Parkway. The western side of GA 400 is primarily office uses with a large portion of the land either vacant or proposed development, and within this area is the new Verizon Wireless Amphitheater at Encore Park. There is also some manufacturing on the western side of the GA 400 with the American Honda Motor Company. The proposed development in the area does include new residential uses in addition to new retail and office development.

The LCI plan for North Point Activity Center called for the creation of mid-rise mixed-use area designed as a village center between North Point Parkway and Westside Parkway. This village would be approximately 4-6 stories tall with ground floor retail. With the proposed development and the new village center, the North Point Area would see significant population growth with a balanced increase in employment growth.





Density

	Existing	LCI Plan
Population Density	0.30	5.11
Dwelling Density	0.15	2.39
Employment Density	19.39	18.92

With the low amount of residential land use within the study area, the population density in the study area is low. However with the high amount of office and commercial land uses within the study area the employment density is above the regional average of 13 jobs per acre.

The LCI plan called for the creation of a village center on the eastern side of GA 400 as a redevelopment of existing strip centers. With the creation of the village, some minor redevelopment and the build out of additional projects in the plan, the North Point area will have a significant increase in population density with a small decrease in employment density as some commercial development experiences redevelopment.

Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	53.54	4.88

The existing land uses within the North Point area is extremely job rich at 53.5. This is due to the low amount of residential units within the study area. The LCI plan adds a significant amount of residential units, which allows for the employees within the study area housing options to live closer their workplace.

Transit

The North Point LCI area currently has MARTA bus service within the study area. The majority of employees within the study area work adjacent to an existing bus line, and this variable increases under the LCI plan. Under the LCI plan the majority of the new housing development is adjacent to an existing transit line.

There is a proposal to extend the MARTA North Line along GA 400. The potential station location has not been identified but the North Point LCI study recommended that the station should be near along the Encore Parkway and GA 400.

Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.75	1.72
Street Connectivity	0.95	0.95

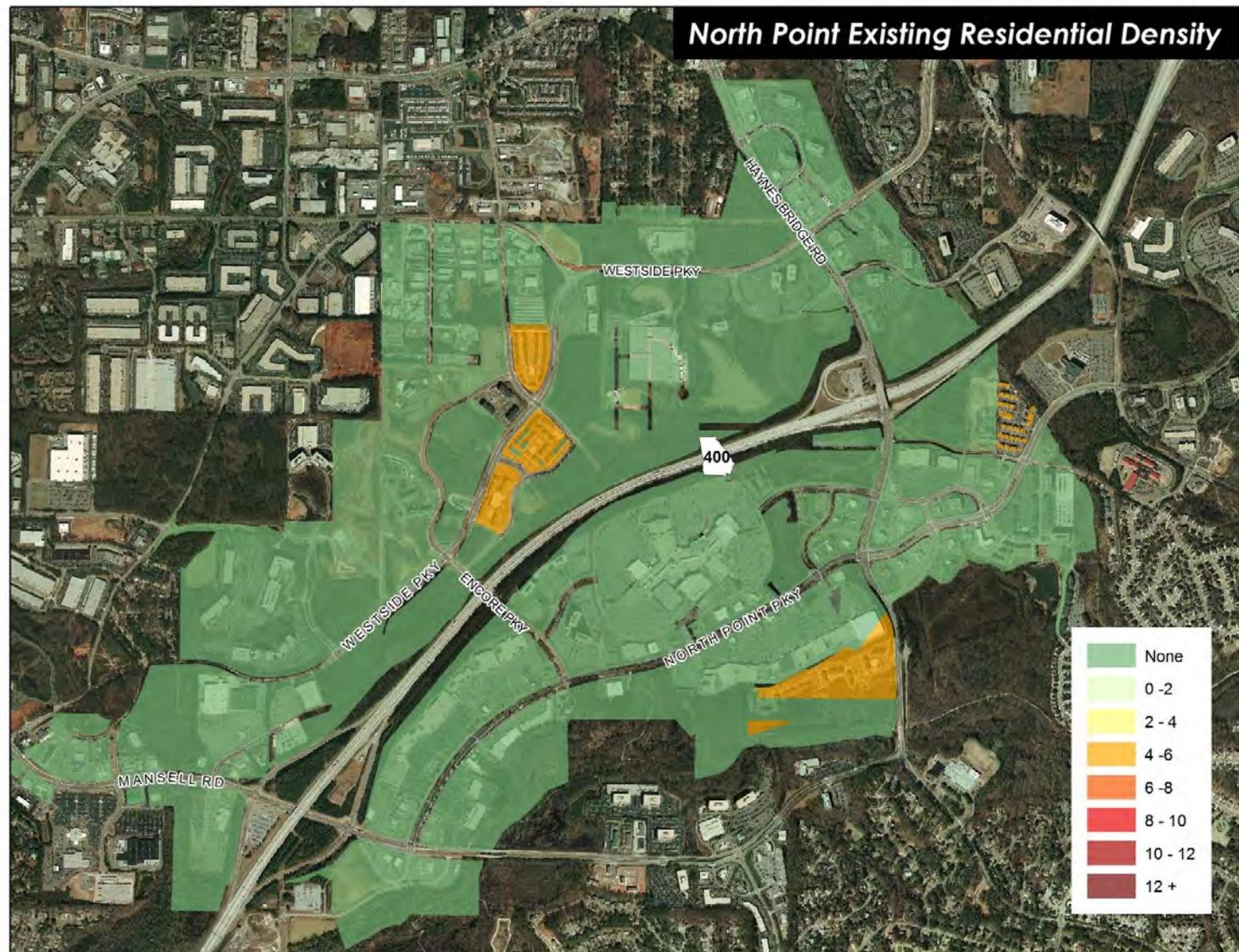
The North Point LCI has a highly connected street network with 5% of the streets within the study area dead end streets. However the directness of the street network is high due to the limited options of crossing GA 400. The North Point LCI recommends only one new road capacity project within the village center to increase the street grid pattern, and additional roadways still may be constructed within the other proposed developments.

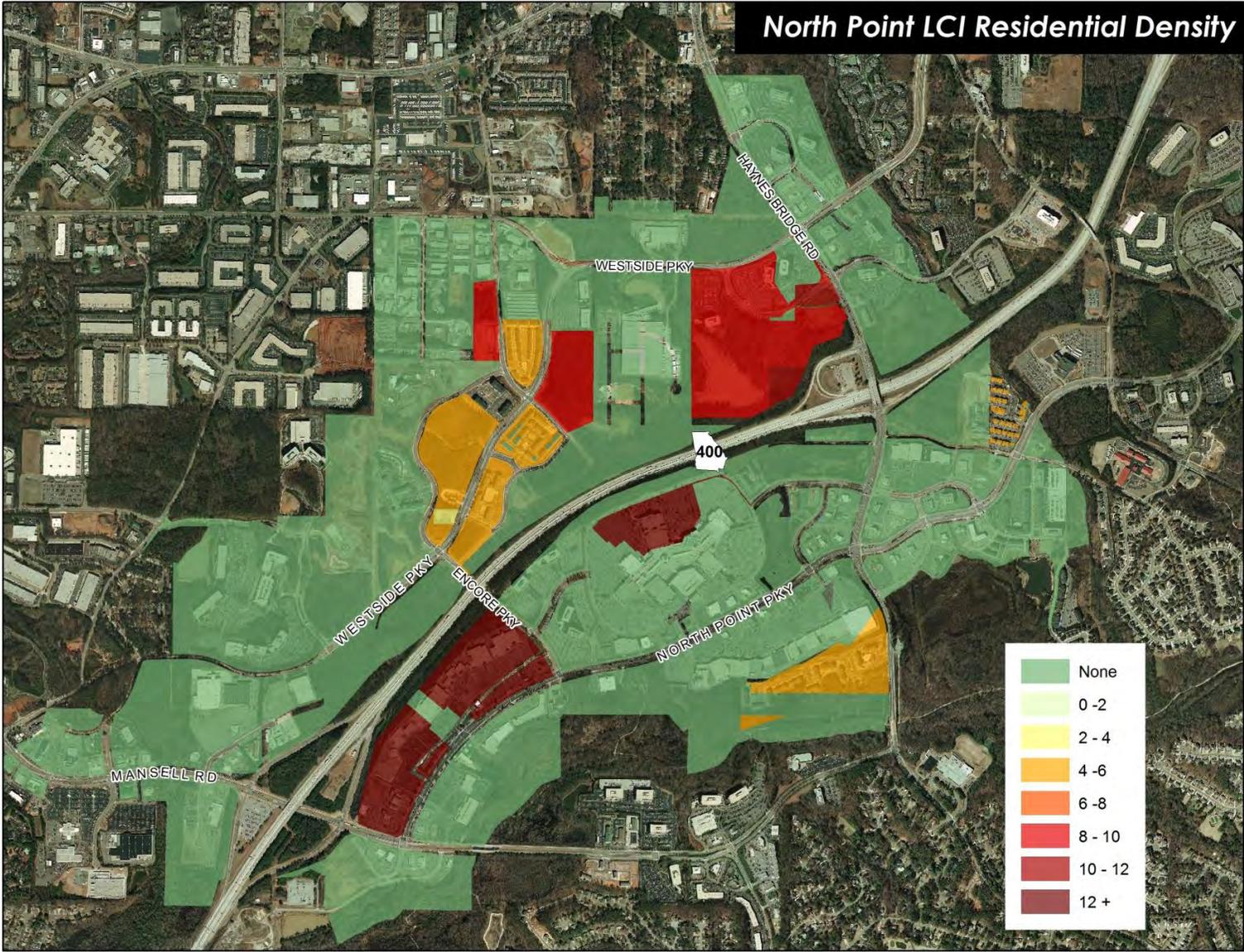
Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.01	0.32
Use Balance	0.55	0.64

The existing land use in North Point is either vacant or predominantly commercial/office land use, therefore the use mix score is extremely low. The LCI study area recommends increasing the residential uses with mixed-use development.

The majority of the existing land uses primarily either office or commercial. With the increase the in the mixed-use development the study area becomes more balanced under the LCI plan.





Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	7.9	4.8
Vehicle Greenhouse Gas Emissions	4,723	2,834

With the changes in land uses within the North Point study area there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primarily focus of the transportation investments within this study area are to improve the pedestrian and bicycle modes of transportation not additional capacity.

Summary of the North Point LCI Study Area Findings

With the high degree of connectivity within the North Point LCI study area and the high levels of employment the minor land use changes recommended in the LCI study as the area redevelops will have a positive impact on the regional transportation system. It is important to note that the housing options proposed by the plan need to be inclusive of all job types within the LCI study area to give the all employees the option to live near their place of employment.

Hapeville Town Center

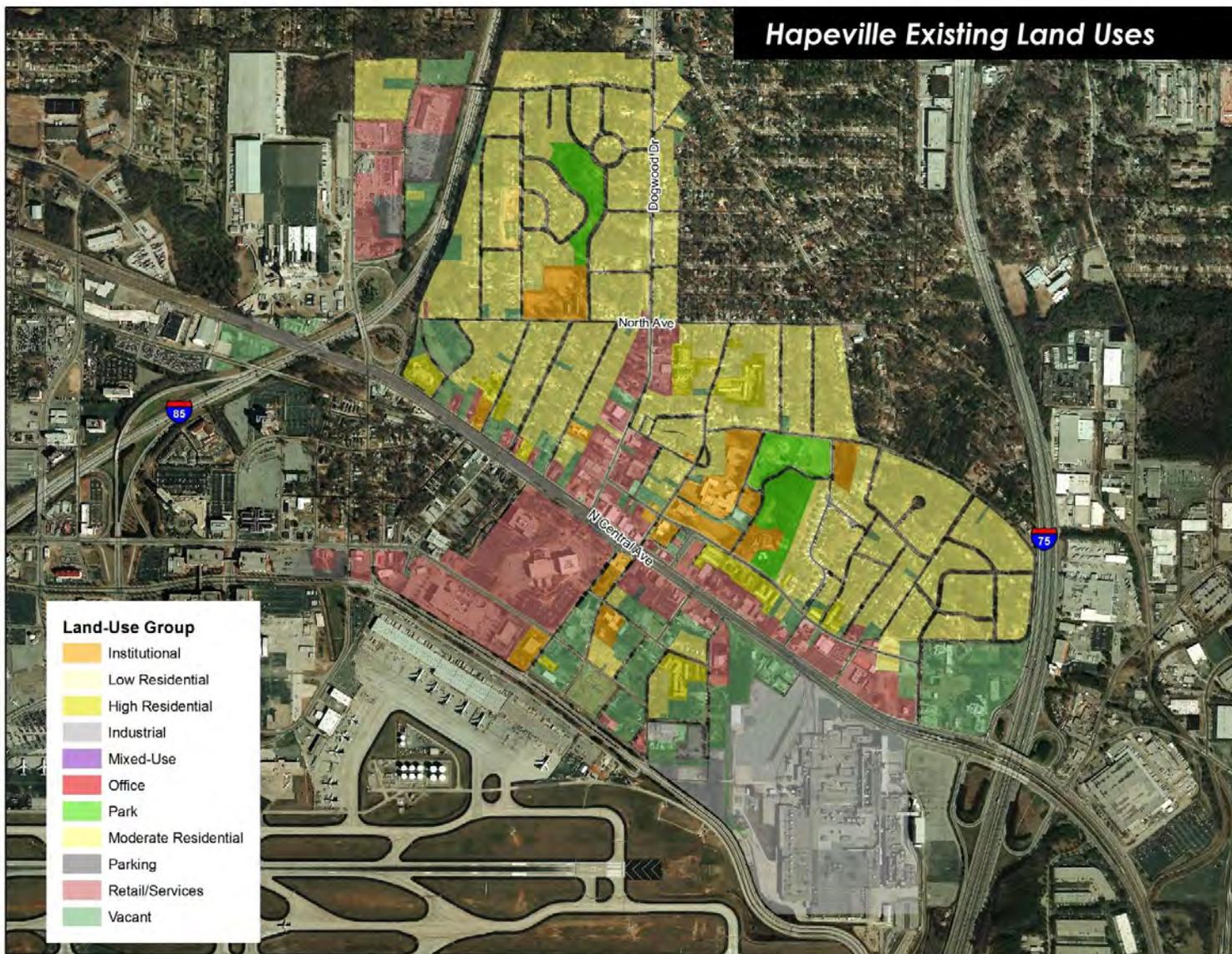
The Hapeville Main Street study area encompasses the core of the City of Hapeville and is centered around US-State Highway 19-41 (also known as North Central Avenue and Dogwood Drive), between I-75 to the east and I-85 to the west. The study includes the primary commercial area in the city that has seen a decline over the past 25 years. The goal is to develop a plan that creates a mixed-use, urban, livable center integrated with surrounding major employers, while being sensitive to its historic assets.

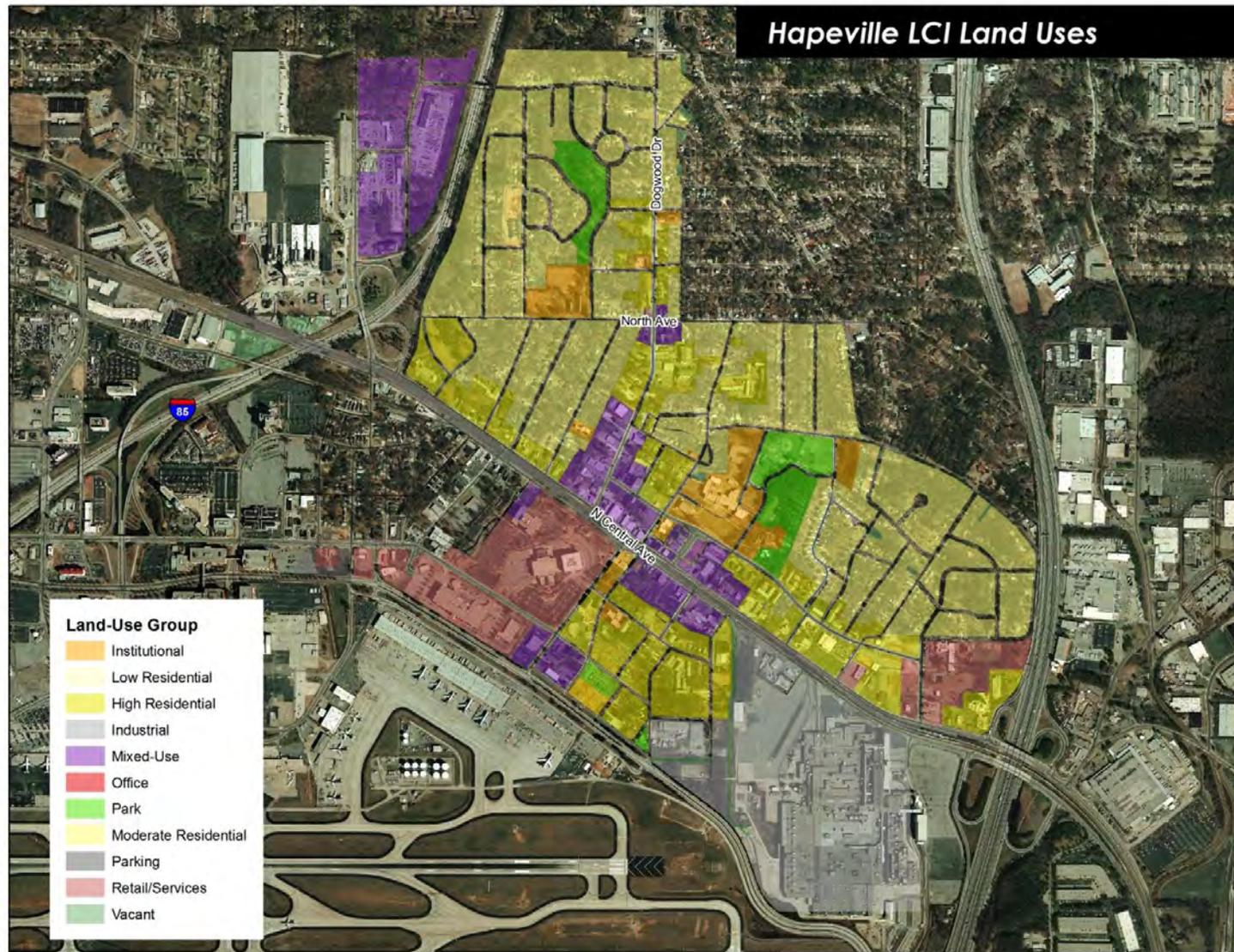
Demographic and Land Use

	Existing	LCI Plan
Population	3,099	9,579
Employment	4,010	4,179

The Hapeville Town Center is a small town center within the in southern Fulton County. The study area is a main street surrounded by residential uses. The study area includes the now vacant Ford Plant under redevelopment by Jacoby Development. At the time of the study the plant was still in operation. The study area is primarily single family residential adjacent to the one story main street.

The LCI plan called for the creation of mid-rise mixed-use village center south of the main street. This village would be approximately 4-8 stories tall with ground floor retail. The Ford Plant remained an industrial use within the LCI study. With this proposed redevelopment and the new village center, the Hapeville Town Center would see significant population growth near one of the largest employment centers in the Atlanta region. This new development will cause significant population increase while preserving the existing single-family character.





Density

	Existing	LCI Plan
Population Density	3.73	11.52
Dwelling Density	1.63	5.40
Employment Density	15.34	14.22

With the high amount of single-family residential land use within the study area, the population density within the study area is low. However with the high amount of office land uses within the study area the employment density is above the regional average of 13 jobs per acre.

Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	2.96	0.93

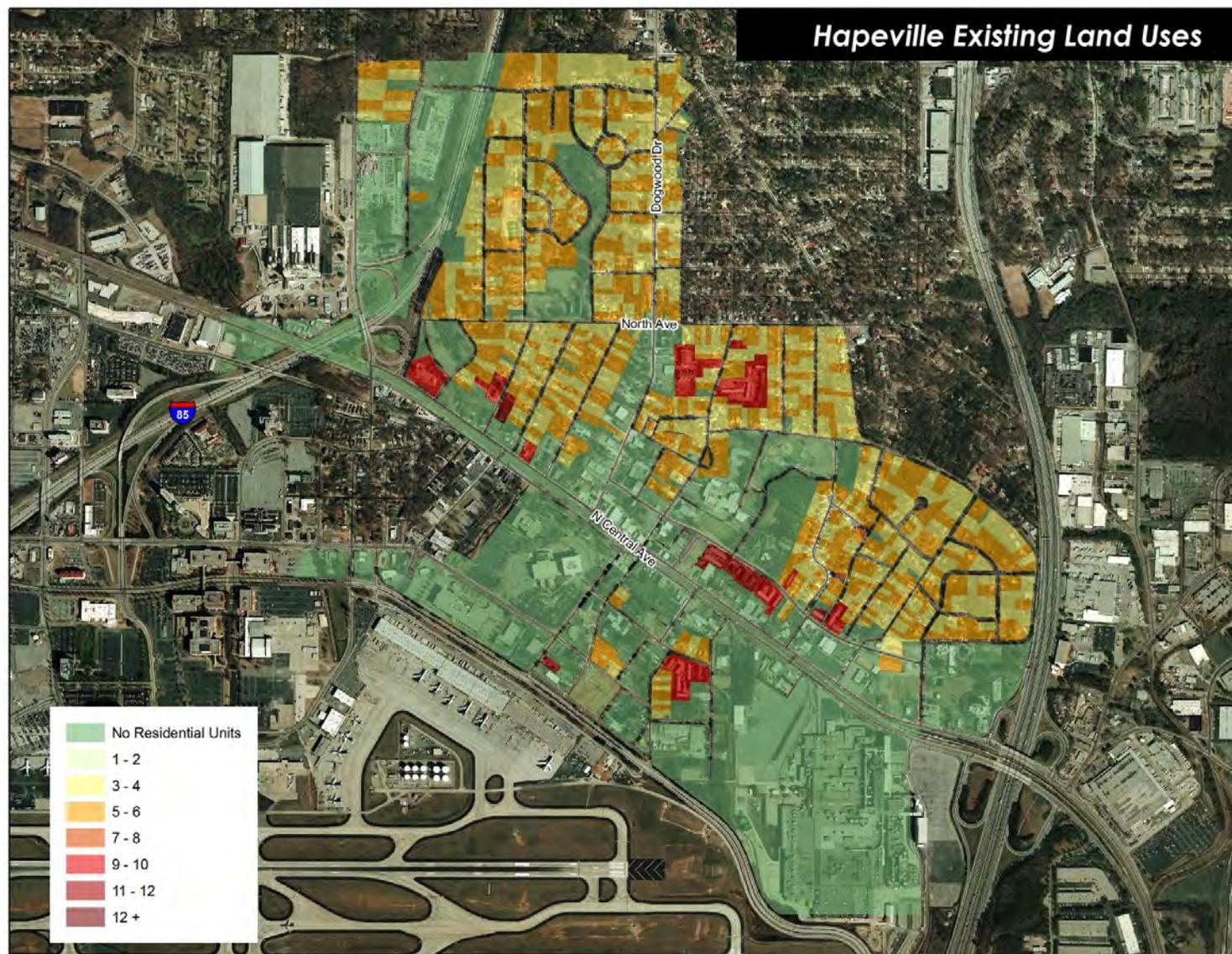
Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are considered housing rich.

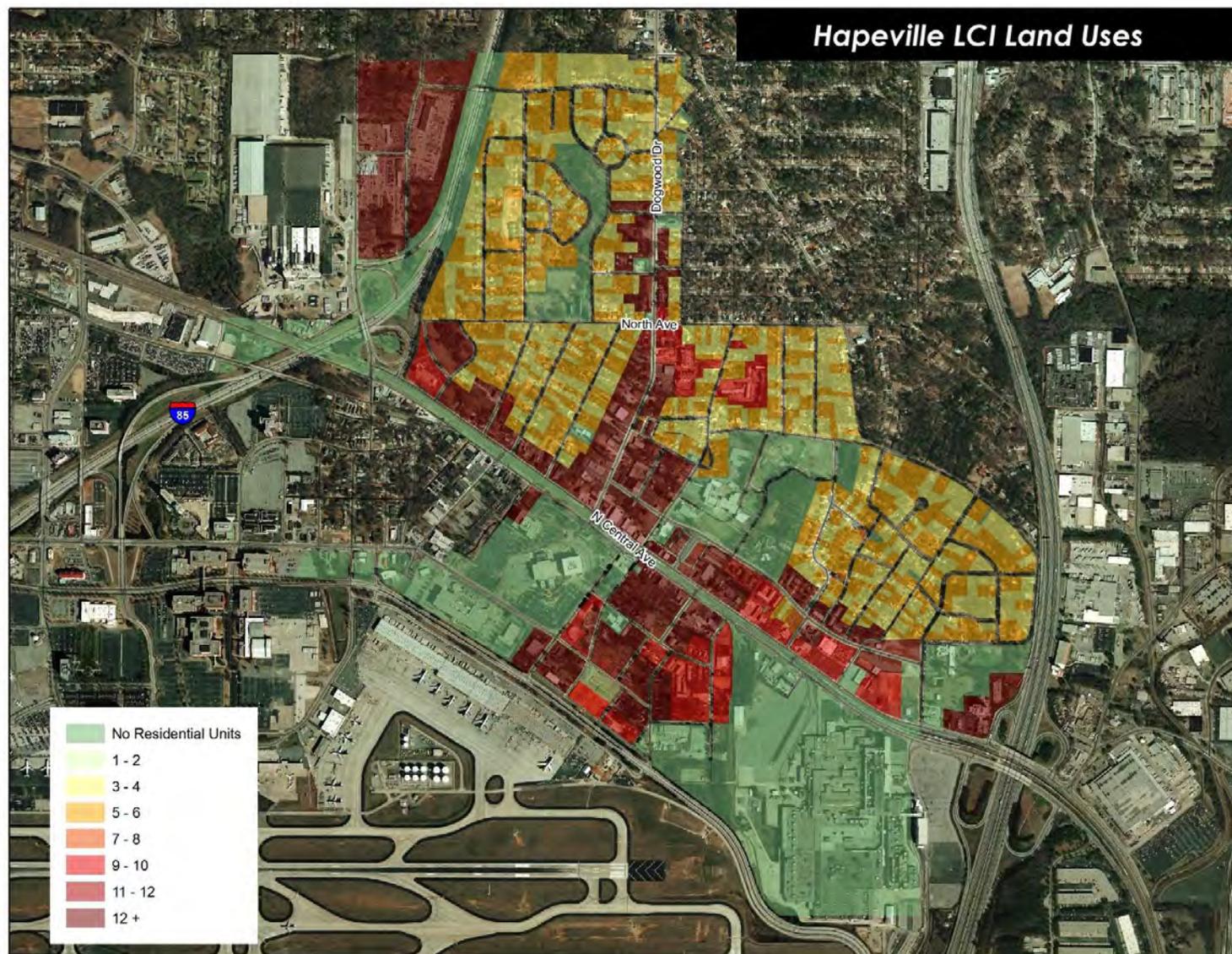
The existing land uses within the Hapeville Town Center is moderately job rich at 2.96. This is due to the high amount of single-family residences and the limited high-density

development within the study area. The LCI plan with the redevelopment of both the main street corridor and the large area south of Main Street adds a significant amount of residential units which allows for the employees within the study area housing options to live closer their workplace both within the study area and near Hartsfield- Jackson International Airport.

Transit

The Hapeville Town Center Study Area currently has MARTA bus service within the study area. The majority of employees within the study area work adjacent to an existing bus line, and this variable increases under the LCI plan. Under the LCI plan the majority of the new housing development is adjacent to an existing bus line. There is a proposal to for the MARTA rail service spur to Hapeville. The potential station location has not been identified but the densities that would provide a high degree of transit use would be along Main Street.





Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.35	1.47
Street Connectivity	.85	.85

The Hapeville Town Center already has a traditional grid pattern, with only 15 % of the streets that dead-end. The study area does have connectivity issues with the limited connections across the railroad and I-85. However the new activity centers created within the study area increases the connections for the residents and employees within the study area.

Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.12	0.32
Use Balance	0.79	0.86

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to1, where 1 signifies the most mixes areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is either predominantly single family residential and, is segregated from the commercial/industrial uses the score is extremely low. The LCI study area recommends increasing the residential uses with mixed-use development south of the railroad tracks and Sylvan Road.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced. With the increase the in the mixed-use development the study area becomes more balanced under the LCI plan.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	4.8	4.3
Vehicle Greenhouse Gas Emissions	3,599	3,256

With the changes in land uses within the Hapeville Town Center study area there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primarily focus of the transportation investments within this study area are to improve the pedestrian and bicycle modes of transportation not additional capacity.

Hapeville Town Center Findings

With the high degree of connectivity within the Hapeville Town Center LCI Study area the redevelopment of the town center will add additional housing options near major employment centers. This will have a positive effect of the regional transportation system as it allows more people to live closer near their employment and it allows them to take other forms of transportation to work or their “play” destinations. It is important to note that the housing options proposed by the plan need to be inclusive of all job types within the LCI study area to give the all employees the option to live near their place of employment.

Highway 78 Corridor

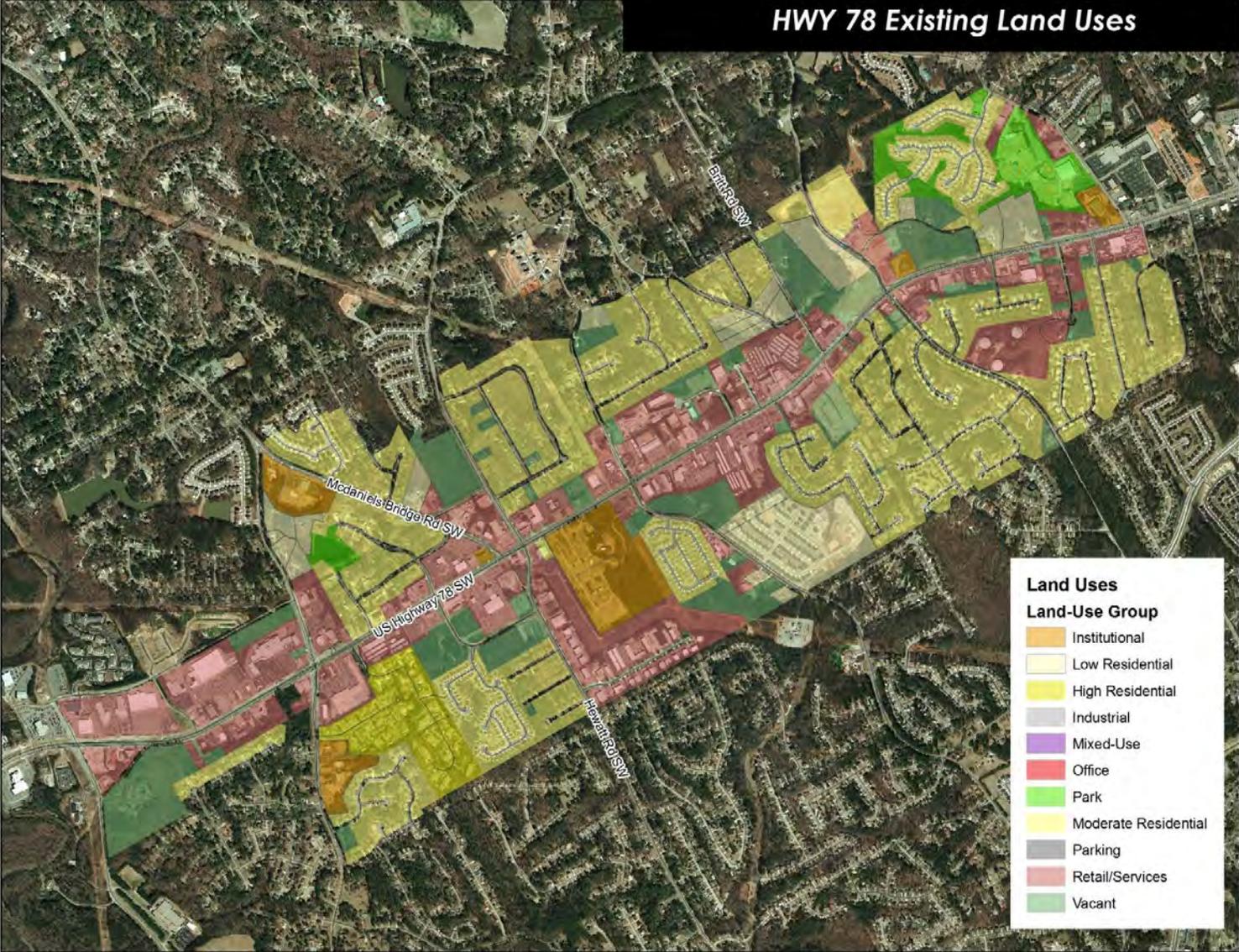
The Highway 78 corridor study runs from the City of Snellville (McGee Road) on the east to Killian Hill Road on the west. This is a 2.4-mile segment that includes the properties within approximately 1/4 -mile on each side of the road. Highway 78 functions as a regional commuter roadway for traffic traveling from Athens to Atlanta and has developed as a strip commercial corridor surrounded by established neighborhoods. Furthermore, the study discussed redevelopment of underutilized properties, incorporation of balanced mixed-use development with housing alternatives, office uses, open space, and stabilization of existing residential neighborhoods.

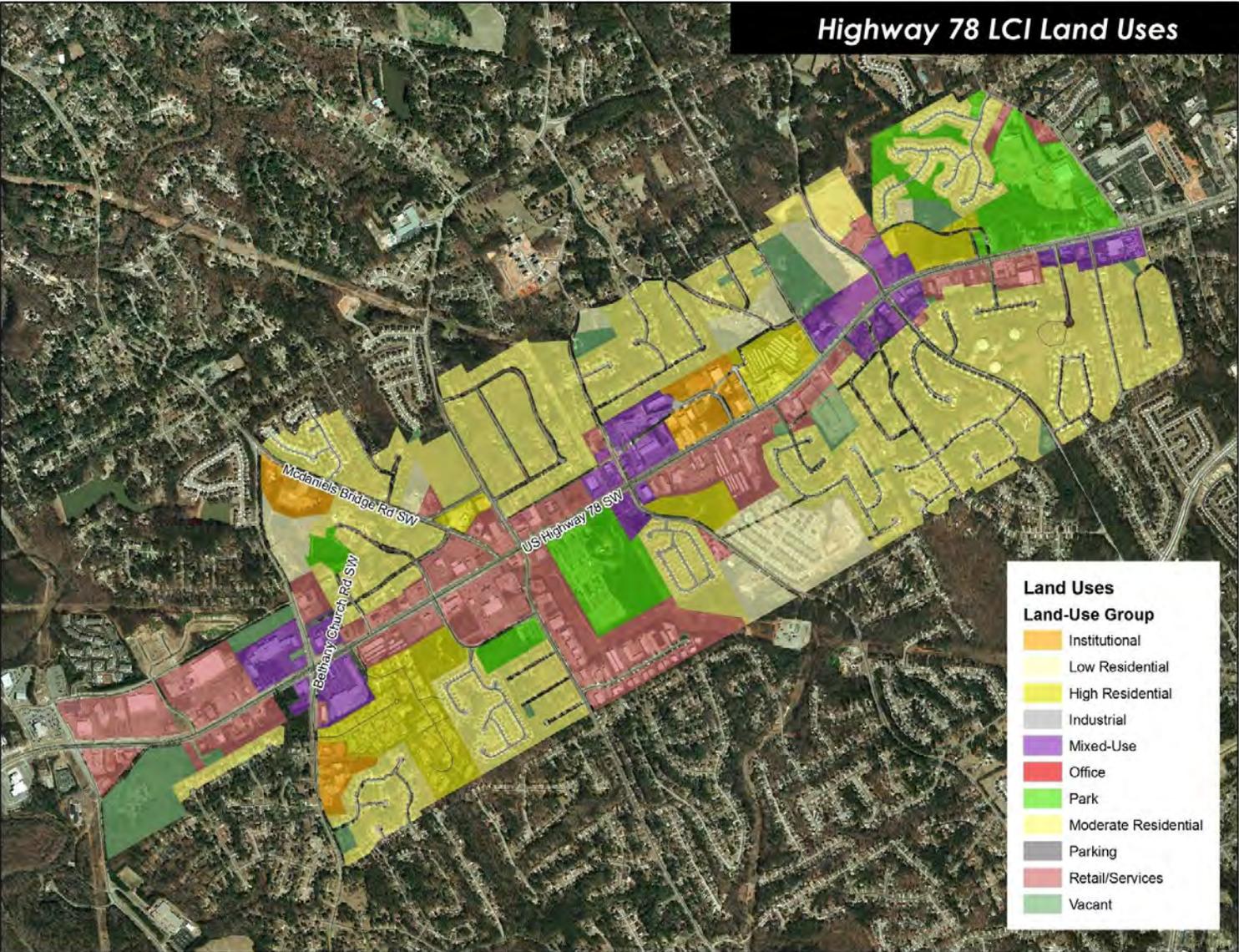
Demographic and Land Use

	Existing	LCI Plan
Population	4,172	11,384
Employment	4,940	4,652

The Highway 78 Corridor study is primarily a commercial corridor; however adjacent to the corridor the land uses changes to primarily single family residential.

The LCI plan called for the creation of mid-rise mixed-use nodes at major intersections along the corridor. These nodes would be approximately 4-6 stories tall with ground floor retail. With the proposed nodes and the new village center, the Highway 78 would see significant population growth however the indicators did show a minor decrease in employment as the older retail establishments redevelop.





Density

	Existing	LCI Plan
Population Density	2.83	7.72
Dwelling Density	1.13	3.59
Employment Density	11.55	12.81

With the high amount of single-family residential land use within the study area, the population density within the study area is low. However with the high amount of commercial land uses within the study area the employment density is near the regional average of 13 jobs per acre.

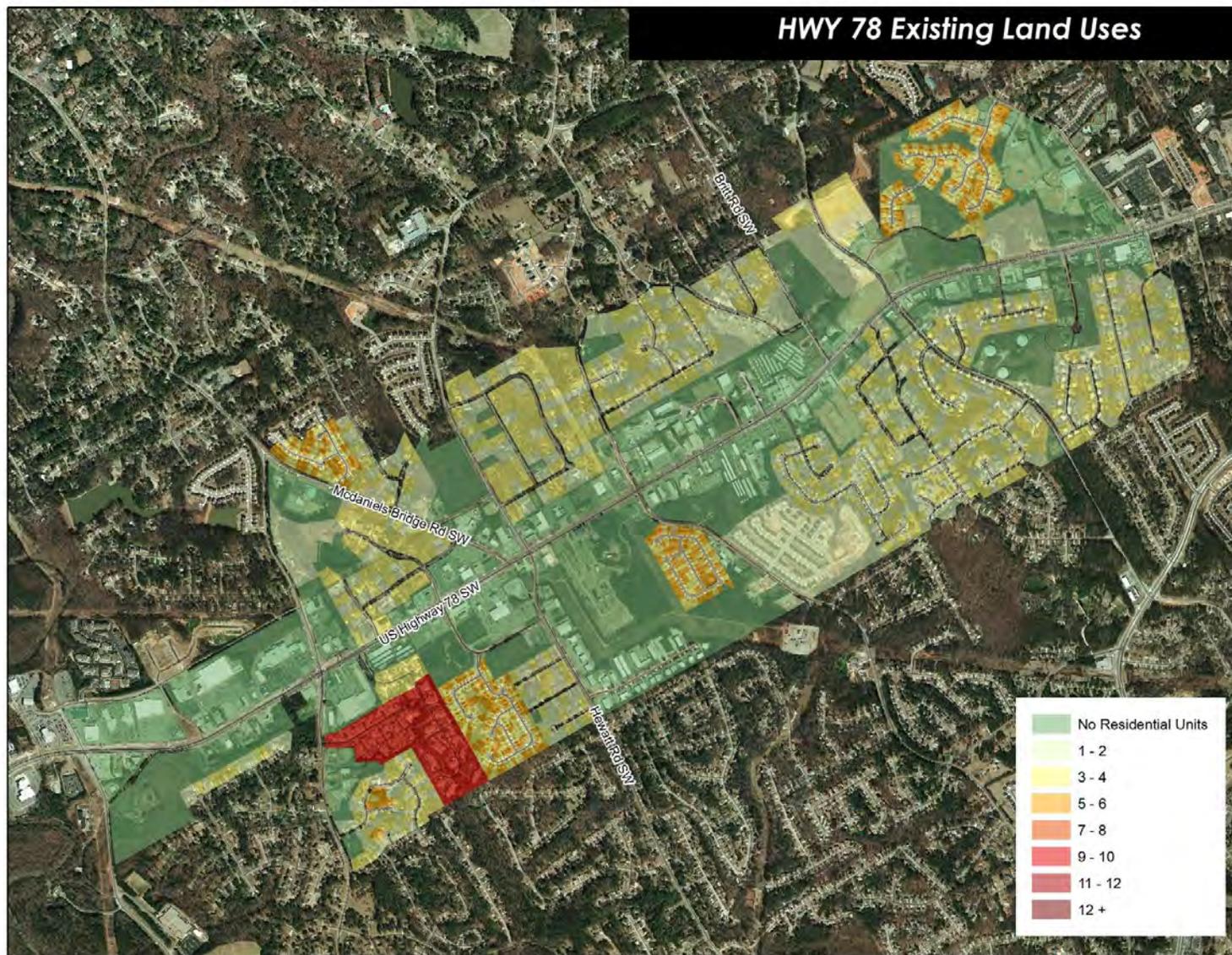
The LCI plan called for the creation of nodes at major intersections along the corridor. With the creation of those nodes, plan, the Highway 78 corridor will have a significant increase in population density with a small increase in employment density as some commercial development experiences some redevelopment.

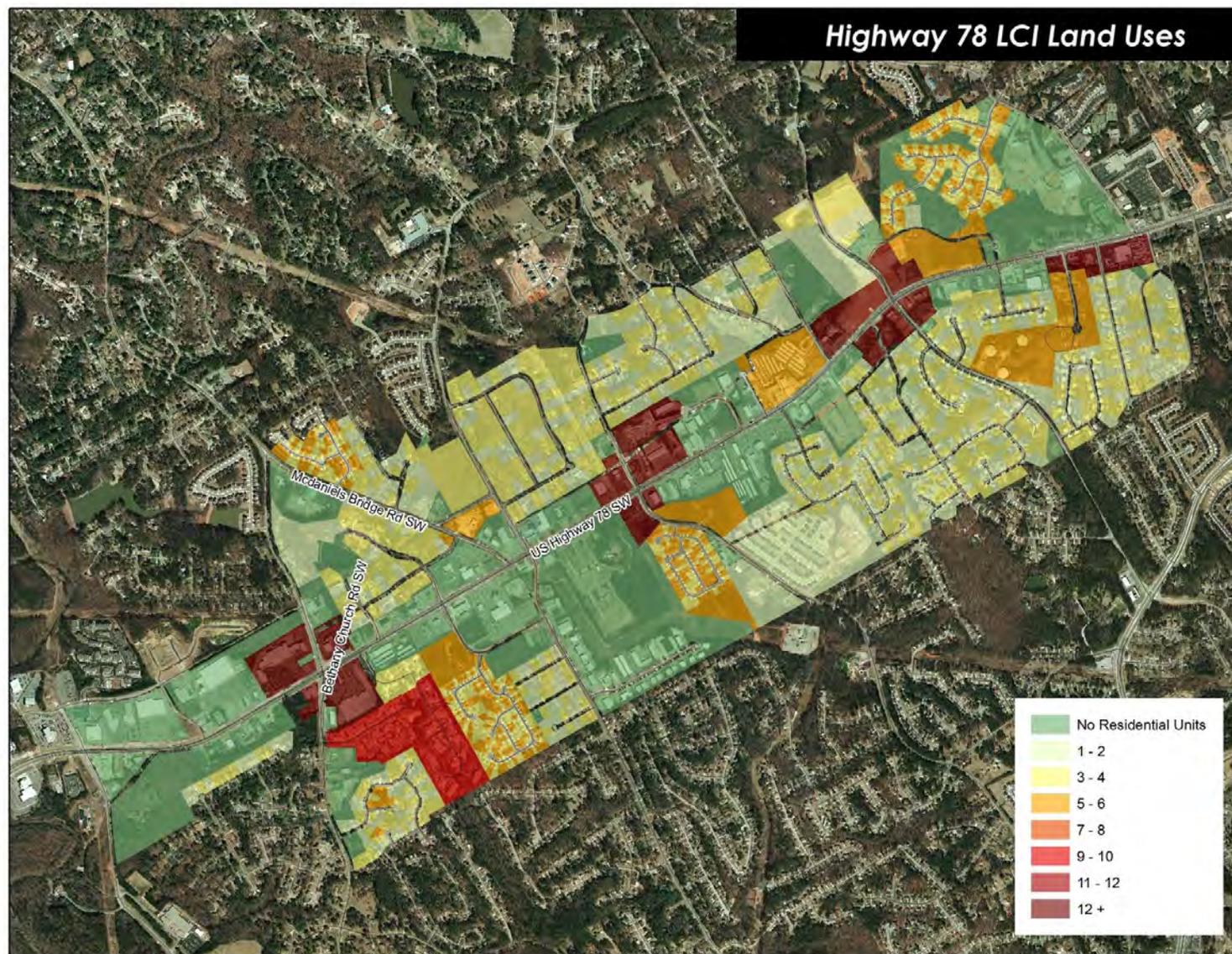
Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	2.97	0.88

Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are considered housing rich.

The existing land uses within the Highway 78 corridor is job rich at 2.97. This is due to the high amount of single-family residential units within the study area. The LCI plan adds a significant amount of residential units, which allows for the employees within the study area housing options to live closer their workplace and causes the area to become slightly housing rich as the corridor experiences redevelopment.





Transit

The Highway 78 corridor currently has express bus service leaving from Snellville to Downtown Atlanta. Transit service was not tested for both cases.

Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.29	1.59
Street Connectivity	0.57	0.60

The Highway 78 study area does not have a connected street network with 43% of the streets within the study area dead end streets. The majority of those are dead end streets within existing single-family neighborhoods. The Highway 78 LCI study recommends parallel circulator roads along 78 to preserve the mobility along Highway 78.

Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.11	0.26
Use Balance	0.75	0.82

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to1, where 1 signifies the most mixes areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is either residential or commercial land use that is segregated, the score is extremely low. The LCI study area recommends increasing the residential uses with mixed-use development.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced. With the increase the in the mixed-use development the study area becomes more balanced under the LCI plan.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	11.1	9.9
Vehicle Greenhouse Gas Emissions	5,866	5,241

With the changes in land uses and the improved transportation options within the Highway 78 study area there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primarily focus of the transportation investments within this study area are to improve the pedestrian and bicycle modes of transportation and improve connectivity within the study area to limit short trips on Highway 78.

Highway 78 LCI Study Area Findings

The improved connectivity options along the Highway 78 corridor and the changes in land use will have a positive impact on the regional transportation system. The addition of a grid system along the corridor will improve the options for trips including bicycle and pedestrian options instead of forcing all trips to take Highway 78 leaving that roadway for regional trips. It is important to note that the housing options proposed by the plan need to be inclusive of all job types within the LCI study area to give the all employees the option to live near their place of employment.

Fayetteville Town Center

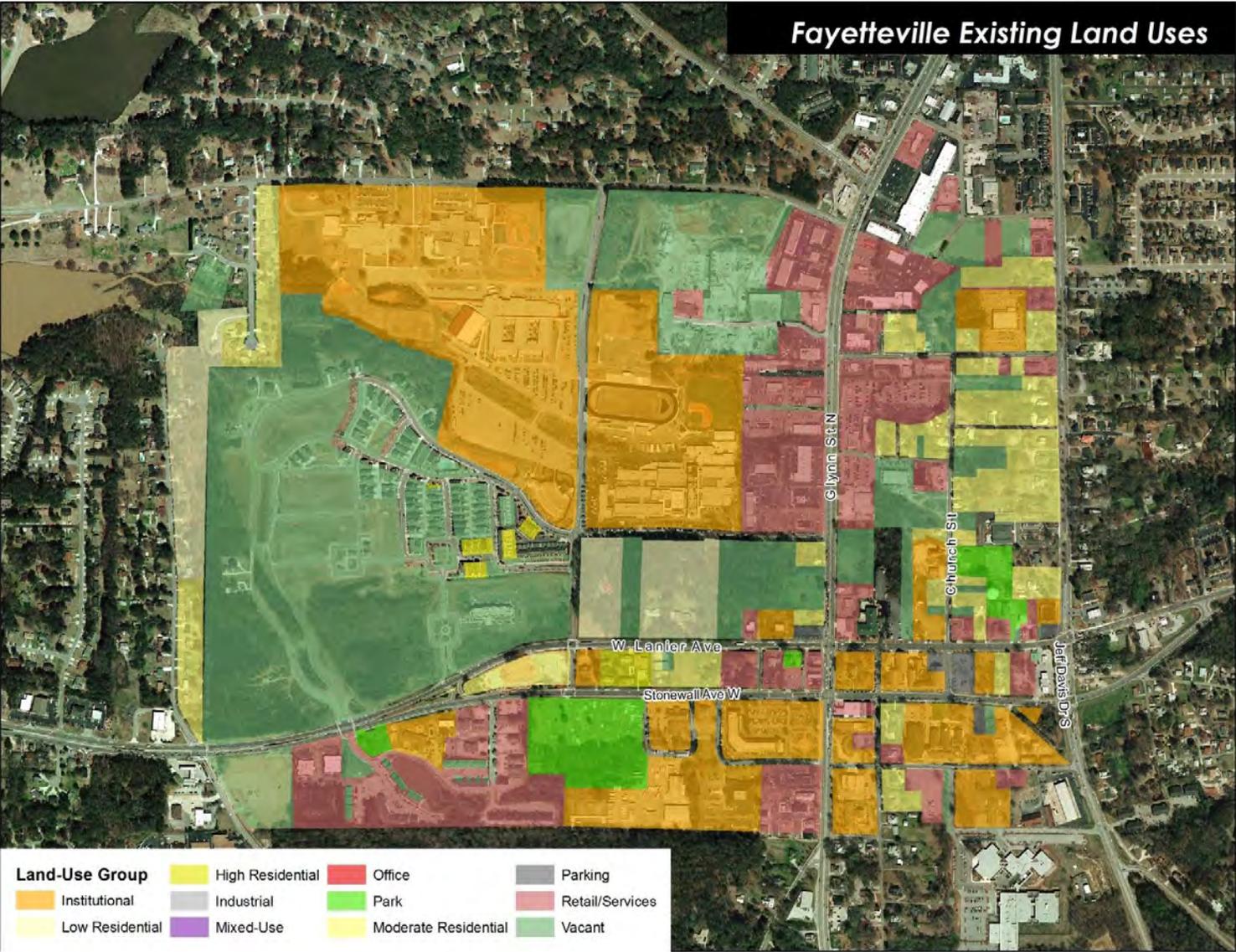
While Fayette County, one of the nation’s fastest growing counties between 1984 and 1994, has experienced rapid growth over the last two decades, the City of Fayetteville and its downtown area have grown much more modestly and consistently since 1980. As in many suburban areas, this growth has resulted in the development of previously undeveloped or underdeveloped areas along major transportation routes and redevelopment within the historic downtown core. With continued growth anticipated for the City of Fayetteville and the surrounding County, the potential to reduce strip development and reinvigorate the downtown area as a village center offering a range of employment, shopping, recreation and housing has become a priority for the City, its staff and elected officials.

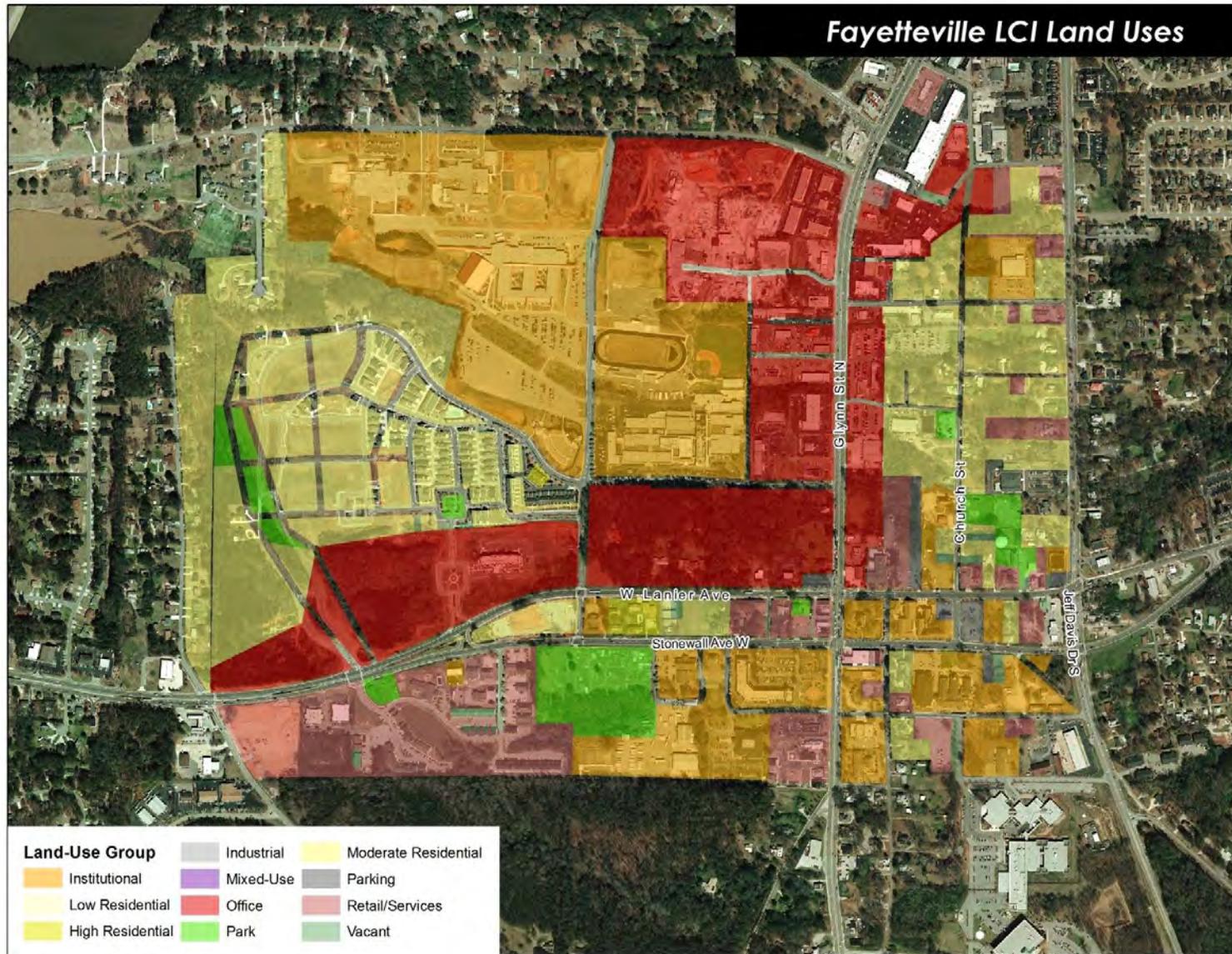
Demographic and Land Use

	Existing	LCI Plan
Population	530	5,178
Employment	3,740	3,584

The Downtown Fayetteville is the county seat within Fayette County. The study area contains two main highways with commercial, office, and institutional uses surrounded by residential uses. There is some vacant land in the eastern side of the study area.

The LCI plan called for the increasing the residential mass within downtown Fayetteville. The plan called for a loft style residential development that is 2-5 stories tall with ground floor retail. With this propose redevelopment Downtown Fayetteville would see significant population growth and establish it as a vibrant downtown. This new development will cause significant population increase while preserving the existing single-family character.





Density

	Existing	LCI Plan
Population Density	0.95	10.28
Dwelling Density	0.40	4.15
Employment Density	16.76	11.85

With the high amount of single-family residential land use within the study area, the population density within the study area is low. However with the high amount of office land uses within the study area the employment density is above the regional average of 13 jobs per acre.

With the proposed redevelopment and development of vacant land, downtown Fayetteville will increase its significantly while maintaining its single family residential neighborhoods.

Jobs Housing Balance

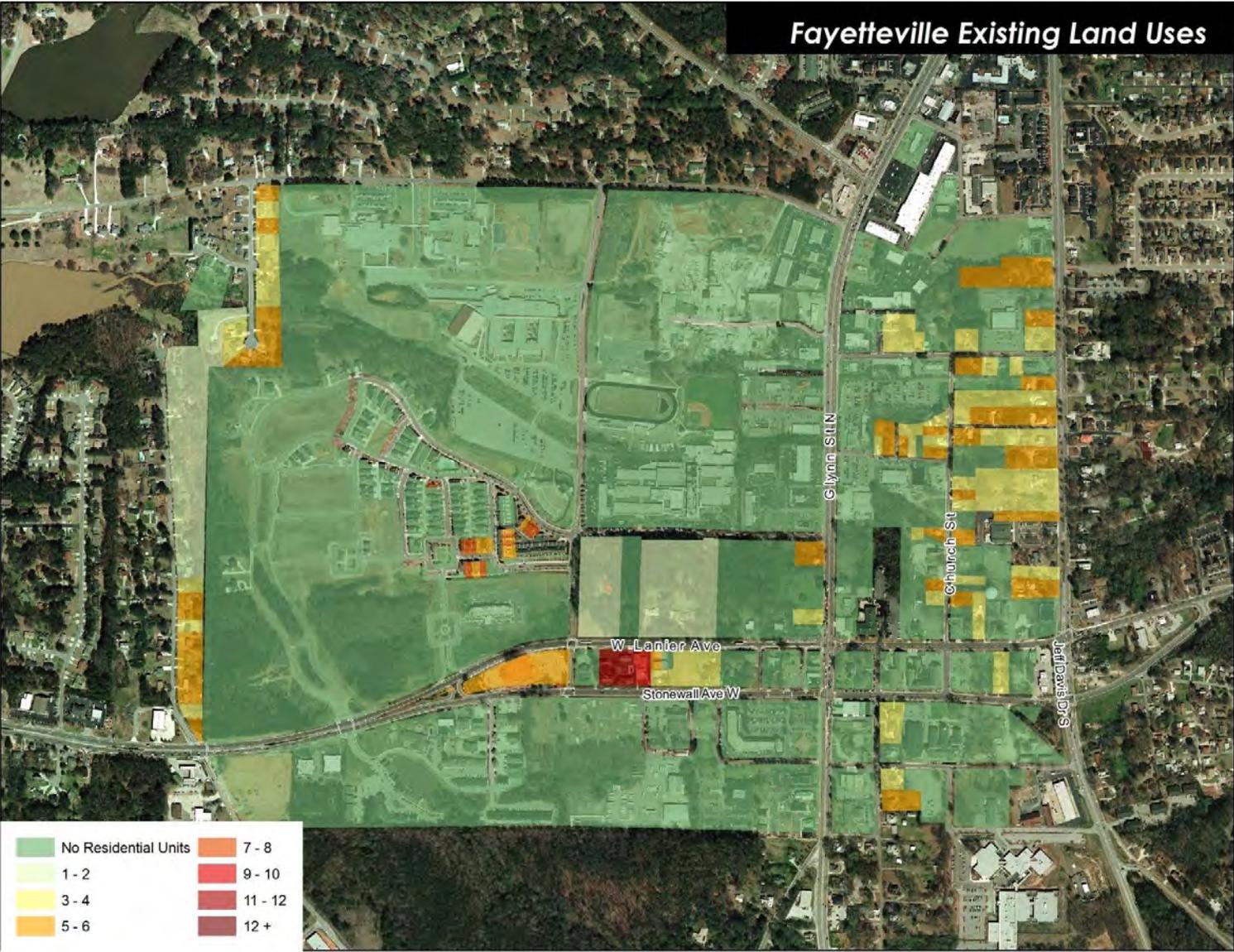
	Existing	LCI Plan
Jobs to Housing Balance	16.89	1.55

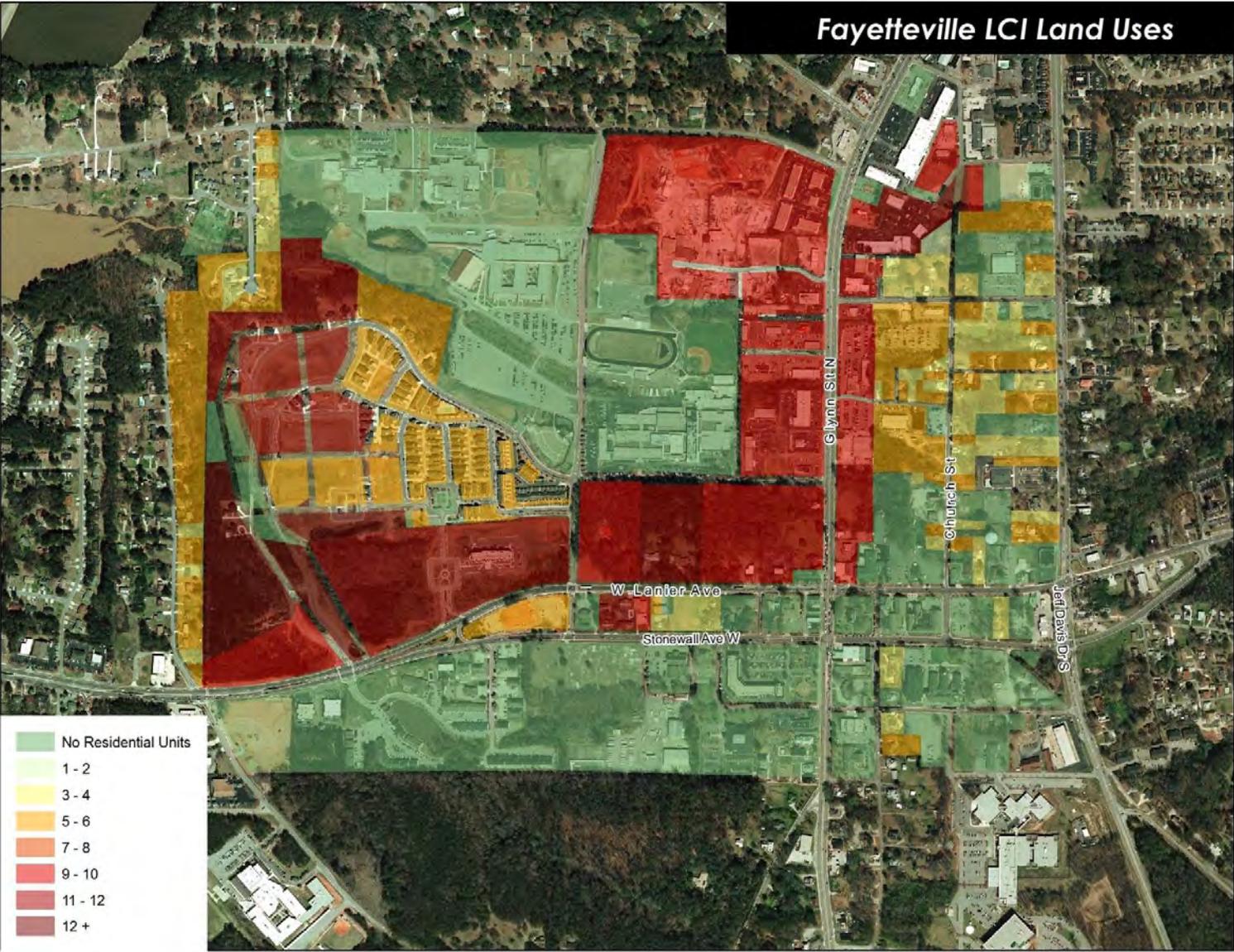
Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are considered housing rich.

The existing land uses within the Downtown Fayetteville is job rich at 16.89. This is due to the high amount of single-family residences and the high amount of commercial and office uses within the study area. With the additional residences added to the study area, Downtown Fayetteville becomes balanced in terms of jobs-housing balance.

Transit

Fayette County currently does not have any transit nor does it have any planned transit.





Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.36	1.69
Street Connectivity	0.86	0.89

The Fayetteville Town Center already has a grid pattern, with only 14 % of the streets that dead-end. However most traffic is funneled onto the two main highways that bisect the study area, GA 85 and GA 54. The LCI plan increases the connectivity by developing new connections that allow trips to bypass the GA 54 and GA 85.

Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.11	0.26
Use Balance	0.75	0.82

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to1, where 1 signifies the most mixes areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is either predominantly single family residential and, is segregated from the commercial uses the score is extremely low.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced.

With the increase the in the mixed-use development the study area becomes more balanced under the LCI plan.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	10.3	6.7
Vehicle Greenhouse Gas Emissions	5,536	3,614

With the changes in land uses and improved connectivity within the Downtown Fayetteville area there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primarily focus of the transportation investments is to improve connectivity and circulation to limit short trips along GA 54 and GA 85.

Downtown Fayetteville Findings

With the significant increase in residential development within Downtown Fayetteville, the area will reach critical mass to increase its commercial base to become a live work play environment while maintaining its single-family character. This will have a positive effect of the regional transportation system as it allows more people to live closer near their employment and it allows them to take other forms of transportation to work or their “play” destinations. It is important to note that the housing options proposed by the plan need to be inclusive of all job types within the LCI study area to give the all employees the option to live near their place of employment.

Cumberland Activity Center

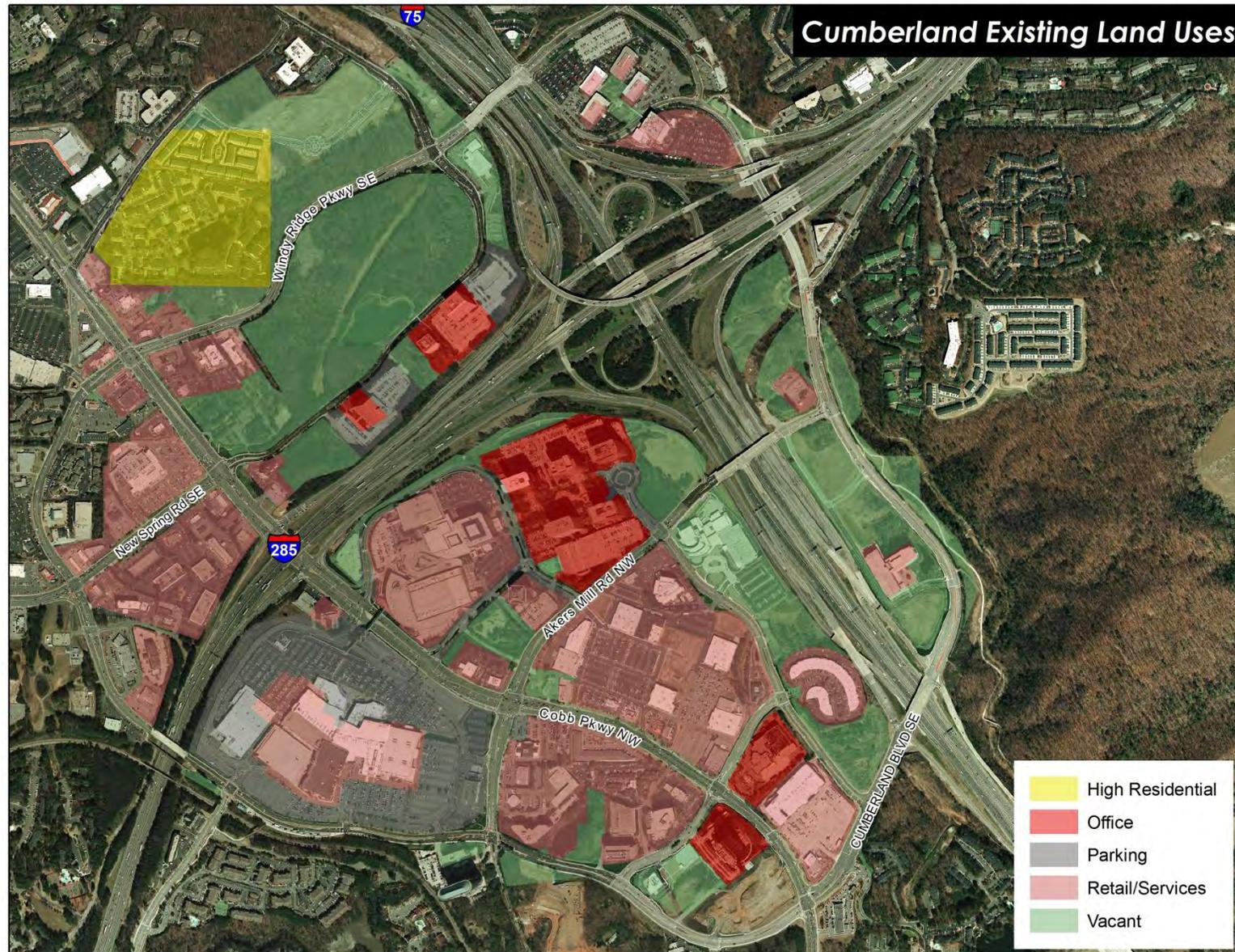
The Cumberland Galleria Activity Center study encompassed the core of the Cumberland area occupied primarily by office and retail facilities including the Cumberland Mall. The purpose of the study was to identify housing opportunities for a full range of income groups, improve connectivity between these areas and the existing office and retail, as well as provide for an efficient inter-modal transportation network.

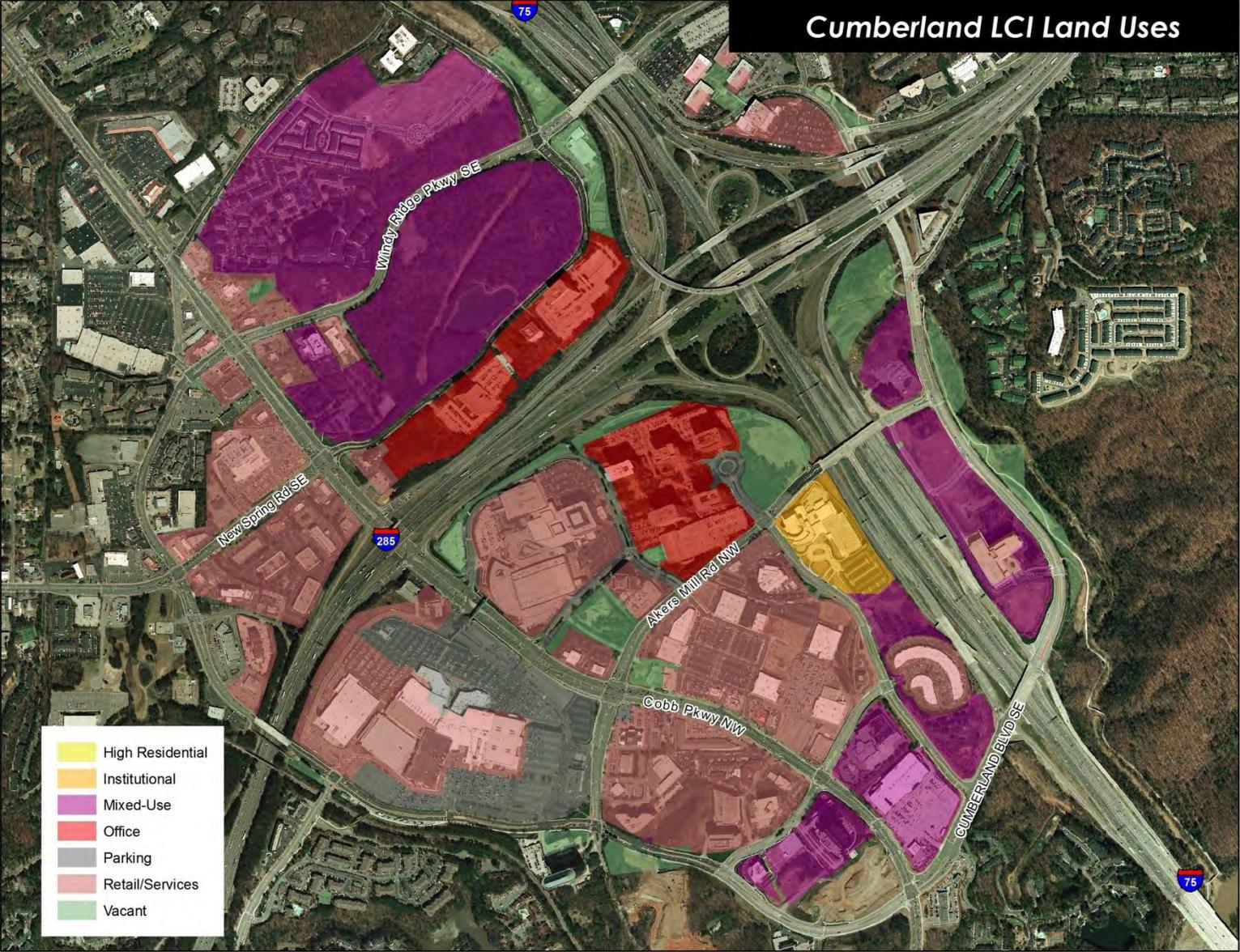
Demographic and Land Use

	Existing	LCI Plan
Population	578	15,104
Employment	12,087	14,524

The Cumberland Activity Center is a major employment center within Cobb County currently with a low amount of residential land uses, all of which is considered multi-family. The activity center still has large areas that are considered undeveloped located north of Circle 75 Parkway. South of I-285 is Cumberland Mall and Cobb-Galleria. These two regional shopping centers anchor the other smaller retail properties along Cobb Parkway. The Galleria area is a regional office market. The Cumberland Activity Center does contain a small multi-family development on the northern end of the activity center.

The LCI plan calls for the redevelopment of the low-density commercial properties south of Akers Mill Rd. The northern vacant land within the activity center would be developed as Mixed-Use High Density neighborhood. With the proposed development and the new village center, the Cumberland Activity Center would see significant population growth with a balanced increase in employment growth.





Density

	Existing	LCI Plan
Population Density	0.57	14.97
Dwelling Density	0.29	7.60
Employment Density	46.69	31.22

With the low amount of residential land use within the study area, the population density within the study area is low. However with the high amount of office and commercial land uses within the study area the employment density is above the regional average of 13 jobs per acre.

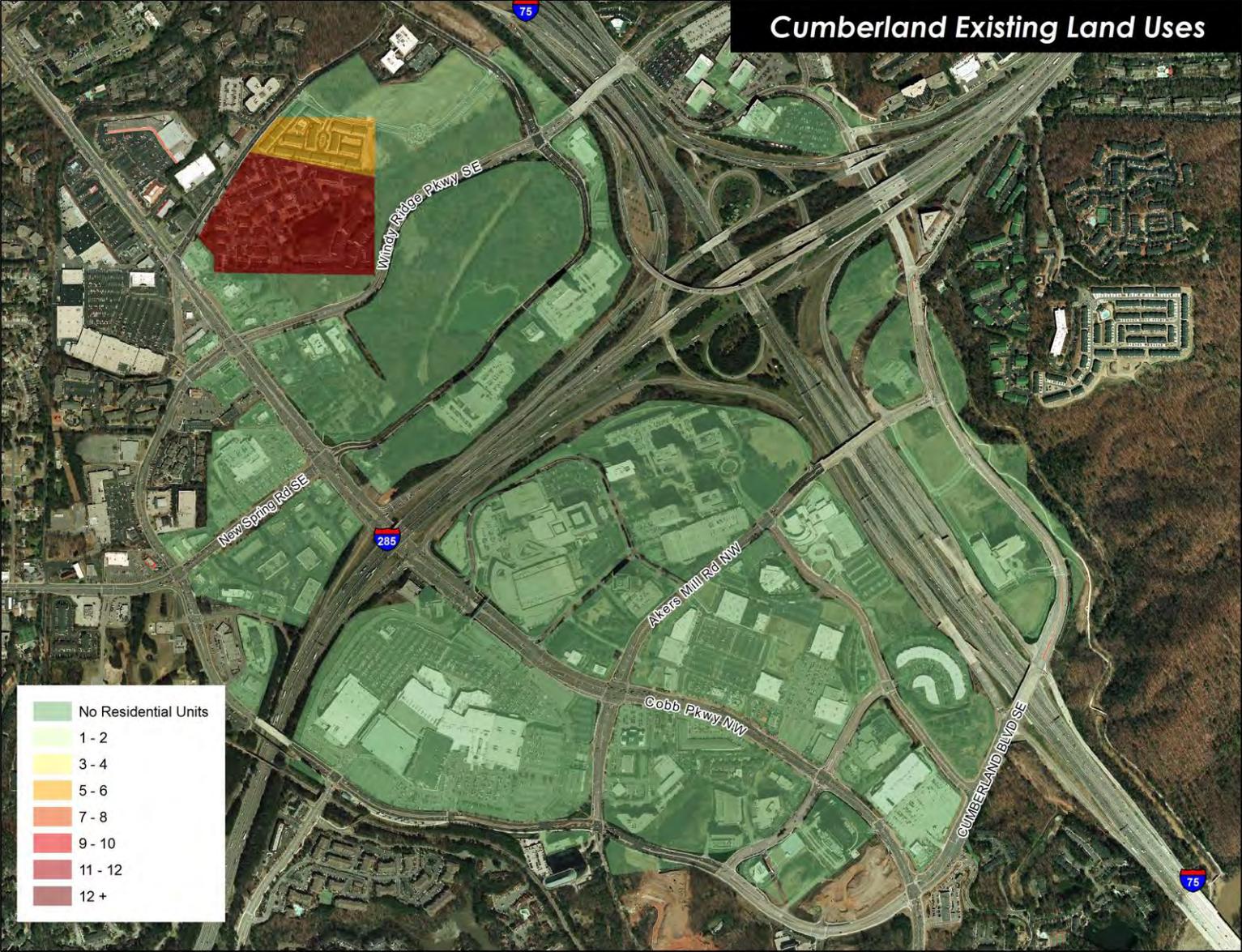
The LCI plan called for the creation of a High Density Neighborhood on Windy Ridge Parkway and Circle 75 Parkway. With the creation of that neighborhood, some minor redevelopment and the additional projects built out to their development plan, the Cumberland Activity Center will have a significant increase in population density with a small decrease in employment density as some commercial development experiences some redevelopment.

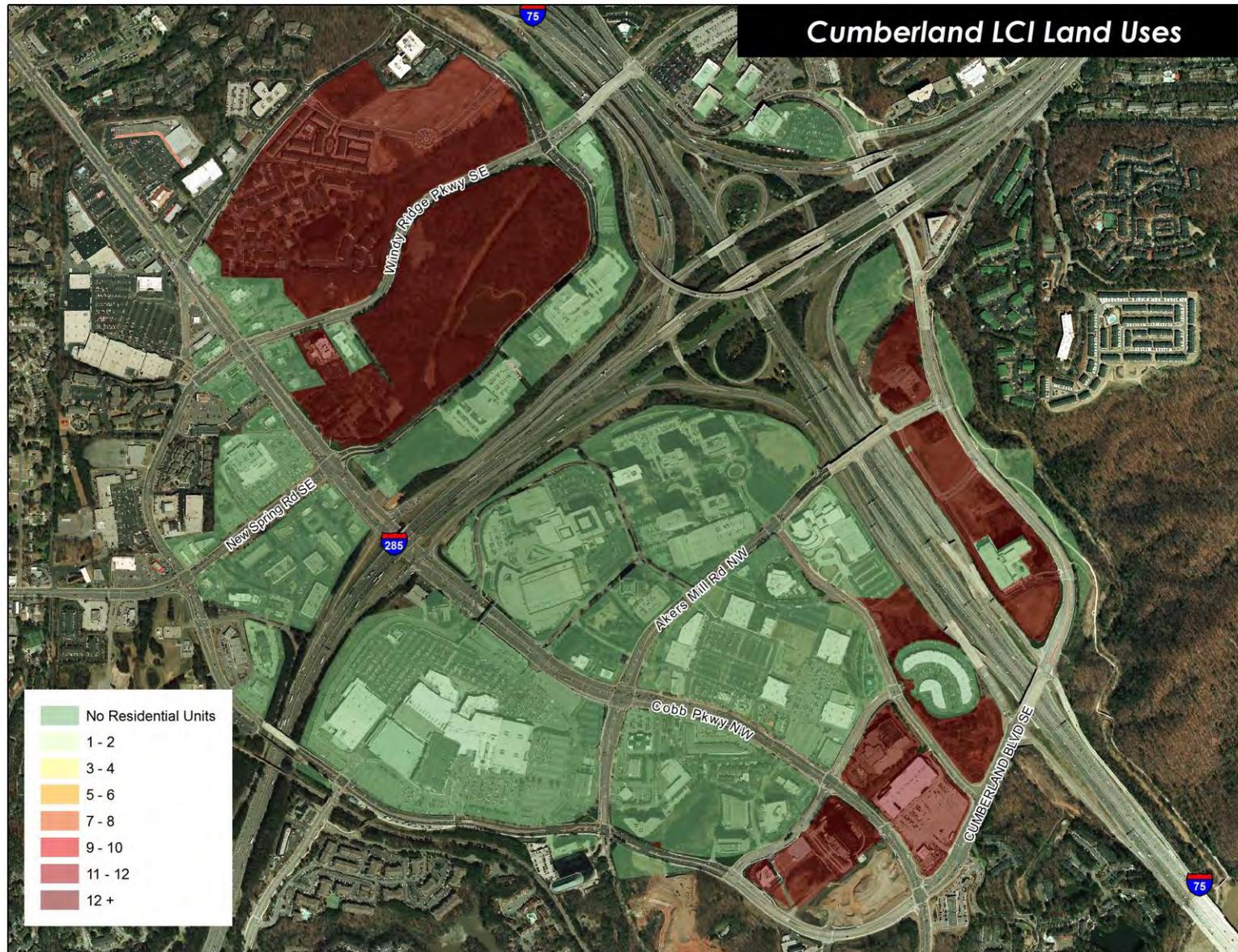
Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	41.20	1.89

Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are considered housing rich.

The existing land uses within the Cumberland is extremely job rich at 41.2. This is due to the low amount of residential units within the study area. The LCI plan adds a significant amount of residential units, which allows for the employees within the study area housing options to live closer their workplace. These additional residential units will lower the ratio to 1.89.





Transit

The Cumberland Activity Center currently has Cobb Community Transit (CCT) bus service within the study area. The majority of employees within the study area work adjacent to an existing transit line, and this variable increases under the LCI plan.

The plan called for the creation of a Light Rail Circulator connecting to a planned I-75 Light Rail Line. The new residential development and new office development are designed to connect to the planned transit lines.

Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	2.40	1.08
Street Connectivity	1.00	1.00

The Cumberland Activity Center has a highly connected street network with 100% of the streets within connected. However the directness of the street network is high due to the limited crossing options of I-75 and I-285. The plan does call for new connections over I-285.

Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.03	0.61
Use Balance	0.80	0.78

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to1, where 1 signifies the most mixes areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is either vacant or predominantly commercial/office land use, score is extremely low. The LCI study area recommends increasing the residential uses with mixed-use development.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses primarily either office or commercial. With the increase the in the mixed-use development the study area becomes more balanced under the LCI plan.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	4.3	2.6
Vehicle Greenhouse Gas Emissions	3,409	2,045

With the changes in land uses within the Cumberland Activity Center there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primary focus of the transportation investments within this study area are to improve the transit, pedestrian and bicycle modes of transportation not additional capacity.

Cumberland LCI Study Area Findings

With the increase in residential uses within a major regional employment center the Cumberland Activity Center, the area becomes a mixed use center that has a positive impact on the regional transportation system. The residential uses are connected by multiple modes of transportation that allows residences the option to take other forms of transportation to their work.

Tucker Town Center

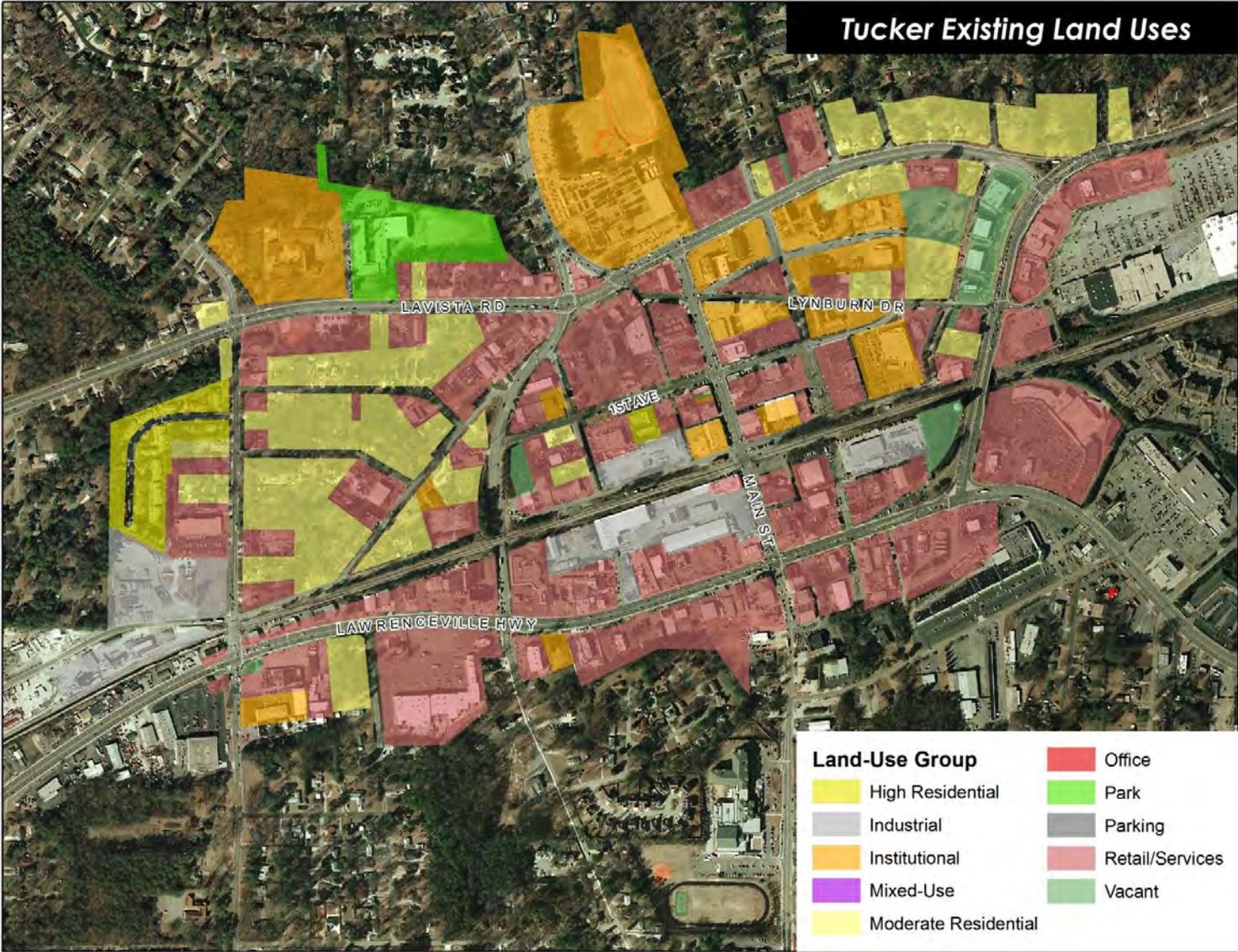
The Tucker Commercial District, although not an incorporated city, is a recognizable town center area for the surrounding community with a historic business district, civic uses, and surrounding employment and housing opportunities. The LCI study looked to reestablish Main Street in Tucker as a central point for the greater Tucker community. The study created a plan to create a more pedestrian friendly and interconnected town center encouraging walking and other modes of transportation to and around the commercial core.

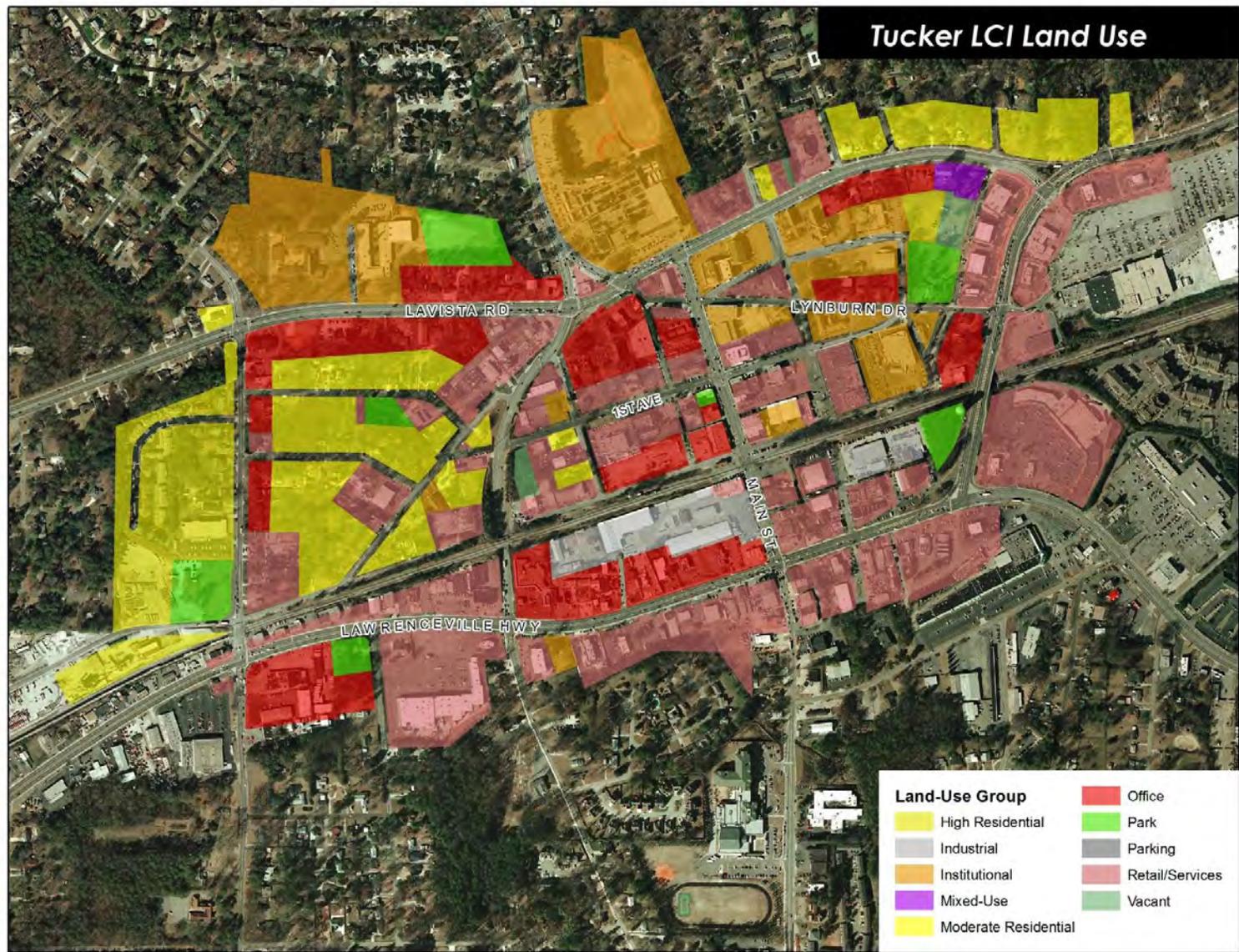
Demographic and Land Use

	Existing	LCI Plan
Population	398	1,398
Employment	1,988	1,915

The Downtown Tucker is a traditional town center within DeKalb County. It is an unincorporated place but it has many similarities to the incorporated town centers within the region. The study area is predominately commercial but the area contains residential, industrial, and institutional land uses.

The LCI plan called for the redevelopment of the town center with mixed-use environment within the core and along the key corridors. In addition the plan called for the expansion of civic spaces within the area. This expansion of residential over commercial leads to a sizeable increase in new populations, without a sizeable increase in employment.





Density

	Existing	LCI Plan
Population Density	1.25	4.41
Dwelling Density	0.52	1.71
Employment Density	11.85	31.22

With the high amount of single-family residential land use within the study area, the population density within the study area is low. In addition with the high amount of commercial land uses within the study area the employment density is below the regional average of 13 jobs per acre.

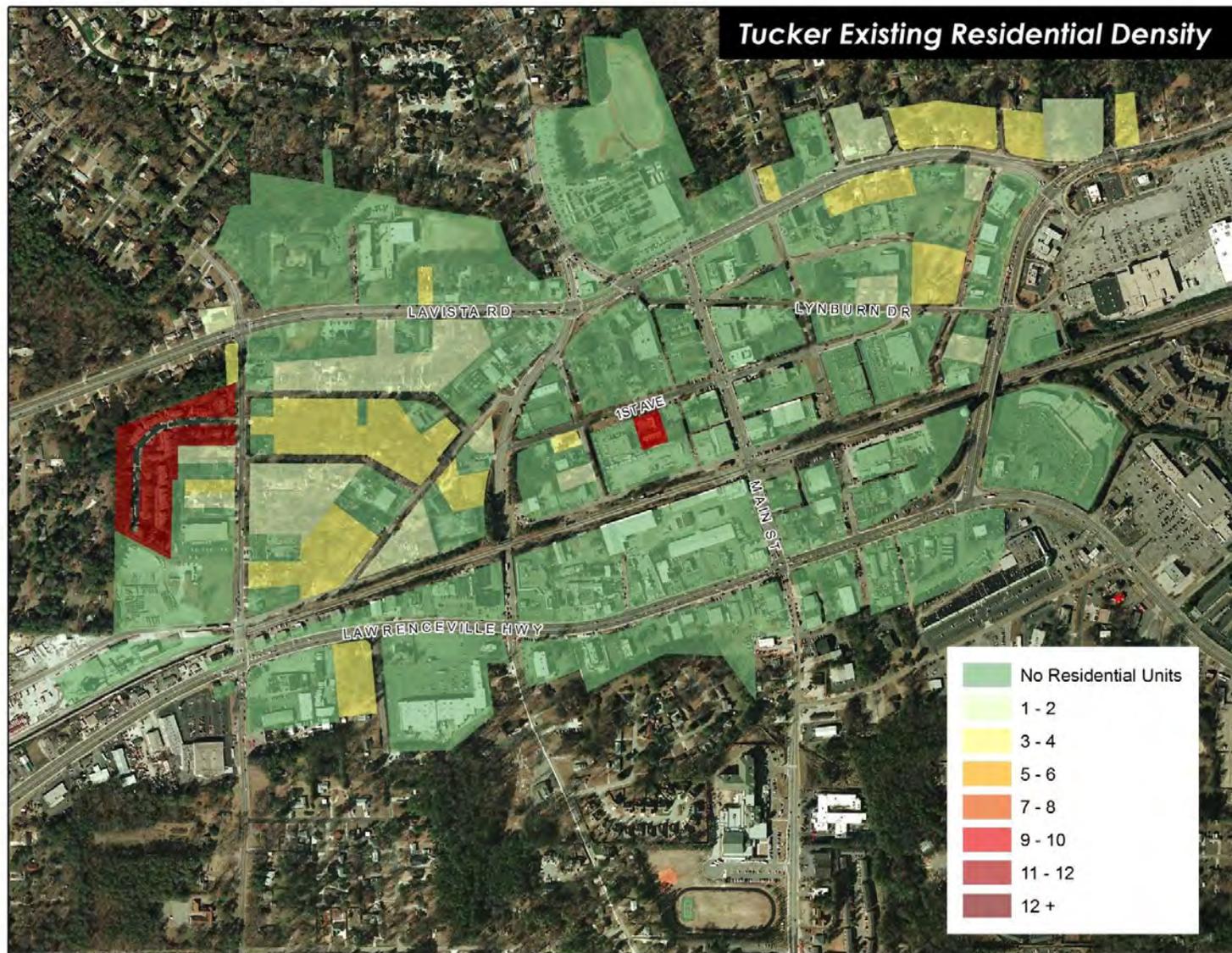
With the proposed redevelopment within its core, Tucker will increase its population density significantly while maintaining its single-family residential neighborhoods.

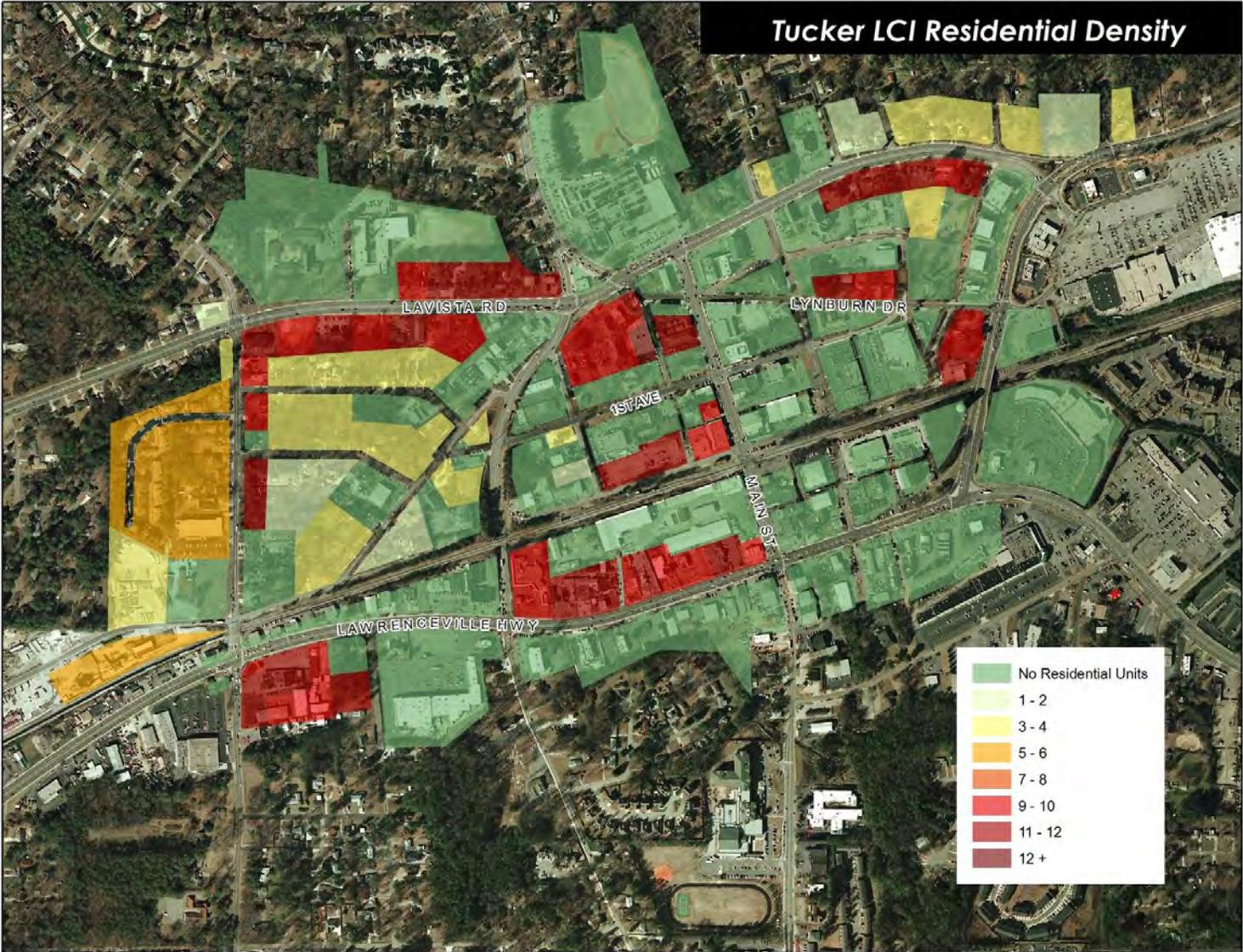
Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	11.98	3.53

Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are considered housing rich.

The existing land uses within the Tucker is job rich at 11.98. This is due to the low amount of residences within the study area and the high amount of commercial and uses. With the additional residences added to the study area, Tucker becomes more balanced but still remains higher than an ideal community.





Transit

Currently there is MARTA bus service within Tucker.

Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.38	1.85
Street Connectivity	0.76	0.83

Tucker already has a minor grid pattern, with only 24 % of the streets that dead-end. The LCI plan increases the connectivity by developing the grid pattern throughout the core main street area of Tucker with grid system with squares.

Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.24	0.29
Use Balance	0.79	0.83

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to1, where 1 signifies the most mixes areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is predominantly commercial and, is segregated from the single family residential or other uses the score is extremely low. Under the LCI plan the uses become more mixed but it is still segregated.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced. With the increase the in the mixed-use development the study area becomes more balanced under the LCI plan.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	8.1	7.2
Vehicle Greenhouse Gas Emissions	4,789	4,253

With the changes in land uses and improved connectivity within the Tucker study area there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primarily focus of the transportation investments is to improve connectivity and other modes of transportation within the study area.

Tucker Town Center Findings

With the moderate change of some land uses within the study, Tucker has an increase in residential development within its core area, which will have a positive effect on the business within the core area.

Griffin Town Center

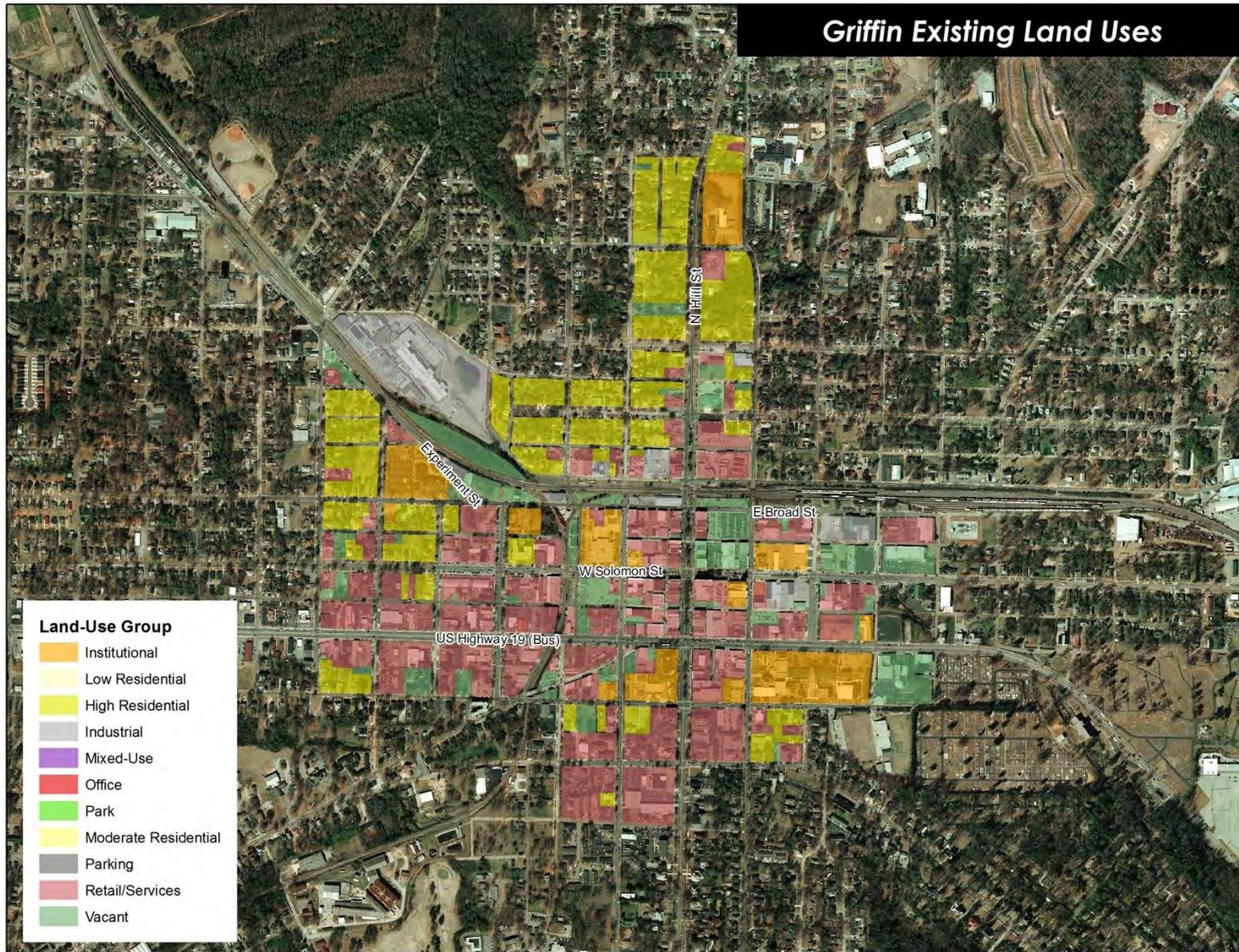
The Griffin Town Center study is located in downtown Griffin in Spalding County. This area encompasses the Central Business District and Historic Downtown Commercial District. The study area as well as the City of Griffin is divided north and south by Norfolk Southern Railroad, which presently serves as a main freight line and will be the new commuter rail line. The overall purpose of the study was to identify opportunities and projects that enhance the potential for improved pedestrian connections and safety, plan for future transit/commuter rail stops, expanded parking needs, expand housing choice downtown, plan for mixed use developments, expanded market opportunities and increase Griffin’s identity and sense of place.

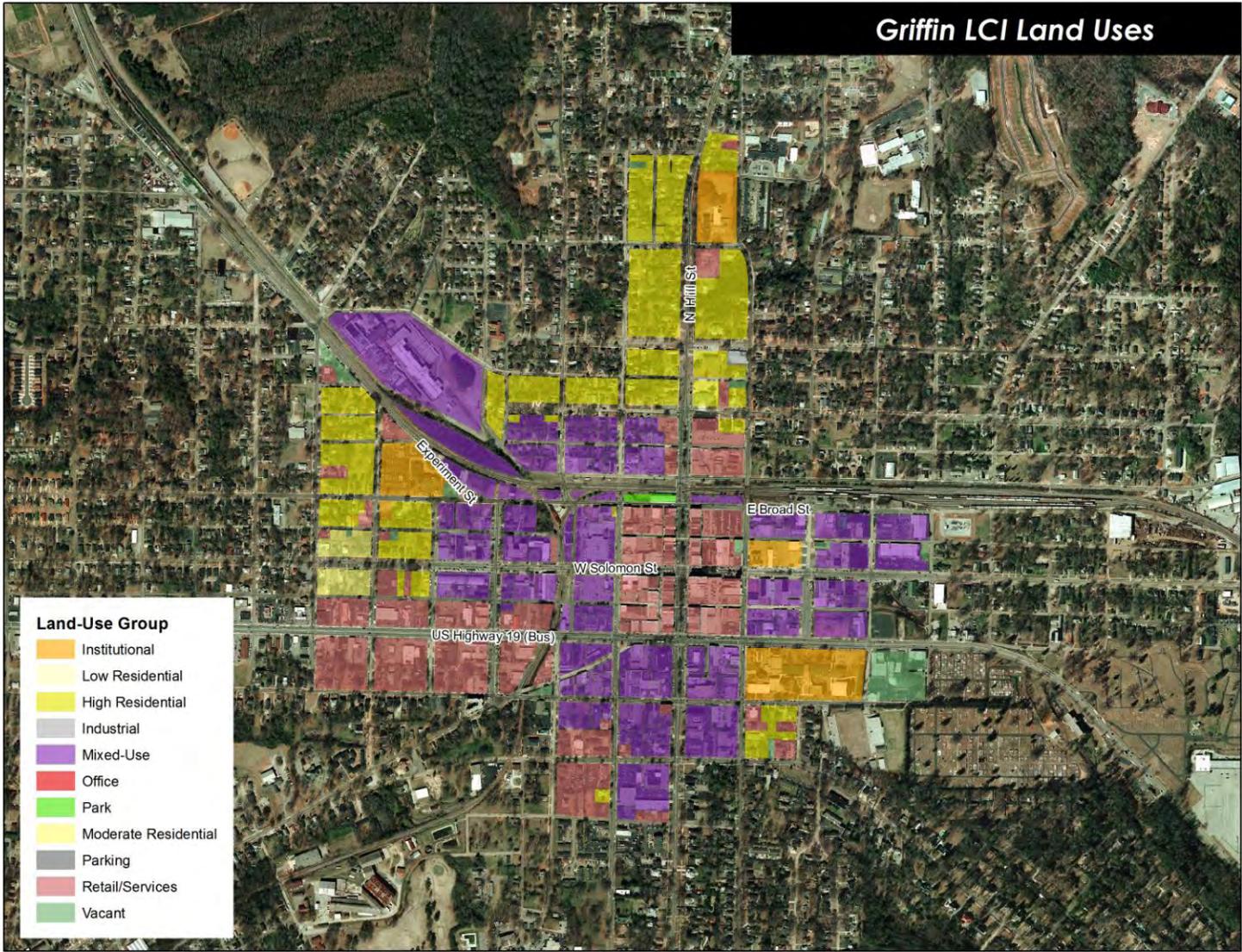
Demographic and Land Use

	Existing	LCI Plan
Population	732	6,314
Employment	1,624	2,541

Griffin is the county seat within Spalding County. The study area is the central business district and the surrounding neighborhoods. The highest intensity uses are located within the four block main core. Outside the main core is one story commercial/office, and residential uses.

The LCI plan called for the increasing the mixed-use central business and transition into the single-family neighborhoods with 2-3 stories mixed-use developments. With this proposed redevelopment Griffin would see significant population growth and employment growth while preserving the existing single-family character.





Density

	Existing	LCI Plan
Population Density	2.15	18.51
Dwelling Density	0.93	9.16
Employment Density	11.56	14.97

With the high amount of single-family residential land use within the study area, the population density within the study area is low. With the large amount of small businesses and the employment density is slightly below the regional average of 13 jobs per acre. With the new residential growth within Griffin, there is a sizeable increase in density.

Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	41.20	1.89

Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are considered housing rich.

The existing land uses within Griffin is moderately job rich at 5.14. This is due to the high amount of single-family

residences and the high amount of commercial and office uses within the study area. With the high amount additional residences added to the study area, Griffin becomes slightly more housing rich.

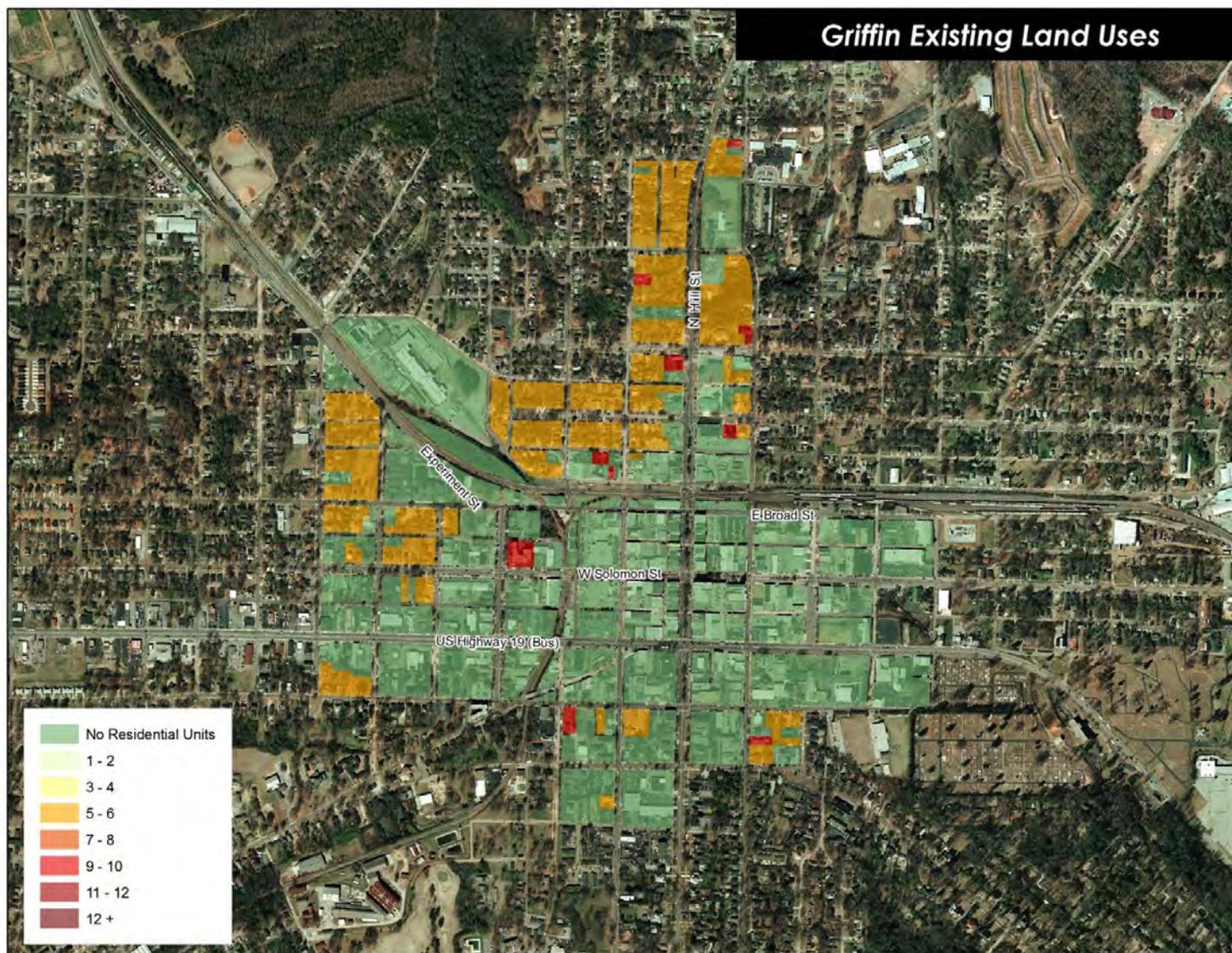
Transit

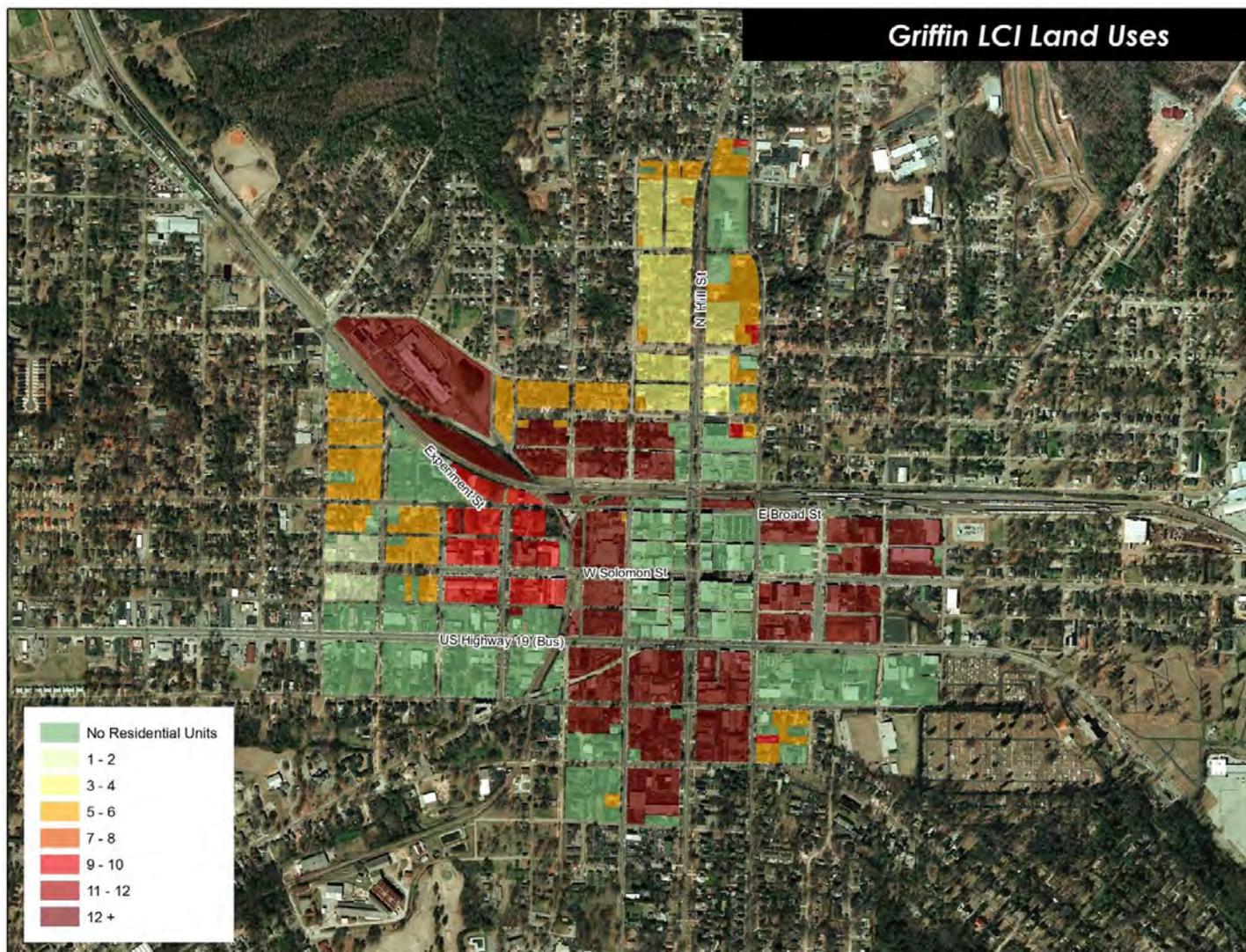
Currently there is no transit service within Griffin but it is on a proposed commuter rail line.

Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.49	1.46
Street Connectivity	1.00	1.00

The Griffin already has a grid pattern, with 100 % of the streets connected. This provides many alternatives for routes and lessens the transportation demand on regional routes.





Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.21	0.69
Use Balance	0.90	0.70

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to 1, where 1 signifies the most mixed areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is either predominantly single family residential and, is segregated from the commercial uses the score is extremely low. With the redevelopment of the some areas within Griffin the study area becomes more mixed with uses.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced. With the increase in the mixed-use development the study area the additional residential uses slightly lowers the balance.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	4.2	3.3
Vehicle Greenhouse Gas Emissions	3,348	2,657

With the changes in land uses and pedestrian options within the Griffin there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primary focus of the transportation investments is to improve pedestrian options within the study area.

Downtown Griffin Findings

With the significant increase in residential development within Downtown Griffin, the area will be traditional transit oriented community that will have appropriate land uses near a future commuter rail station. This will have a positive affect of the regional transportation system as it allows more people to live closer near their employment and it allows them to take other forms of transportation to work or their “play” destinations. It is important to note that the housing options proposed by the plan need to be inclusive of all job types within the LCI study area to give the all employees the option to live near their place of employment.

McFarland-Stoney Point Emerging Center

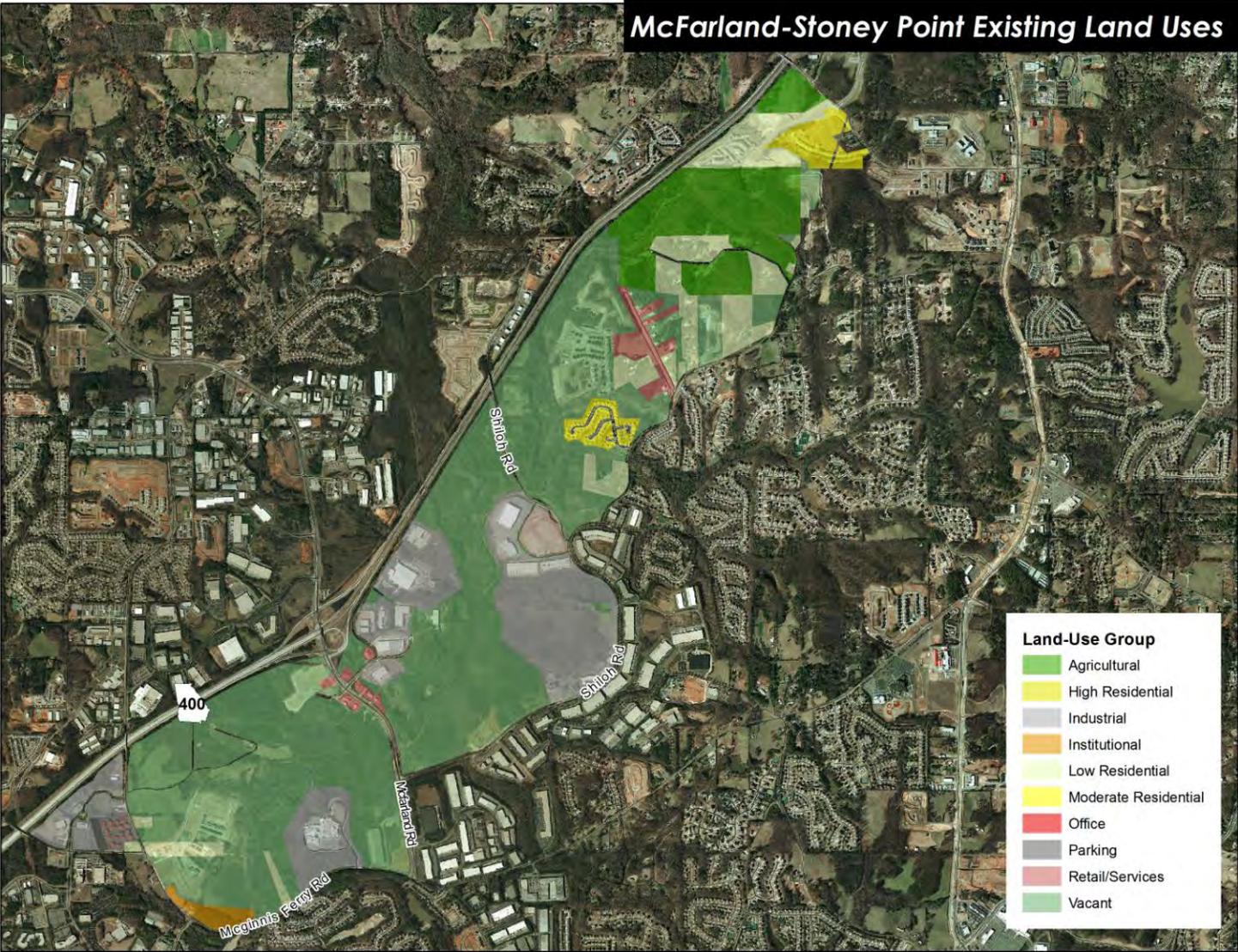
The McFarland-Union Hill activity center is located at the first interchange off of SR 400 in south Forsyth County. As an emerging large employment and retail center, the McFarland-Union Hill study will seek to create a master plan for developing a compact, mixed-use village that provides more land use and transportation choices for residents and employees to manage their everyday activities. The master plan will allow this area to be a prototype that can have county-wide applicability and provide an example of a centers and corridor approach to quality growth.

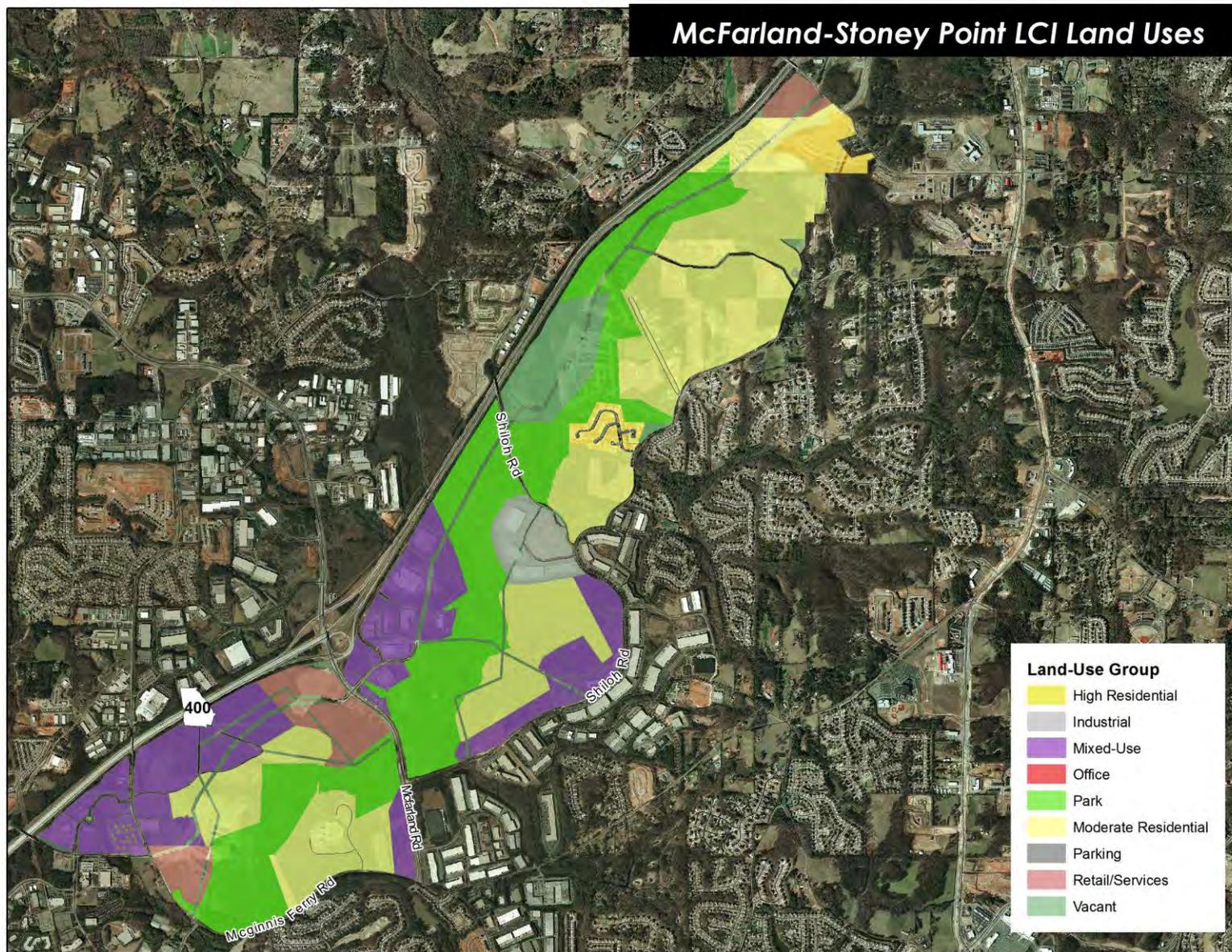
Demographic and Land Use

	Existing	LCI Plan
Population	635	21,261
Employment	2,822	6,096

McFarland-Stoney Point was one of the first emerging centers funded through the LCI Program. The study area is located at along the GA 400 corridor at the first interchange in Forsyth County. Currently there is some industrial, commercial, and some single family uses, however the majority land use is vacant.

The LCI plan called for the creation of mixed-use activity centers at major intersections and develops the transportation network in a grid pattern within large developments. The LCI plan called for the expansion of the Big Creek Greenway within the study area





Density

	Existing	LCI Plan
Population Density	0.30	9.91
Dwelling Density	0.12	4.29
Employment Density	6.48	11.02

With the high amount of single family residential and vacant land use within the study area, the population density within the study area is low. With the large amount of industrial and the employment density is below the regional average of 13 jobs per acre.

The McFarland-Stoney Point LCI plan created mixed-use developments and single-family residential neighborhoods within the study area.

Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	10.78	0.66

Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are considered housing rich.

The existing land uses within the study area is job rich at 10.78. This is due to the high amount of single-family residences and the high amount of commercial and office uses within the study area. With the high amount additional residences added to the study area, the study area becomes slightly more housing rich.

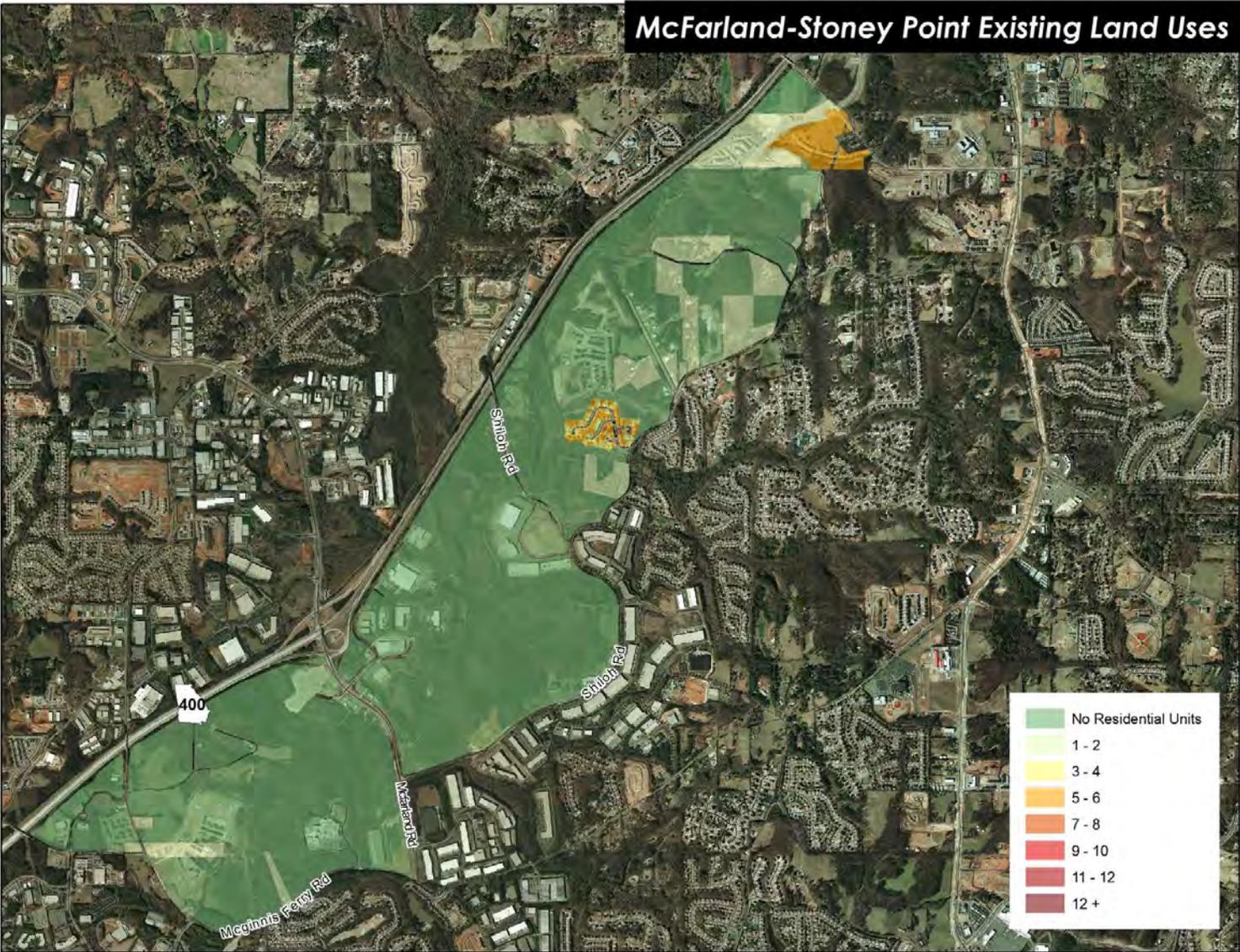
Transit

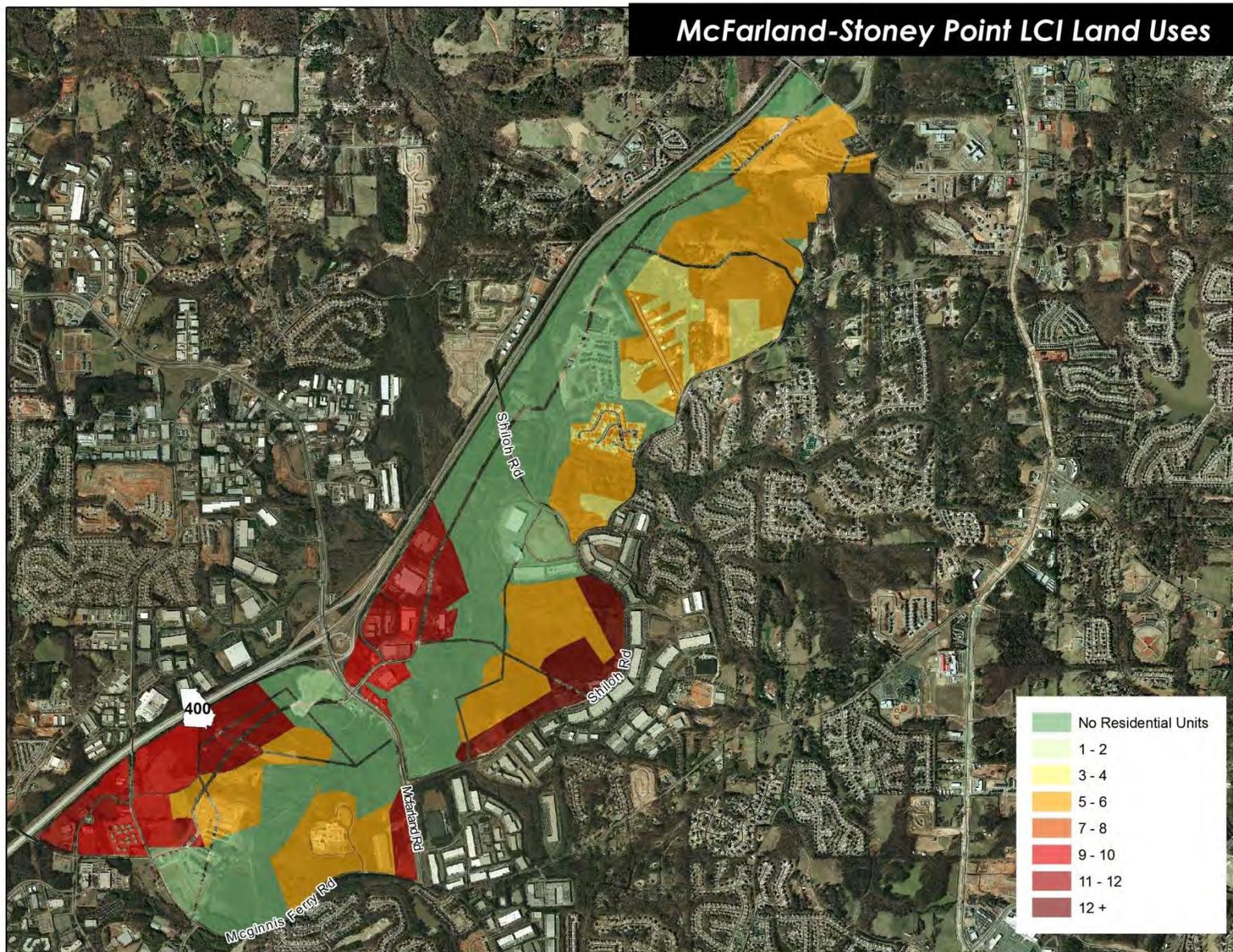
Currently there is no transit service within the study area.

Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.77	2.64
Street Connectivity	0.56	0.79

The existing street network within the study area has 44% of the streets unconnected. The proposed new routes within the LCI plan connect many of the unconnected streets leaving only 21% of the streets unconnected.





Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.02	0.41
Use Balance	0.68	0.69

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to 1, where 1 signifies the most mixed areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is either predominantly single family residential and, is segregated from the commercial uses the score is extremely low. With the development of mixed-use areas the study area becomes more mixed with uses.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced. With the increase in the mixed-use development the study area the additional residential uses becomes slightly more balanced.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	8.1	5.4
Vehicle Greenhouse Gas Emissions	4,789	3,185

With the increase in residential options, new employment options, and a connected street and pedestrian network, the LCI plan does show a sizeable decrease in VMT and the related emissions.

McFarland-Stoney Point Findings

With the significant new development that is mixed use that has multi modal options and a better connected street network. The study area can increase its population while experience a per capita decline in VMT. It is important to note that the housing options proposed by the plan need to be inclusive of all job types within the LCI study area to give the all employees the option to live near their place of employment.

Brookhaven Transit Station

This study is centered around the Brookhaven MARTA station and also includes three major corridors: Peachtree Road, North Druid Hills Road and Dresdon Drive. The Brookhaven area has attracted significant amounts of new residential development, as multifamily and single family redevelopment projects, but lacks the needed connections to the MARTA station and commercial districts. The purpose of the study was to plan for the appropriate mix, density, scale and character of development that will contribute to increased transit ridership, while also promoting a more human-scaled development for the MARTA station and surrounding corridors.

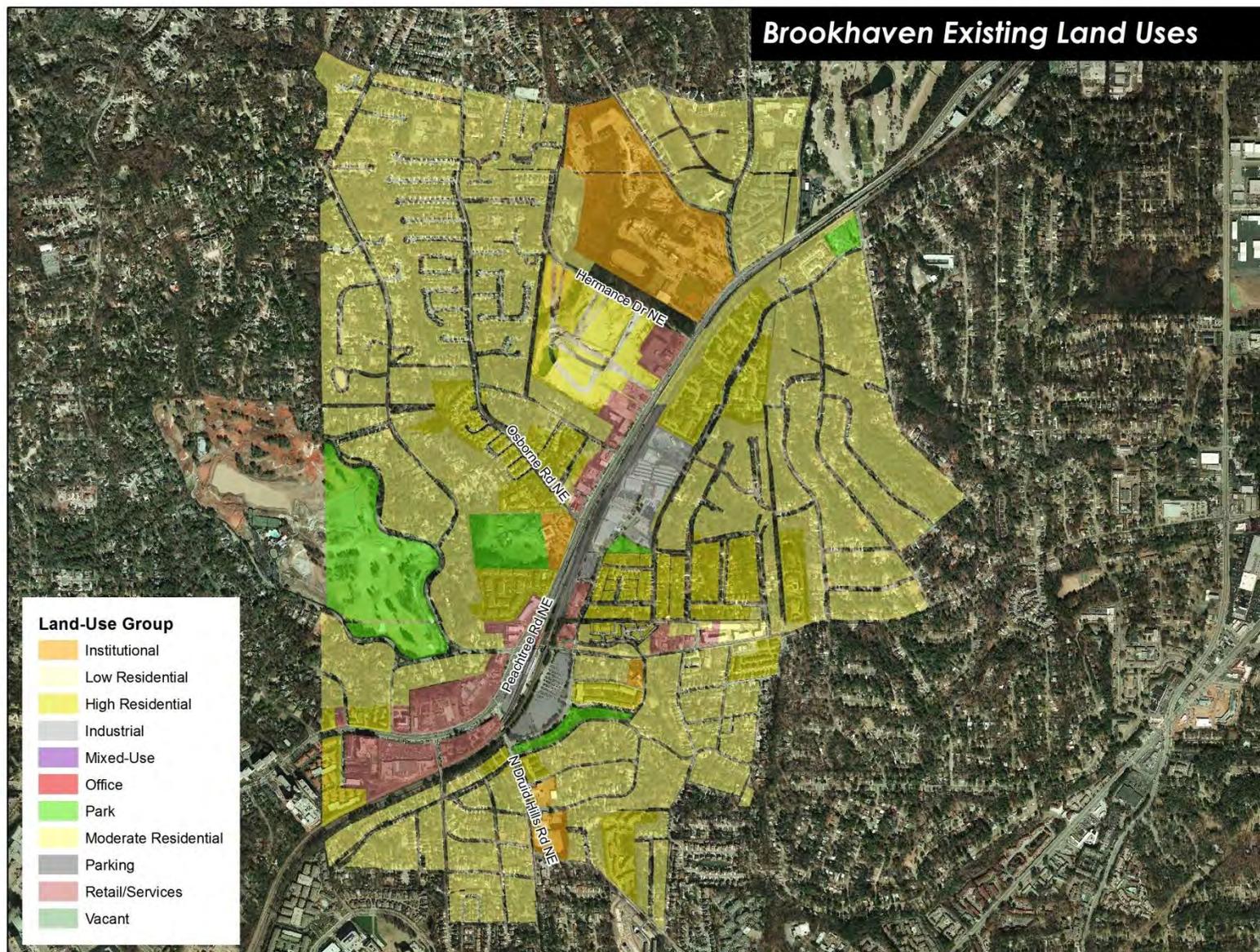
Demographic and Land Use

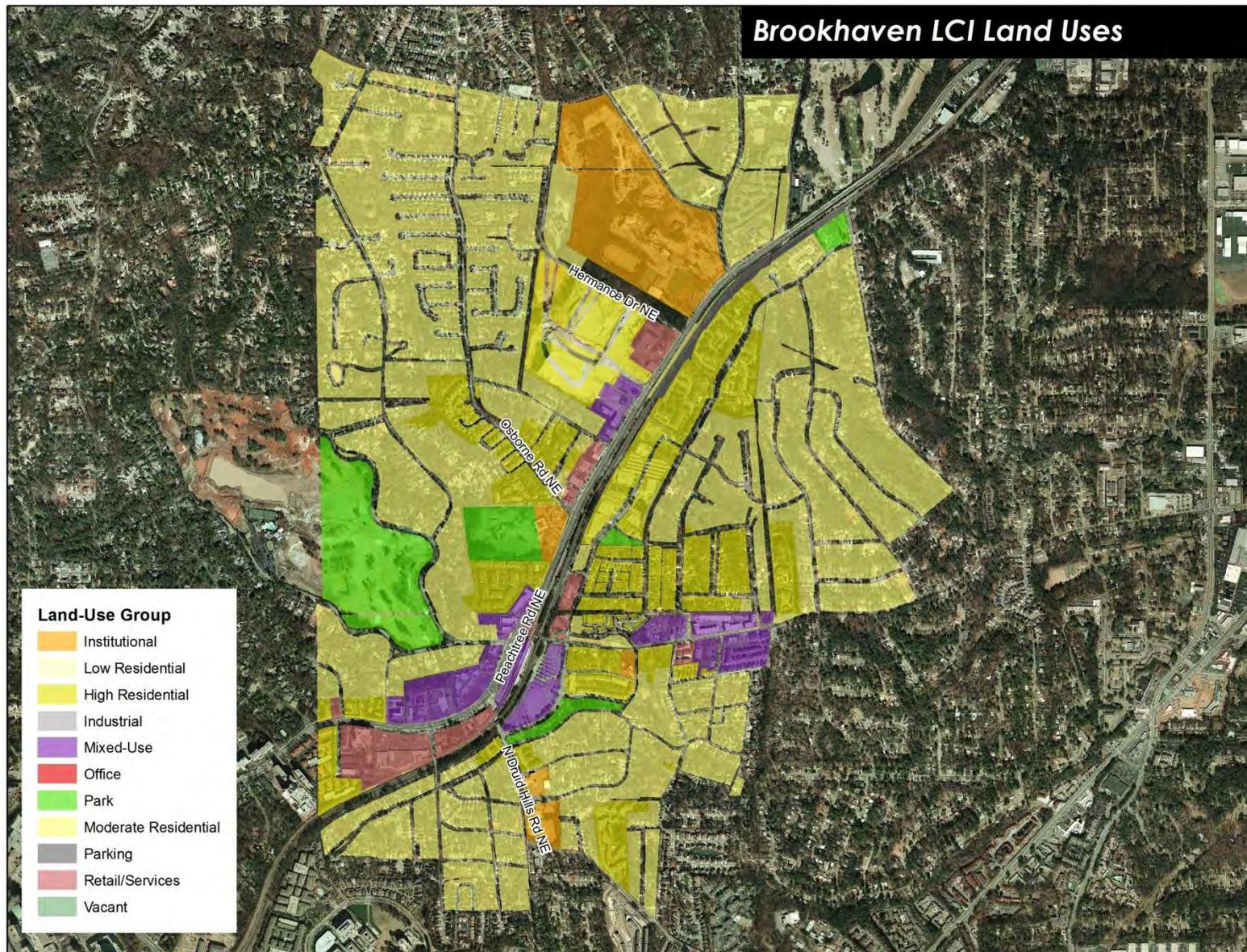
	Existing	LCI Plan
Population	635	21,261
Employment	2,822	6,096

The Brookhaven Transit Station is located along Peachtree Road in the Brookhaven neighborhood in DeKalb County. Brookhaven is located just north of Buckhead, along Peachtree Road and the Doraville MARTA rail line.

The existing land use is primarily single family residential with the Peachtree Corridor being the main commercial corridor with retail and restaurants. There study area contains a few apartment complexes and a small section of low-density industrial developments along Apple Valley Road. The MARTA station contains a 11 acre surface parking lot.

The LCI plan called for the creation of a transit oriented development on the surface parking lot with buildings approximately 5 stories with ground floor retail that wrap multiple parking garages to continue to serve as a regional transit station.





Density

	Existing	LCI Plan
Population Density	5.89	8.68
Dwelling Density	2.55	3.95
Employment Density	13.95	11.02

With the high amount of single-family residential land use within the study area, the population density within the study area is low. In addition with the high amount of commercial and office land uses within the study area the employment density is above the regional average of 13 jobs per acre.

With the proposed redevelopment of the MARTA station and commercial properties with multifamily properties, the LCI plan has an increase in residential density. However since the LCI plan eliminated employment in certain areas the employment density decreases.

Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	0.65	0.40

Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly

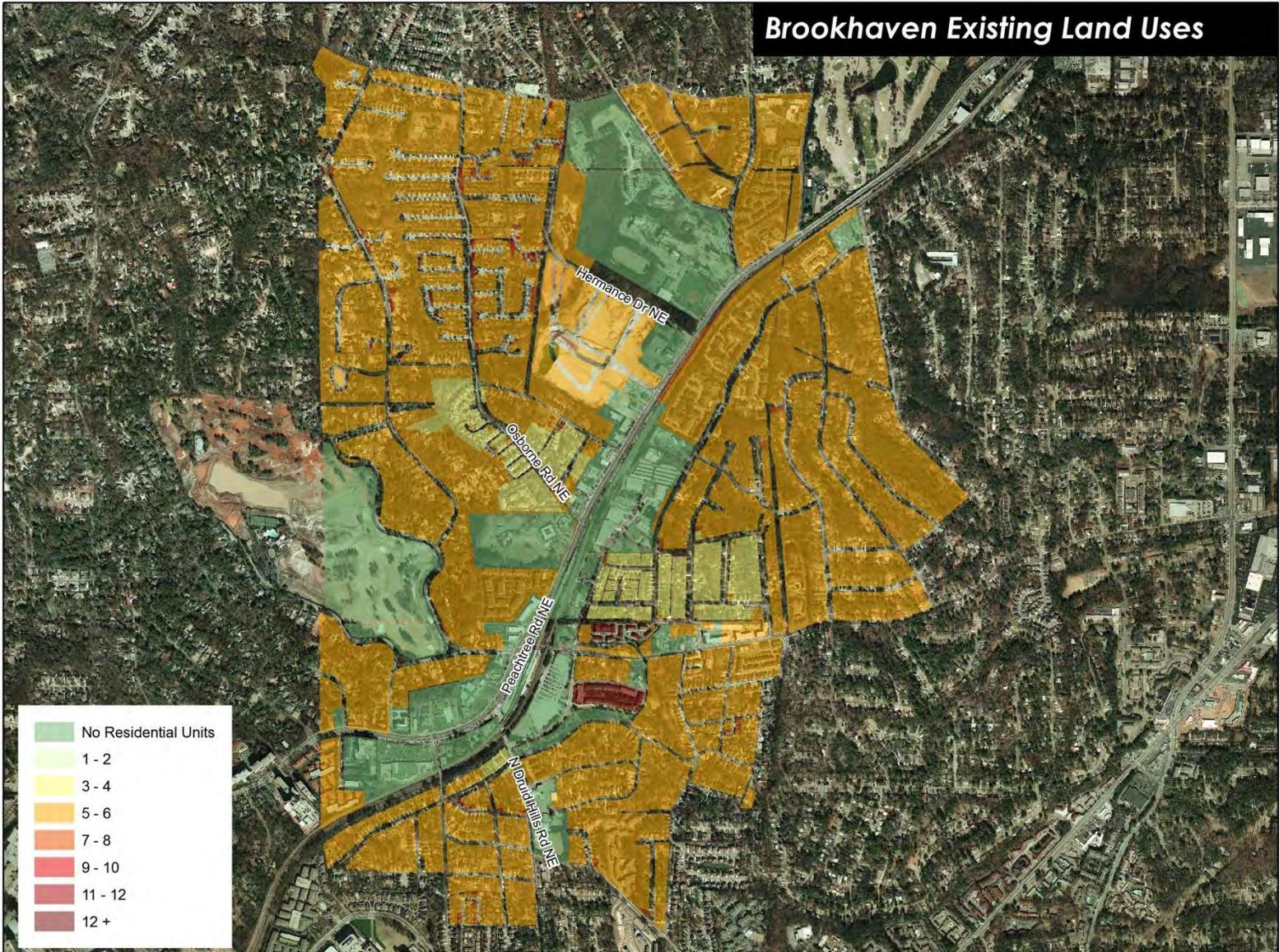
above 1.5 are considered job rich while areas below 1 are considered housing rich.

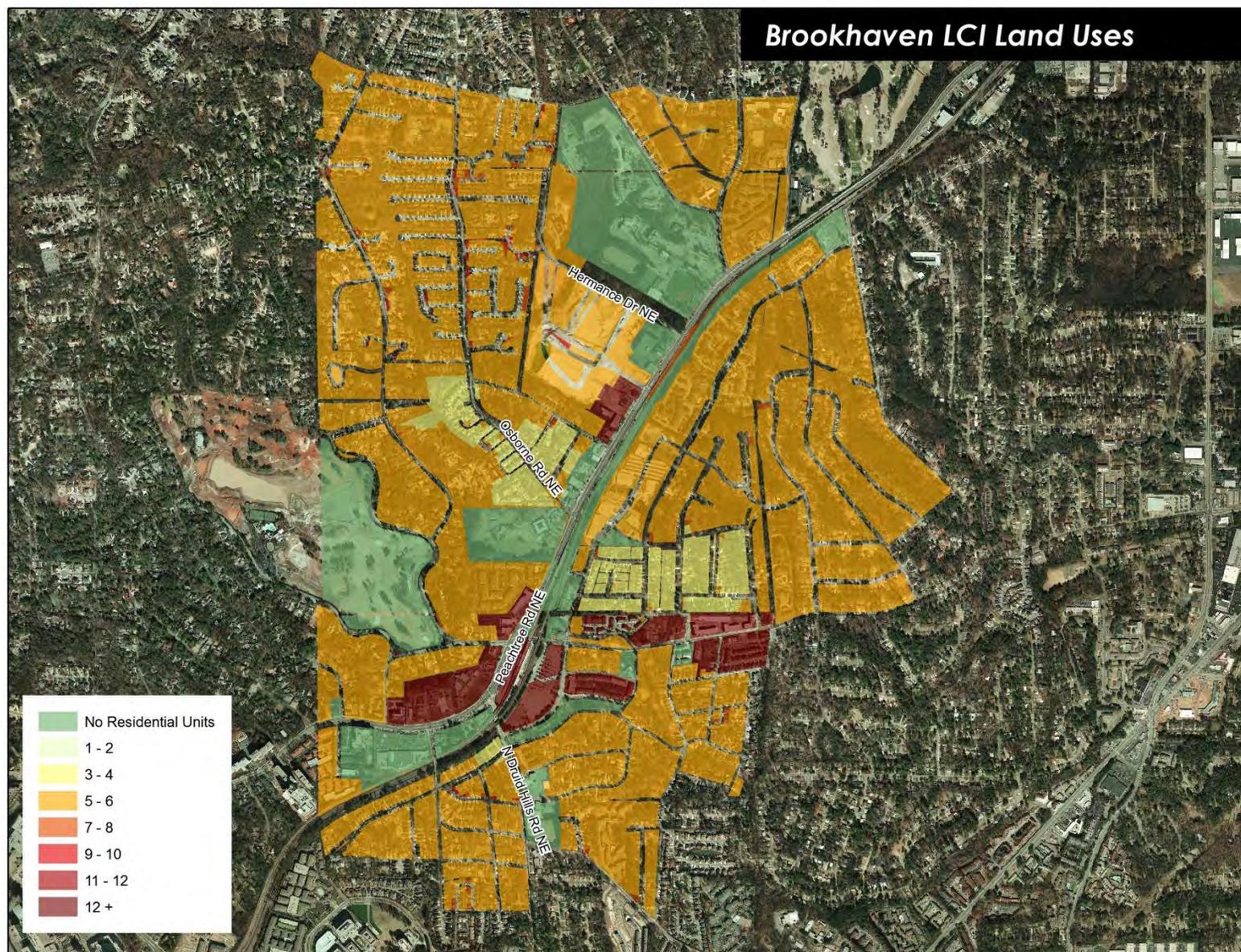
The existing land uses within the study area is unbalanced with at 0.65. This is due predominantly use of single-family residential land uses within the study area. With the additional residences added to the study area and the decrease in jobs, the area becomes even more housing rich at 0.40 jobs per housing units

Transit

	Existing	LCI Plan
Transit Oriented Residential Density	3.88	29.90

Currently there is rail transit and bus service within the study area. Under the LCI plan the residential density near the Brookhaven MARTA station increases from 3.88 to 29.9





Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.76	1.96
Street Connectivity	0.72	0.72

Brookhaven currently has the majority of streets connect with 28% of the streets unconnected. There are recommended street projects to create a better grid system as properties redevelop.

Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.11	0.20
Use Balance	0.65	0.65

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to 1, where 1 signifies the most mixes areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is predominantly residential and, is segregated from the commercial or other uses the score is extremely low. Under the LCI plan the uses become more mixed but it is still segregated.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced. With the increase the in the mixed-use development the study

area decreases its land use balance but still remains overall balanced.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	6.1	7.3
Vehicle Greenhouse Gas Emissions	4,066	4,834

With the proposed redevelopment of the MARTA parking lot and commercial areas the study area had a sizeable increase in residential units and population without a relative increase in employment. Even though the area does have good transit service the area will have an increase in VMT per capita because there is not enough employment within the study area.

Brookhaven Transit Station Findings

With the redevelopment of the underutilized large surface parking lot and the commercial centers, Brookhaven will increase its residential population near transit but the employment loss will may cause an increase in VMT because of the imbalance in jobs-housing balance. However this may be negated because of the proximity to MARTA and the ability to easily connect to regional employment centers.

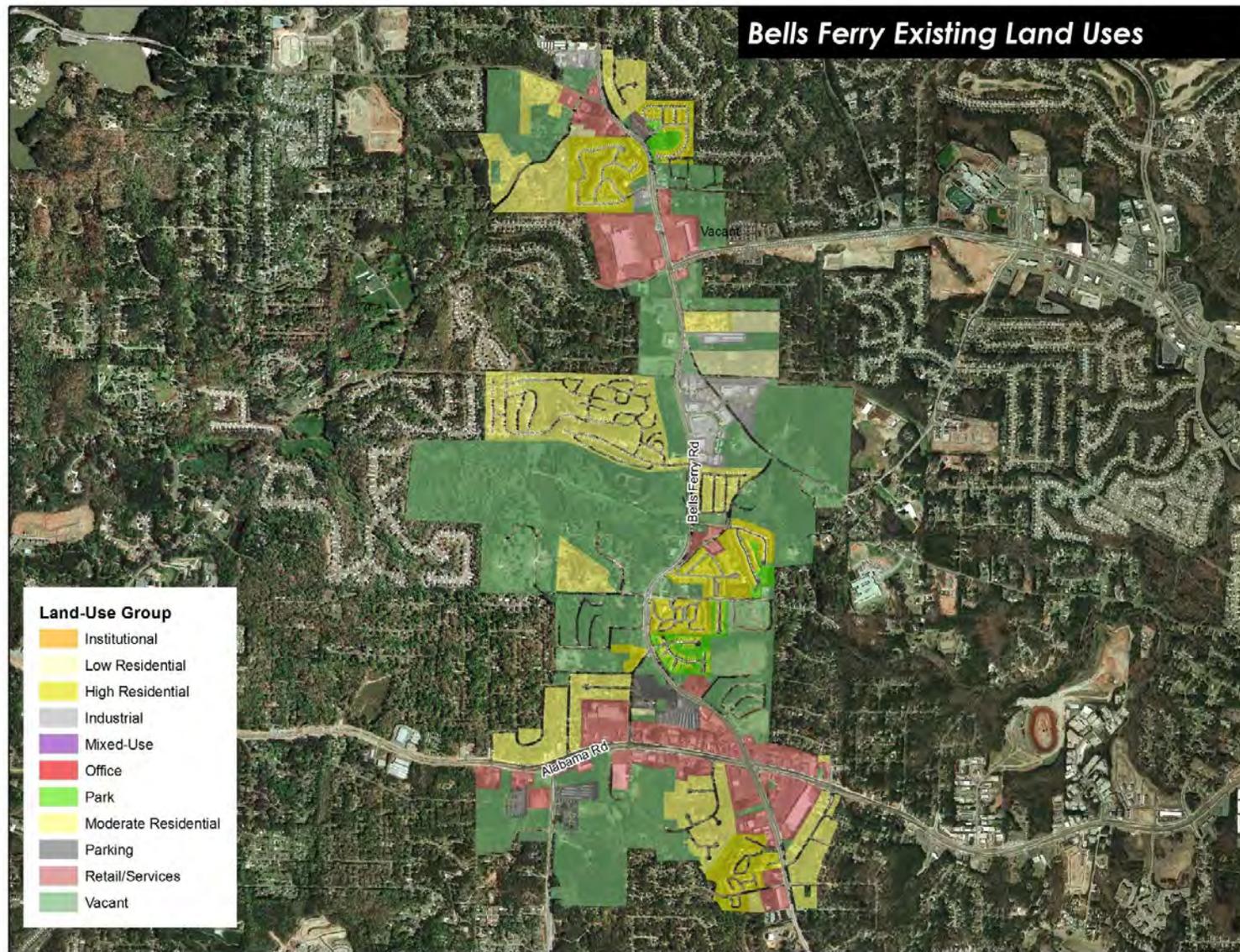
Bells Ferry Corridor

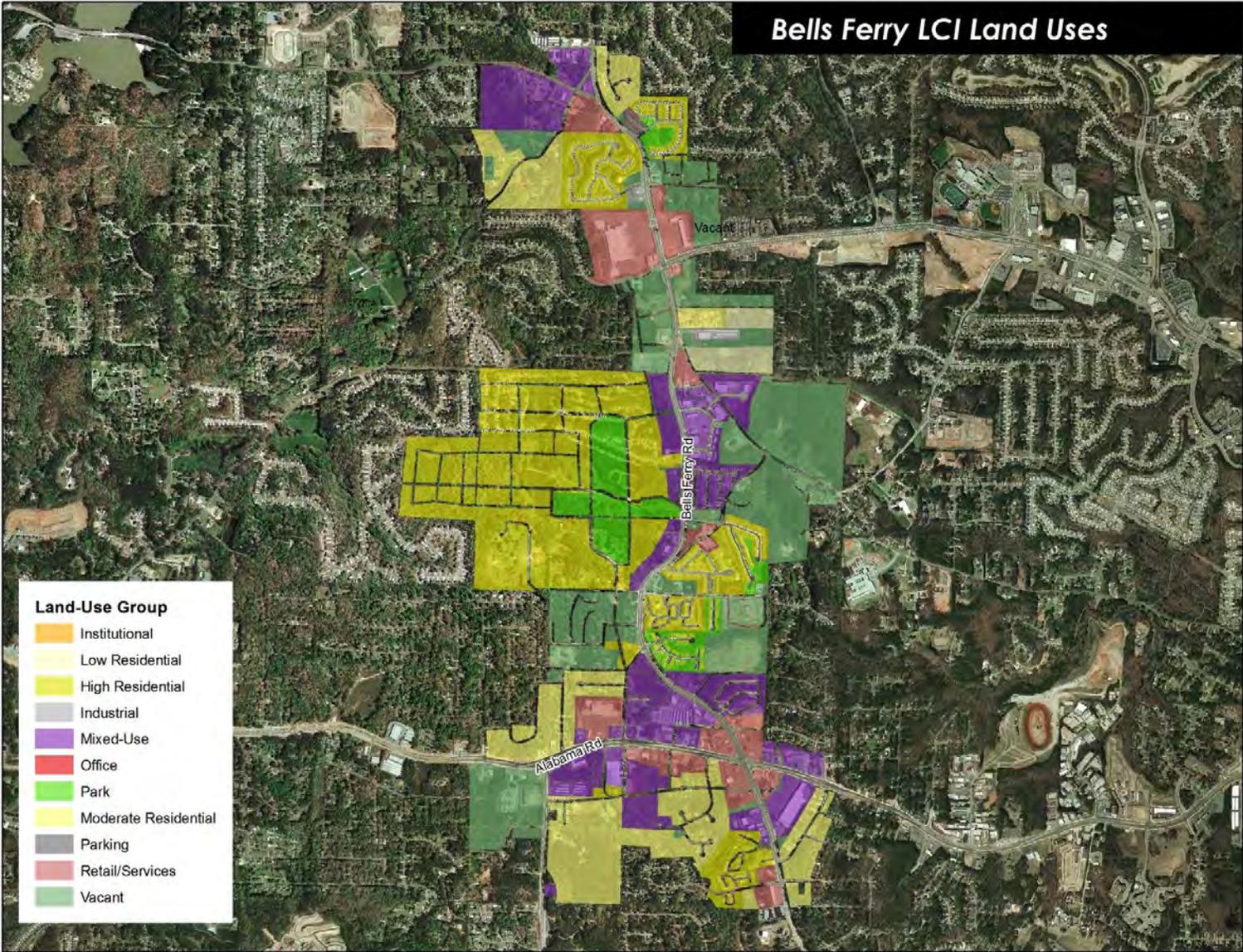
The Bells Ferry corridor study is located in south Cherokee County covering three (3) miles from Kellogg Creek Road on the north to the Cherokee County/Cobb County line on the south. This corridor connects the Towne Lake development to the newly established neighborhoods along the county line, and includes a major commercial node at the intersection with Highway 92. This corridor has recently seen several declining shopping centers and older office developments, along with potential residential redevelopment opportunities at mobile home parks and vacant land. This study examined was to balance growth and development along the corridor by encouraging redevelopment of greyfields in mixed use centers.

Demographic and Land Use

	Existing	LCI Plan
Population	3,453	14,326
Employment	2,546	4,315

The Bells Ferry Corridor is located in Southern Cherokee County at the intersection of GA 92 and Bells Ferry Parkway. The corridor contains underutilized properties such as trailer parks and some marginal commercial properties. The LCI plan called for new residential construction and the revitalization of the intersection of Bells Ferry Parkway and GA 92 into a Mixed Use node.





Density

	Existing	LCI Plan
Population Density	2.28	9.48
Dwelling Density	0.89	3.84
Employment Density	11.85	12.36

With the high amount of single-family residential land use within the study area, the population density within the study area is low. In addition with the high amount of commercial land uses within the study area the employment density is below the regional average of 13 jobs per acre.

With the proposed redevelopment of the underutilized properties within the study area the Bells Ferry Corridor will experience a significant increase in population and a large increase in population density.

Jobs Housing Balance

	Existing	LCI Plan
Jobs to Housing Balance	1.88	0.74

Jobs-Housing Balance is a useful indicator for small areas to determine the availability of housing opportunities for employees within the area. Areas are considered balanced if the indicator is around 1-1.5. Areas that are significantly above 1.5 are considered job rich while areas below 1 are

considered housing rich.

The existing land uses within the study area is close to being balanced at 1.88. This is due to a good balance of the uses within the study area. With the additional residences added to the study area, the area becomes housing rich at .74 jobs per housing units

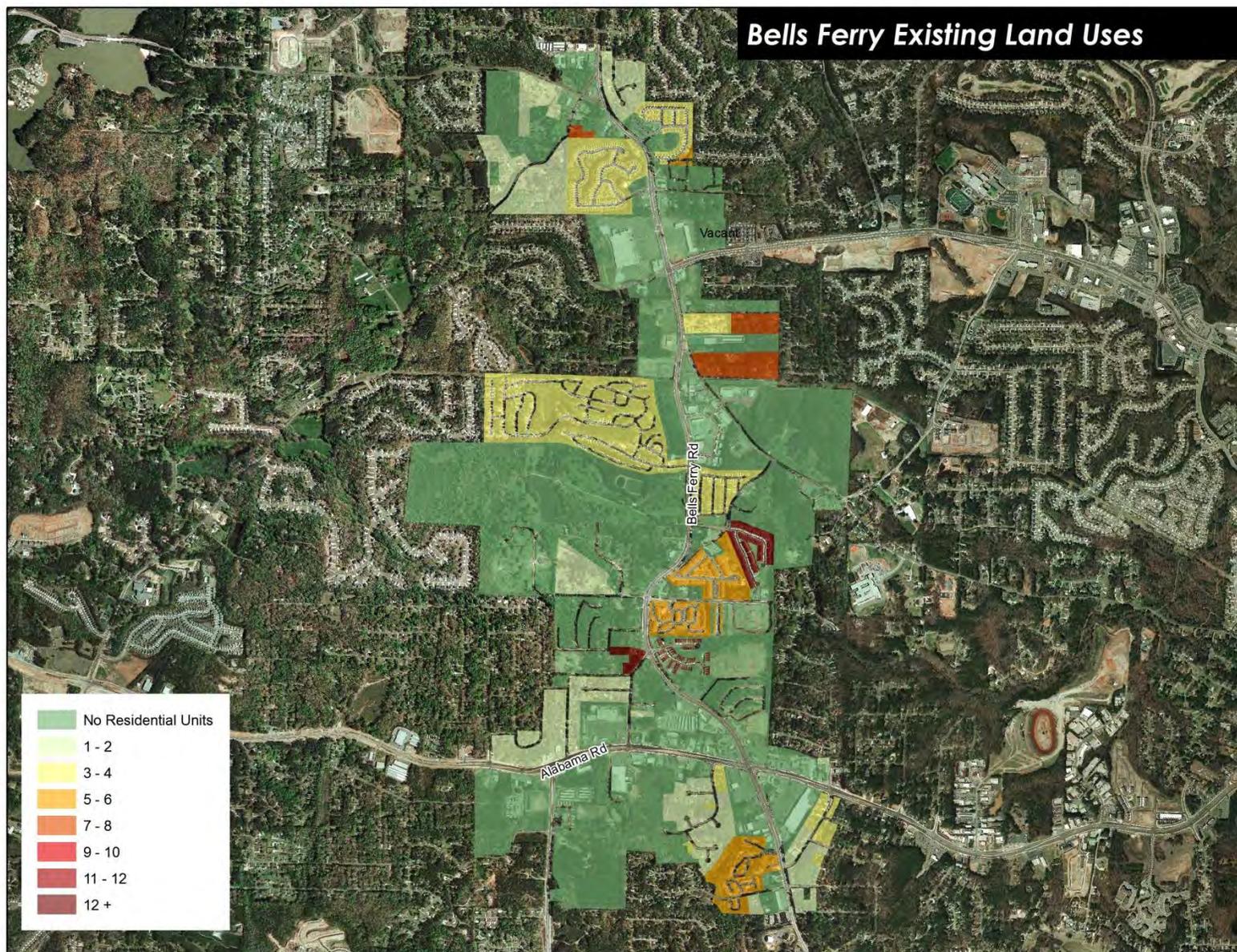
Transit

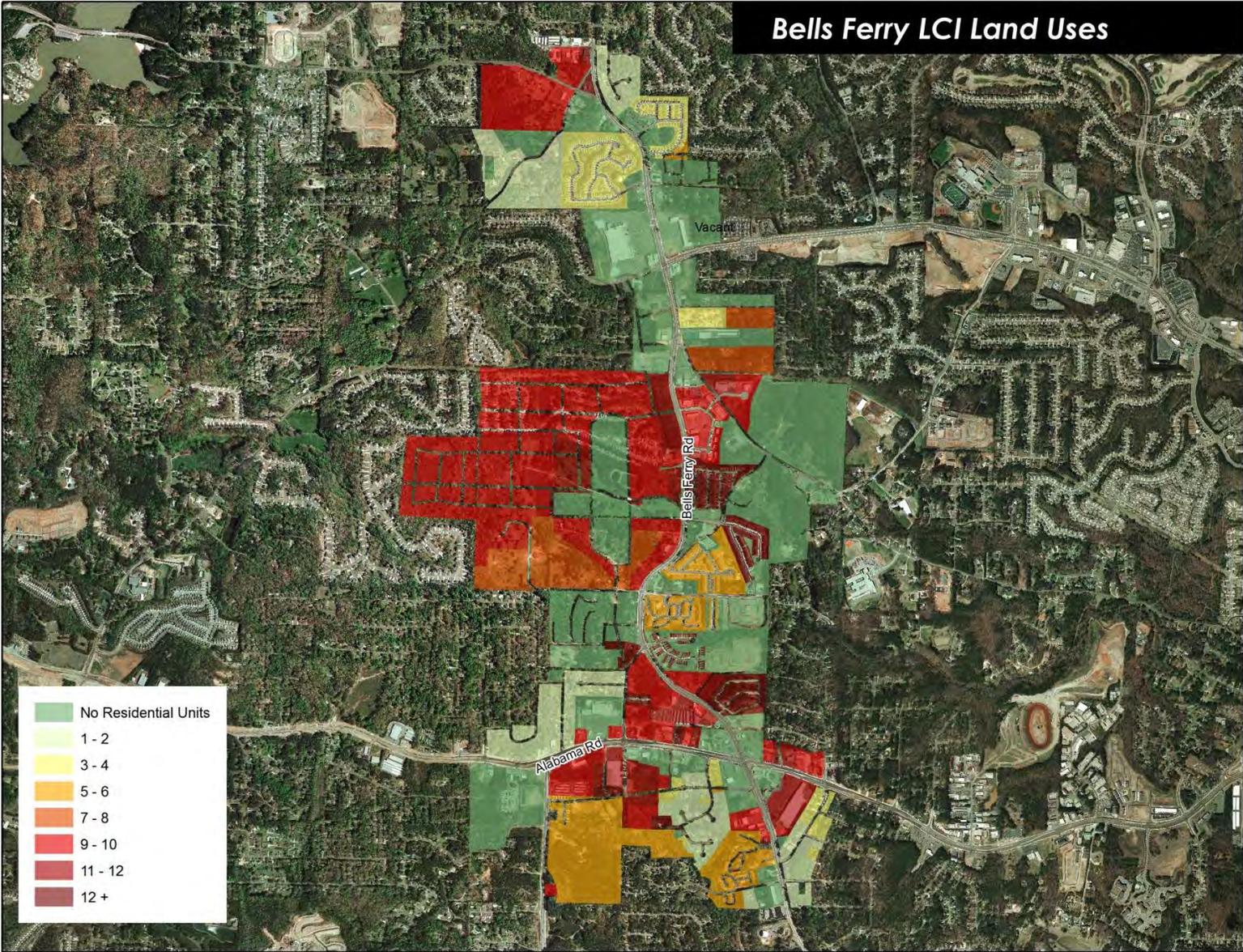
Currently there is no transit service within the study area.

Street Connectivity and Directness

	Existing	LCI Plan
Street Route Directness	1.33	1.47
Street Connectivity	0.74	0.77

Bells Ferry currently has a majority of streets connect with 23% of the streets unconnected. With the new transportation projects and development this figure increases by 3%. The new street connections proposed in the LCI plan increase the directness of the routes within the study area.





Use Mix and Use Balance

	Existing	LCI Plan
Use Mix	0.09	0.45
Use Balance	0.80	0.76

Use mix is the proportion of mixed or dissimilar land uses among a grid on a scale of 0 to 1, where 1 signifies the most mixed areas. Each cell is given a proportion of adjacent dissimilar cells and mixed cells to total adjacent cells. Because the existing land use is predominantly residential and, is segregated from the commercial or other uses the score is extremely low. Under the LCI plan the uses become more mixed but it is still segregated.

Use Balance is the overall mixture of land uses within the total study area. The majority of the existing land uses is balanced. With the increase in the mixed-use development the study area decreases its land use balance but still remains overall balanced.

Vehicle Miles Traveled and Emissions

	Existing	LCI Plan
Home-Based VMT	7.8	6.3
Vehicle Greenhouse Gas Emissions	4,665	3,717

With the changes in land uses and improved connectivity within the Bells Ferry Corridor study area there is a positive effect on the travel behavior of the residents within the study area. This change in travel behavior further impacts the resulting automobile emissions. The primary focus of the transportation investments is to improve connectivity and other modes of transportation within the study area.

Bells Ferry Corridor Findings

With the redevelopment of underutilized properties within the Bells Ferry LCI study area. The area can have a sizeable population growth while having a per capita reduction in VMT and the resulting emissions.