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City of Brookhaven
COMPREHENSIVE PLAN

ADOPTED OCTOBER 8, 2024

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**A RESOLUTION TO
ADOPT THE CITY OF BROOKHAVEN 2044 COMPREHENSIVE PLAN**

WHEREAS, the 1989 Georgia Planning Act requires that all local governments submit a comprehensive plan; and

WHEREAS, the last full update Comprehensive Plan was developed in 2014 and then updated in 2019; and

WHEREAS, the City of Brookhaven has updated the Comprehensive Plan to address housing, transportation, economic development, community facilities, broadband, land use, and civic engagement; and

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective October 1, 2018, and established by the Georgia Planning Act of 1989, and the required public hearing was held on October 8, 2024; and

WHEREAS, The Atlanta Regional Commission and the Georgia Department of Community Affairs have reviewed and approved Comprehensive Plan to ensure consistency with neighboring jurisdictions, consistency with regional plans, and verify compliance with the Georgia Minimum Standards and Procedures for Local Comprehensive Planning;

WHEREAS, the ten year update Comprehensive Plan 2044 shall supersede all prior Comprehensive Plan documents; and

BE IT THEREFORE RESOLVED, that the Mayor and City Council of the City of Brookhaven hereby adopt the Brookhaven 2044 Comprehensive Plan Update.


SO ORDAINED AND EFFECTIVE, this the 8th day of October, 2024.

Approved by:
Content




John Park, Mayor

Approved as to Form and



Jeremy Berry, City Attorney

Attest:



Sandra Bryant, City Clerk



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EXECUTIVE SUMMARY

The City's 2044 Comprehensive Plan marks an important milestone for the City of Brookhaven.

After 10 years of progress toward its vision, the City has paused and collectively taken a fresh look at its plan for future growth and development. The 2044 Comprehensive Plan is the first major update to the plan document since the City's inaugural plan, completed in 2014. The Bound for 2044 planning process listened to community members in multiple formats, incorporated recent plans, and made strategic updates to the plan itself based on the direction, opportunities, and priorities that rose to the top. The 2044 Comprehensive Plan supports long-term community aspirations while grounding the plan in directive policy and actionable steps.

We Are Brookhaven is a resonating theme.

A shift in the 2044 Comprehensive Plan is the refined focus on being uniquely Brookhaven rather than striving to be a national model. This shift includes increased focus on strategic growth, equitable development, and continued connectivity. Sustainability and culture & place are also important implementation areas. Additionally, there is a new focus on actively encouraging greater housing variety in coordination with multimodal improvements recommended by the 2024 Multimodal Study. By establishing stronger policies to encourage housing variety, the City aims to further active transportation and reduce dependency on cars.

For community members, this plan provides specific future land use direction for where you live, play, and work.

The 2044 Comprehensive Plan provides a focused vision for your neighborhood and the places you frequent within Brookhaven. This includes detailed guidance for future housing and land uses in each of City's 14 character areas, spanning from the Lakes District and Perimeter Center in the north to LaVista Park and the Briar Hills Innovation District in the south.

Within each character area you will find delineation of up to four different sub-areas. This new aspect of the plan recognizes the importance of protecting the heart of interior neighborhoods while unlocking opportunities along corridors, transition areas, and special use areas to further the City's long-term vision and goals. The policies and direction for future land use balance both preservation of neighborhood character while establishing policy guidance and implementation actions that will help accommodate equitable growth and investment amid threats of rising land values and both residential and commercial gentrification.



YOUR PLAN GUIDE

The **nine chapters** in this document set a distinct plan for managing growth and development, furthering Brookhaven as a sustainable, forward thinking community headed strategically for 2044.

FOUNDATION

Chapter 1 defines what we are building upon. This plan values and expands upon the core tenets of the 2034 Comprehensive Plan and 5-year update while taking stock of changes in context, needs, and other recent planning efforts that have important influence on the plan.

VISION

Chapter 2 provides a concise statement of our long-term vision and goals (pages 22-24) as well as the citywide Character Area Map. The long-term vision and goals are set to inspire yet concisely document where we are headed as a City. The chapter also introduces the priority focus areas that are advanced through future land use policy (Chapter 3) and the implementation plan (Chapters 4 through 9). Pages 30-31 summarize priority needs and opportunities.

FUTURE LAND USE

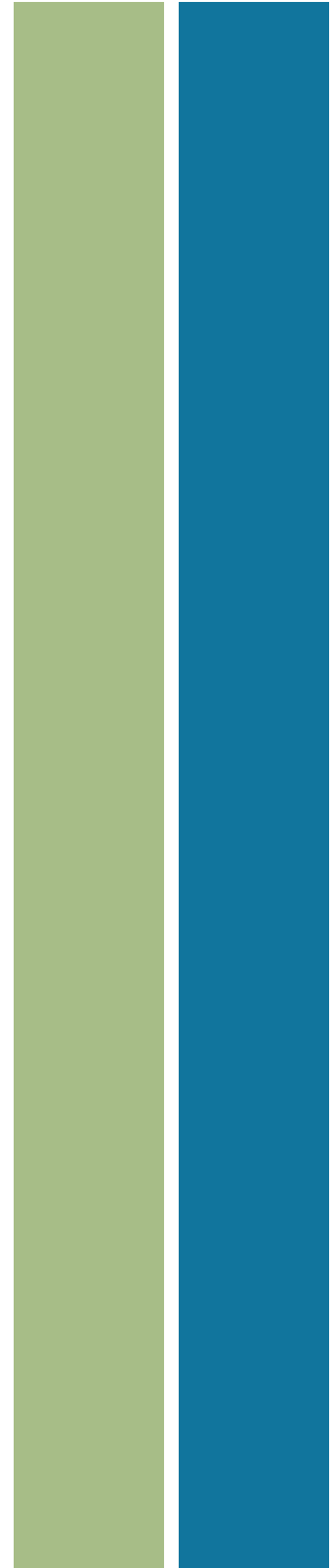
Chapter 3 details the future land use policy for the City articulated through the character areas and further delineation of subareas within each. Housing diversification and connection to the City's major transportation and multimodal investments are critical to achieving the City's goals for an equitable and vibrant community. Residents and property owners can easily locate their neighborhood within the character areas, and follow a 2-to-4-page description of future vision, strategies, and land use recommendations.

OUR PRIORITIES

Chapters 4 through 8 detail how the City will take strategic actions to address priority needs and opportunities, organized by five focus areas: strategic growth, equitable development & investment, culture & place, and connectivity & active transportation. The priority focus areas serve as an organizing framework for the implementation plan. Some strategies are part of day-to-day operations that the City already has in place while others require Brookhaven to move boldly forward with creative initiatives and/or funding.

ACTION PLAN

Chapter 9 provides a detailed five-year (2024-2029) Community Work Program, organized by priority focus area rather than by topical area. This is a change from the 2034 Comprehensive Plan.





ACKNOWLEDGEMENTS

This plan is the result of a collaborative effort among the Brookhaven community, elected officials, Planning Commission, Steering Committee, and staff.

A special thank you is extended to community members who participated in the shared input, ideas, and feedback throughout the planning process to help refine the vision and priorities for the City of Brookhaven established in this document.



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Key Planning Terms

Character Area

The Future Land Use Plan is organized by 14 distinct character areas. Character areas are either 1) areas of similar character, development time period, existing land use and typology, and/or distinct features, or 2) areas with a coordinated future development vision.

Future Land Use Plan

The Future Land Use Plan is comprised of a parcel-based Character Area Map that provides direction for appropriate future land uses and best fit zoning categories to further the vision for each character area. The Future Land Use guides rezoning decisions. Sections 2.2 through 2.4 and Chapter 3 comprehensively comprise the Future Land Use Plan component of the 2044 Comprehensive Plan.

Gentle Density

Low-rise, middle-density housing such as townhomes, duplexes, triplexes, and courtyard clusters.

Gentrification

The transformation of residential, commercial, or industrial spaces into those with higher-value retail businesses; this process often entails the displacement of original residents and business owners.

Missing Middle Housing

Low-rise, middle-density housing that presents an affordable option for households with incomes that are in neither the highest nor the lowest brackets for a community, such as townhomes, duplexes, triplexes, and courtyard clusters.

ACRONYMS

ADA	Americans with Disabilities Act
AMI	Area Median Income
ARC	Atlanta Regional Commission
ART	Arterial Rapid Transit
AV	Automated Vehicle
BMP	Best Management Practice
CDBG	Community Development Block Grant
CEDS	Comprehensive Economic Development Strategy
CHaRM	Center for Hard to Recycle Materials
CIP	Capital Improvement Program
CWP	Community Work Program
DCA	Department of Community Affairs
EDA	Economic Development Administration
EPA	U.S. Environmental Protection Agency
EPD	Georgia Environmental Protection Division
EV	Electric Vehicle
FEMA	Federal Emergency Management Agency
GCO	Georgia Commute Options
GDOT	Georgia Department of Transportation
GEFA	Georgia Environmental Finance Authority
GEMA	Georgia Emergency Management Agency
HUD	U.S. Department of Housing and Urban Development
HOA	Homeowners Association
InBIA	International Business Innovation Association
LAA	Latin American Association
LEED	Leadership in Energy and Environmental Design
MARTA	Metropolitan Atlanta Rapid Transit Authority
NOAH	Naturally Occurring Affordable Housing
NOFA	Notice of Funding Availability
PCG	Peachtree Creek Greenway
SBA	U.S. Small Business Administration
SPLOST	Special Purpose Local Option Sales Tax
SSD	Special Service District
TAD	Tax Allocation District
TDM	Transportation Demand Management
TOD	Transit-Oriented Development
USDA	United States Department of Agriculture
WIP	Watershed Improvement Plan



01 OUR FOUNDATION

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1.1 Comprehensive Plan History

Inaugural Plan

After establishing Cityhood in 2012, the City of Brookhaven adopted its first Comprehensive Plan – the 2034 Comprehensive Plan – in 2014. This Plan set forth vision and goals that have guided growth and development across the City for the past decade.

Since adoption, the 2034 Comprehensive Plan has served as a strong blueprint for growth management, guiding City initiatives and programs to implement Brookhaven’s vision. The plan organized Brookhaven into 13 character areas, identifying a land use vision, guiding policy direction, and implementation strategies for each. Between 2015 and 2017, a series of Comprehensive Plan amendments addressed annexations into the City.

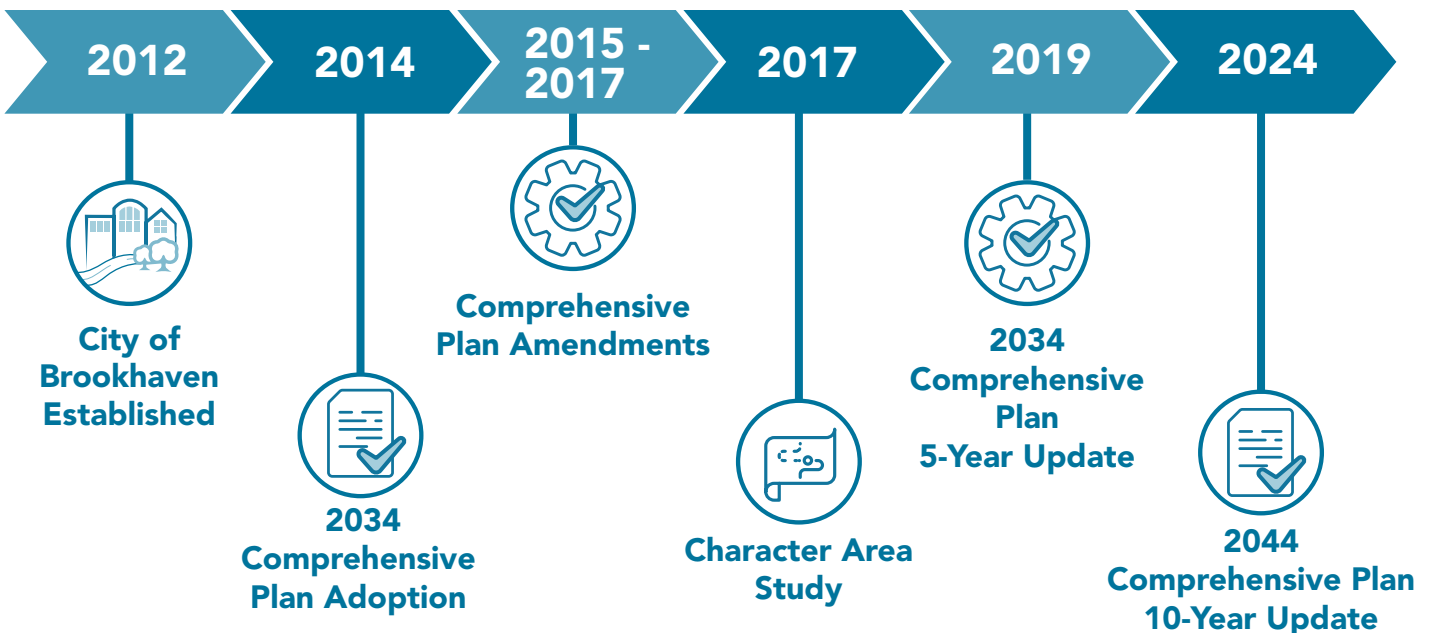
Character Area Study

Adopted in 2017, the Character Area Study provided additional policies and strategies for implementing the City’s character areas.

2019 Update

The strong foundation set forth by the 2034 Comprehensive Plan enabled a stream-lined 5-year plan update. The 2019 update focused on refinements to the needs and opportunities and land use elements. Additionally, the Community Work Program was updated to reflect progress since 2014 and to incorporate policies and actions to continue advancing the City’s vision and goals over the next five years, 2019 to 2024. Two years later, the Gateway South Character Area Vision established two-new character areas south of Interstate 85.

Figure 1. Comprehensive Plan History Timeline



1.2 10-Year Plan Update

The 10-year update process to the Comprehensive Plan allowed community members and leadership to take stock of Brookhaven’s evolution over recent years, evaluate the policy that guided it, and fine-tune its roadmap for the future. The 10-year update took place over four distinct phases, highlighted in Figure 2.

Key Focus

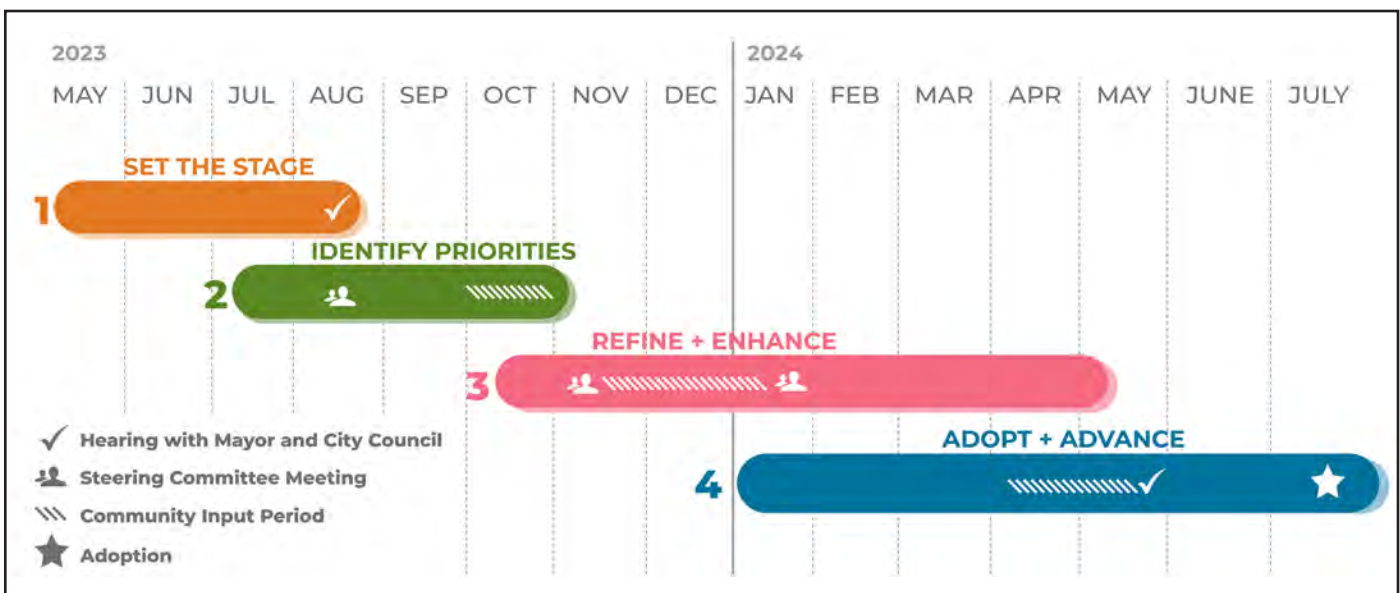
The 10-year update process focused on strengthening the City’s vision, goals, and community priorities and creating more detailed character area direction and related policy. The resulting 2044 Comprehensive Plan has a refreshed look and more detailed policy direction, along with a directive implementation plan focused on advancing long-term goals in a strategic and accountable manner.

Character Area Map & Policy

The Future Land Use Plan, communicated via the Character Area Map and associated policy, builds on the strong foundation set by the 2014 Comprehensive Plan, while incorporating overarching policies and priorities from recent planning efforts. The City Centre Vision 2021 – Master Plan, Gateway South Character Area Vision, Clairmont Road Corridor study, Windsor-Osborne Special Area Plan, Buford Highway Activity Nodes Master Plan, and other priority initiatives have been incorporated.

In analyzing existing future land use policy, recent and anticipated major developments, and other land use patterns, several land use policy needs emerged. The 2044 Comprehensive Plan focuses on refining the Character Area Map by clearly defining interior, transition areas, major corridors, and special use areas within each character area. This additional level of detail provides clearer guidance for land use decisions.

Figure 2. Plan Update Phases & Timeline



The future land use approach accounts for major land use changes in the City and adjacent jurisdictions in recent years. It also considers planning efforts that have occurred since the 5-year update in 2019. Additionally, the 2044 Comprehensive Plan addresses the following:

- Incorporating policies and strategies that balance the protection of established neighborhoods with increasing housing diversity in context-appropriate areas;
- Broadening the range of allowable housing types to support area jobs and foster affordability;
- Aligning housing density goals with market realities, particularly along Buford Highway;
- Modifying redevelopment policies to better account for small parcel sizes, disjointed ownership, and other difficulties with site assemblage; and
- Barriers inhibiting desired development.

New Approaches

The 2044 Comprehensive Plan redefines priority areas for advancing the City towards its vision. In the 2034 Comprehensive Plan, priority areas are organized by traditional topics including land use, community facilities and resources, economic development, population, and housing. In order to better emphasize the interdisciplinary nature of these planning topics, priorities were reorganized under the following focus areas:

- Strategic Growth
- Equitable Investment
- Culture and Place
- Sustainability
- Connectivity and Active Transportation

These focus areas reflect priorities identified by other City planning initiatives and community input gathered during the 10-year update process.



Engagement Overview

The 10-year update process included a robust stakeholder and public engagement process, which enabled community members to directly engage in the plan update process. Opportunities to connect with the planning team were offered at local community events, online, and at planned Comprehensive Plan meetings and events. There were multiple ways for community members to provide feedback via the 10-year update process, including a mix of public hearings, interactive workshops, a community survey, interactive online website and map input tool, educational videos, input activities at booths held at community events, and focused, one-hour listening sessions with different demographic groups.

The project website served as an information hub for the update process. The site launched with the public kick-off hearing in August 2023 and remains open through adoption, anticipated in July 2024. Over 1,500 unique visitors have spent time at the website. The outreach list for the plan update, which is maintained on the website, includes over 200 community members.

The overall plan development process was guided by a 13-member Steering Committee that included residents from each of the City's four Council districts, representatives from the development community, the Latin American Association, the City's Economic Development and Community Development departments, and Mayor Pro Tem/District 4 Council Member John Funny. The team collected additional input and insights via over 20 stakeholder interviews with elected officials, City department leaders, community organizations, and major employers.

Community input activities were integrated with ongoing technical work and occurred over the four project phases (see Table 1). Two rounds of engagement shaped the substantive content of the plan, as highlighted on page 7.

Input Activity Highlights



Table 1. Summary of Engagement Activities

ACTIVITY	DATE
PHASE 1	
Mayor and Council Public Hearing Public Kick-off	August 22, 2023
PHASE 2 (Round 2 Engagement)	
Steering Committee Meeting #1	August 17, 2023
Stakeholder Interviews	August 2023 - October 2023; February 2024
Community Workshop Series #1	October 5, 2023 October 12, 2023 October 17, 2023 October 23, 2023
Pop-up Booth Event Brookhaven International Festival	October 21, 2023
Community Listening Session Planning Commission Retreat	October 26, 2023
Community Survey	October 5, 2023 - November 10, 2023
Digital Map Input Tool	October 5, 2023 - December 31, 2023
PHASE 3 (Round 1 Engagement)	
Steering Committee Meeting #2	November 14, 2023
Pop-up Booth Event Latin American Association Christmas Market	December 2, 2023
Community Workshop Series #2	December 4, 2023 December 11, 2023 December 14, 2023
Pop-up Booth Event Brookhaven Tree Lighting	December 6, 2023
Community Listening Sessions Affordable Housing Developers	January 8, 2024 January 19, 2024
Community Listening Session Cross Keys High School Students	January 18, 2024
Community Listening Session Families	January 25, 2024
Steering Committee Meeting #3	January 26, 2024
PHASE 4	
Pop-up Booth Event Cherry Blossom Festival	March 23, 2024
Open House Event Plan Celebration	April 11, 2024
Planning Commission Public Hearing	May 1, 2024
Mayor and Council Public Hearing Transmittal Hearing for State/Regional Review	May 28, 2024

Round 1 Engagement Series

The first phase of engagement focused on the following: 1) educating people about the Comprehensive Plan's role and current trends and 2) gaining community perspectives on land use challenges and concerns, priority needs and opportunities, and refinement to long-term vision/goals.

Community members helped identify and confirm key challenges, priorities and opportunities, including the following:

- The community highly values parks, green space, and tree canopy.
- Housing choices for different age and income levels are important for Brookhaven's long-term vibrancy.
- Affordable/workforce housing is needed to adequately prepare for the future.
- More variety of affordable and accessible housing types, such as accessory dwelling units, are needed.
- Furthering multimodal transportation improvements, such as sidewalks, pedestrian bridges, protected bike paths, connections to MARTA, and new transit options to serve short local trips is important to the community.
- New public spaces that allow for community-building are desired.
- There is a strong preference to preserve the smaller, naturally occurring affordable housing units along Buford Highway. Preservation may require City home maintenance and rehabilitation support from the City.
- The City can help protect Buford Highway's cultural heritage by supporting small businesses, particularly immigrant-owned businesses.

- Orientation materials for new residents are a helpful strategy for promoting the goods and services available at local businesses.
- Improving access and connectivity to the Peachtree Creek Greenway is a priority for community members.
- Transit-oriented development, which in is seen as higher density housing and walkability near the Brookhaven/Oglethorpe University MARTA train station, is considered vital for Brookhaven's future.
- Walkability is a priority.



Round 2 Engagement Series

The second phase of engagement introduced draft recommendations for character areas and land use policy to solicit targeted feedback on proposed refinements and new ideas.

A combination of in-person and online engagement opportunities expanded project reach and offered a variety of forums for the community to provide input. The project website served as the information hub where people could access project details, learn about upcoming or past events, and provide input online. Online input opportunities included two virtual public meetings, an online review and input page, and the ongoing map input tool that enabled participants to provide feedback at their convenience.

Overarching Key Takeaways

Throughout both rounds of engagement, community members consistently repeated the following priorities for Brookhaven's future development:

- Protecting and leveraging the City's natural resources, including green spaces, trails, and ecological resources.
- Affordable housing and access to more housing options.
- Safer streets, walkability, and traffic management, especially in areas where future development was likely.
- Preservation of community character and cultural identity.

Detailed documentation of community input activities and events is available in Appendix B.



Equitable Approach

Equity and inclusion are cornerstones of the project approach and were woven into all aspects of the planning process to ensure all voices of Brookhaven were represented.

A mapping analysis conducted at the start of the planning process helped identify potential areas for more targeted outreach. Locations with higher percentages of Spanish-speaking populations, such as the Buford Highway area, were prioritized to ensure these community members had a chance to meaningfully engage. The Buford Highway area also includes a higher percentage of low-income residents and residents with limited access to vehicles when compare to the rest of the City.

To accommodate this crucial demographic in the planning process, the planning team facilitated a Comprehensive Plan booth at two pop-up events including the Brookhaven International Festival and the Latin American Association Christmas Market. The City also hosted a community workshop at the Latin American Association. A Spanish interpreter was provided at all three events to facilitate communication with Spanish-speaking participants.

1.3 Trend Highlights

Major Takeaways

The Progress and Trends Report (see Appendix A) evaluates emerging trends and major changes over the past decade, highlighting other Brookhaven planning initiatives and progress implementing the 2019 Comprehensive Plan. The following sections include findings from this report that shape how we execute the 2044 vision.

Local Perspective

Traffic & Pedestrian Safety

Traffic and pedestrian safety initiatives will help create a more equitable transportation system, promoting less reliance on cars. As land use patterns shift and the street network evolves in certain parts of the City, multimodal connectivity and access will remain at the forefront of planning initiatives to create a safer environment for people.

Real Estate

The City of Brookhaven continues to urbanize, which is reflected by major projects in the development pipeline. While pipeline projects have geographical range, there is a concentration of future development along I-85 and North Druid Hills Road where Emory at Executive Park and the Children's Healthcare of Atlanta campus continue to evolve. In addition to providing jobs, critical healthcare, and research services, these major employers will continue to significantly impact infrastructure needs and demand for additional housing and complimentary development.

In addition to shifting development patterns, the COVID-19 pandemic's lasting effect on commuter behavior will impact the future of commercial real estate and transportation network capacity requirements.

Economic Drivers

The Peachtree Creek Greenway expansion and reorientation of businesses along its alignment will help revitalize areas but may bring gentrification pressures, especially along Buford Highway. As highlighted in the Buford Highway Activity Nodes Master Plan, there are opportunities to establish community hubs at the intersections of Buford Highway with North Druid Hills Road and Briarwood Road.

The City Centre is expected to transform Peachtree Road into a more people-oriented, walkable, village-style development.



Regional Trends

The Atlanta metropolitan area is projected to experience sustained, dramatic population growth in the coming decades. This will bring challenges in transportation, housing, and environmental protection. Some key regional land use trends impacting Brookhaven include the urbanization of metro Atlanta suburbs and declining housing affordability.

Dramatic Population Growth

With population growth comes potential challenges in transportation, housing, and environmental protections. Knowing growth is inevitable, communities around metro Atlanta have been encouraging more strategic growth, focused on clustering new development and redevelopment around key nodes, such as town centers, neighborhood centers, and similar areas. Focusing new development and infill around these centers enables a more walkable, compact, and ultimately healthy community.

Urbanizing Suburban Communities

As metro Atlanta's population growth continues to soar, many former bedroom communities are capitalizing on this growth by creating more mixed-use nodes and/or building up their town centers. With limited land area, increasing density is the only way to absorb this growth and provide desired amenities and services. Brookhaven, Chamblee, and Doraville are leveraging their location near I-85, I-285, and access to the MARTA rail line to invest in and densify their town centers and activity hubs to accommodate their growing populations.

Decline in Housing Affordability

Transformative projects like the Peachtree Creek Greenway, which will ultimately connect to the BeltLine, will bring both economic revitalization and gentrification pressures for residential and commercial development. As urbanization of Atlanta's northern suburbs continues, housing affordability will continue to be a growing concern.



1.4 Key Plan Drivers

The 2044 Comprehensive Plan spans many topics that keep a community running and moving forward – land use, economic development, housing, transportation, and community facilities and resources. Each of these topics is covered throughout the plan to varying degrees of detail. For topics that have related planning documents, the 2044 Comprehensive Plan cross references the more detailed analysis and recommendations set forth in those specific plans.

A list of separate planning documents referenced herein are indicated below.



Local Plans

1. Brookhaven Consolidated Housing and Community Development Plan (2021)
2. Comprehensive Transportation Plan (2020)
3. Buford Highway Activity Nodes Master Plan (2023)
4. Comprehensive Parks and Recreation Master Plan (2014)
5. City Centre Master Plan (2022)
6. Arts & Culture Strategic Plan (2020)
7. Multimodal Study (2024)
8. Other special area plans

Additionally, the Comprehensive Plan is shaped by a variety of initiatives that seek to create a **thriving, inclusive, connected** community. Brookhaven's inaugural 2034 Comprehensive Plan and more recent updates set the direction for more focused work in these areas, enabling several new City initiatives to come into fruition over the past ten years.

When updating different aspects of the Comprehensive Plan, the planning team considered key initiatives with important implications for the Comprehensive Plan, including equity, housing attainability, sustainability, access, and the City Centre.



EQUITY

Social Justice, Race, and Equity Commission

The Brookhaven Social Justice, Race, and Equity Commission was formed on September 22, 2020 by a resolution passed unanimously by City Council. The Commission's 37 members included representatives from the various faith, education and business communities, all ages from youth to seniors, and Brookhaven character area geographic locations.

The Commission reviewed the City's Vision and Mission Statement and Charter, policies and procedures, public engagement and communication outreach, and the Brookhaven Police Department's use of force policy, oversight and accountability to identify, evaluate and report potential recommendations to City Council. The Commission published its findings and recommendations in 2021. A key focus among the recommendations is to make a deliberate and strategic effort to be inclusive of Brookhaven's diverse racial and ethnic groups, especially in the Hispanic/Latinx community. To improve access to information, the City has begun consistently translating community publications and social media and continues to pursue other outreach methods to meaningfully engage with the Hispanic community.

Per its establishing resolution, the Commission will be reconvened every 5 years.



Image Source: Peachtree Creek Greenway

Progress includes the ongoing expansion of the Peachtree Creek Greenway, establishing a plan for the City Centre, advancing public art and other quality of life initiatives, major southward annexation, investment in and around Children's Healthcare of Atlanta campus and Emory at Executive Park, and clear recognition as a place where events, transparency, and collaboration are a part of the core fabric of what makes Brookhaven uniquely Brookhaven.

In addition, two new programs were implemented partly as a result of the 2019 Comprehensive Plan, the Social Justice, Race, and Equity Commission (SJREC) and Sustainable Brookhaven.



Buford Highway Planning

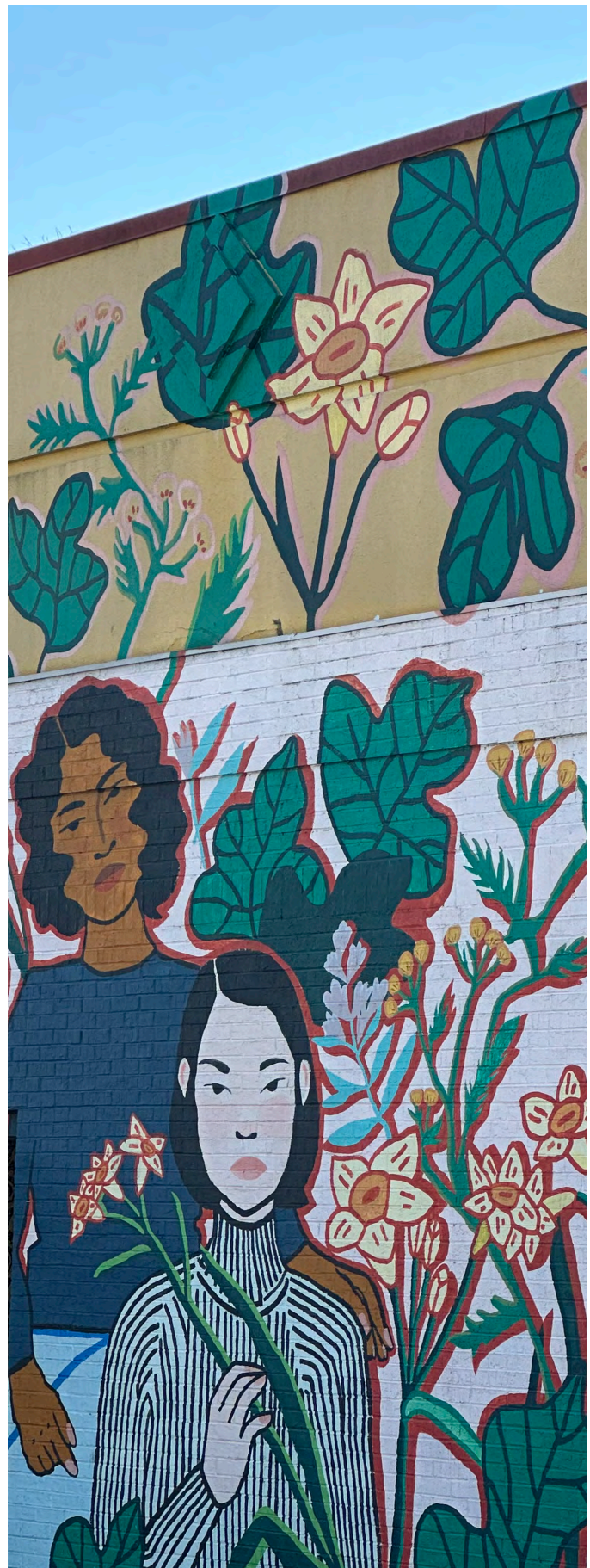
Often a focus of future planning studies, the Buford Highway corridor represents one of the most distinct areas of the City characterized by diverse commercial development and multi-family housing. There is much support for focused reinvestment along Buford Highway to further its vision as a more green and thriving, multi-cultural hub; however, finding the appropriate balance between old and new must be carefully considered so that legacy property owners and businesses have the opportunity to remain and adapt to growth.

The Buford Highway Activity Nodes Master Plan (2023) identifies key nodes along the corridor to encourage strategic, compact development. This plan provides a vision for redevelopment with the goal of attracting new developers and development to the area. Additionally, the plan recommends activating the area between the Buford Highway corridor and I-85, along the Peachtree Creek Greenway, to open up development opportunities at key nodes along the corridor.



Buford Highway Planning Efforts

- Brookhaven Multimodal Study (2024) (Updates the City's 2016 Bicycle, Pedestrian, and Trail Plan)
- Buford Highway Activity Nodes Master Plan (2023)
- The Buford Highway Improvement Plan and Economic Development Strategy (2020)
- Buford Highway Corridor Livable Centers Initiative Study (2017)



HOUSING

Expanding Housing Choices and Attainability

As housing costs throughout the Atlanta region have risen dramatically, longstanding single-family homes to both rent and own in Brookhaven have also become unattainable for many individuals and families across income brackets. At the same time, the number of “missing middle” home types (townhomes, duplexes, cottage courts) have not kept pace.

These trends have priced out many who are employed in Brookhaven, including essential healthcare workers, teachers, firefighters, retail, and restaurant workers. The effects of this are numerous: increased traffic congestion, lost municipal revenue, and an inability for Brookhaven to offer socioeconomic mobility via homeownership to many of its residents. This has limited Brookhaven’s ability to meet its vision to “welcome people of different cultures, ages, and income levels.”

Housing is a critical issue to address not just in Brookhaven, but in the Atlanta region as a whole. There is no single strategy or action that can address the unmet demand for more housing and a broader diversity of housing types. Instead, the City should approach the challenge from multiple directions and focus on achieving incremental improvement.

Both policy and financial interventions are needed to address housing attainability in Brookhaven. Shifts in zoning policy and City code can enable more workforce housing development within existing neighborhoods, increasing the potential volume of housing without compromising the historical identity and characteristics of particular areas. Additional incentive policies and financing can also help encourage workforce and relatively affordable housing development, which has become unattractive to developers due to an inability to generate profits. Programs



Image Source: The Columbus Dispatch

for preserving naturally occurring affordable housing units can help to maintain the City’s existing housing stock, along with resources to update and renovate units that have fallen below certain living standards. A sustainable, dedicated source of funding for housing development and preservation is critical for Brookhaven to produce positive social and economic outcomes for all residents.

Municipalities across the country have succeeded in aligning elected officials, administrators, housing developers, and employers in the activity of jointly funding housing development for all residents. These communities serve as models for the path Brookhaven can take to achieve similar success. Several promising practices from other communities that focus on expanding housing choices and attainability include the following: a public-private land trust in Boston, MA that led to affordability and community revitalization (page 134); the pooling of

property taxes and other fees in Denver, CO to incentivize housing development (page 135); the work of anchor institutions to build workforce housing in Burlington, VT (page 124); a wide-reaching housing bond in Durham, NC (page 136), and more. These models offer creative, effective examples that have yielded success in creating welcoming communities that are attainable for workers and families at various income levels. While Brookhaven's solution will be unique to the City and its environment, there is both local and national momentum for achieving success in this endeavor.

As Brookhaven grows and integrates more gentle density, it is important that the City continue its capital improvement planning to ensure that infrastructure such as roads and stormwater systems can keep up with the pace of development. Many Brookhaven community members who participated in this planning process emphasized the need to maintain the City's infrastructure and public facilities. Community members also expressed desires for the City to be more transparent about its processes, as many people noted a lack of awareness about ongoing plans or construction projects. As new economic development projects ensue, it is important for the City to keep its residents apprised of new developments and opportunities for involvement.



SUSTAINABILITY

Sustainable Brookhaven

Sustainable Brookhaven is a strategy framework that has helped the City move the needle on five key components of sustainability: natural environment, built environment, financial, organizational, and civic governance. Through this commitment, Brookhaven has demonstrated its leadership and devotion to ensuring current and future generations of Brookhaven residents enjoy a clean and healthy environment.

In 2022, the City completed 40 actions or initiatives to move Brookhaven towards a more sustainable future. Approximately 30 actions were anticipated for completion in 2023. Investments in bike and pedestrian safety and compliance with the Americans with Disabilities Act (ADA) will improve how Brookhaven's most vulnerable residents access destinations. Tree canopy efforts will contribute to a more climate-resilient future. After the 2021 Tree Canopy Study revealed that the City exceeded its previous goal for tree canopy coverage of 45 percent, the City established a new goal for 50 percent tree coverage. Additionally, the new City Hall will be a welcoming and inclusive location for residents to play a role in community development.

Chapter 4, Section 4.5 provides a more in-depth look into Brookhaven's programs and initiatives towards a more sustainable future.



Several initiatives have a close nexus to land use planning and are highlighted in the 2044 Comprehensive Plan:

- Tree canopy studies for City parks
- Economic incentives policy related to energy efficiency
- Incentives for eco-friendly construction
- Sidewalk ADA compliance and capital maintenance
- Bike and pedestrian safety improvements
- Peachtree Creek Greenway
- Briarwood Road Multi-use Path
- New City Hall



City Centre

Adopted in 2022, Brookhaven's City Centre Master Plan presents a framework for the City to build a strong identity and create a vibrant corridor for a new City hall location at Peachtree Road and North Druid Hills Road. It establishes the blueprint for a walkable, town center vision that improves traffic conditions, enhances pedestrian and cyclist safety, and beautifies the streetscape through landscaping, art, and cohesive aesthetics along these corridors. The City Hall project broke ground in late 2023, launching an exciting next phase in placemaking and investment along Peachtree Road.

Peachtree Creek Greenway

As the highest profile trails initiative underway in Brookhaven, the Peachtree Creek Greenway aims to connect the Atlanta Beltline with the Perimeter at Interstate 285, spanning multiple jurisdictions including Brookhaven, Chamblee, Doraville, and unincorporated DeKalb County. The Atlanta Regional Commission (ARC) has taken note of the transformative potential of this trail corridor, adopting the project into its Regional Transportation Plan and securing federal funding for implementation. There are three phases for the greenway's completion within Brookhaven:

- Phase I, the model mile from North Druid Hills to Briarwood Road, is complete.
- Phase II, North Druid Hills to Atlanta City limits, is slated for construction in 2024-2025.
- Phase III, Briarwood Road to Chamblee City limits, will complete the trail and is in planning and engineering with funding identified.

Ultimately, the Peachtree Creek Greenway will have a tremendous impact on improved quality of life in Brookhaven and the broader Atlanta Region. It not only promotes economic investment in outdoor-oriented restaurants,

recreation, and retail, but also provides environmental services such as flood control and water quality improvement.

Corridor Plans/Studies

Recent planning efforts include corridor and small area plans across the City that foster a more vibrant, connected, and community-oriented City. These plans provide a more detailed framework for specific corridors or areas of the City where future redevelopment opportunities or improvements are likely. They also provide additional context and direction for land use policy and implementation strategies detailed in Chapters 3 and 4.

- Clairmont Road Corridor Study
- Dresden Drive Intersection Improvement Study
- Brookhaven Multimodal Study

State & Federal Funding Support

Many of the trends Brookhaven is experiencing are also prevalent in other parts of the country. Increasing populations, decreasing affordability, and a need to prioritize equity, sustainability, and smart growth have been recognized on a federal level as evident through growing support for livable community initiatives. There are increasing opportunities to advance these walkable, people-centered communities through new federal funding streams and programs that prioritize such initiatives.



02

**OUR PATH
FORWARD**

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OUR PATH FORWARD

2.1 Meeting Local + State Planning Goals

The 2044 Comprehensive Plan fully meets the State of Georgia requirements for local comprehensive planning as well as City of Brookhaven planning goals. The substantive elements of the plan, highlighted to the right, are integrated throughout the plan as part of a fluid discussion around land use and community priorities. For example, housing strategies are discussed in future land use policy (Chapter 3), as part of Strategic Growth and Equitable Development implementation strategies (Chapters 4 and 5), and in existing housing conditions and trends (Appendix A). This approach addresses the inter-connected nature of the City's goals related to sustainability, equity, and diversity.

Guiding elements of the plan, including the vision statement and long-term goals, are introduced in Chapter 2. The required five-year work program is addressed in Chapter 9 with the Report of Accomplishments from Brookhaven's 2019-2024 Community Work Program covered in Appendix C.

Substantive Elements Covered

- Housing
- Land Use
- Economic Development
- Natural Environment/Sustainability
- Multimodal Transportation
- Arts and Culture

Guiding Elements

- Future Land Use Vision Statement
- Long-term Goals
- Character Area Map
- Priority Needs and Opportunities
- 2024-2029 Community Work Program

Broadband

The City of Brookhaven is committed to ensuring all residents have access to broadband services. At this time, all of Brookhaven is served by broadband (see Appendix A for a map of broadband coverage). As broadband infrastructure and services evolve, the City will ensure broadband access is maintained.

Important Note

Via the Comprehensive Plan process, the planning team solicited input to inform updating the City's overarching vision and mission statements, which are broader in scope than the land use vision that drives this plan. Appendix B includes a summary of input collected for this purpose and recommendations for preliminary adjustments to these statements. Brookhaven will continue vetting these statements beyond this plan update process.



2.2 2044 Vision Statement

Brookhaven’s vision for future growth and development is the foundation upon which the Comprehensive Plan is built. Input collected during the initial phases of the 10-year process identified the need for a strategic update of the vision statement. Updating the vision statement was an iterative process, with inputs from City staff, elected officials, the plan’s Steering Committee, leaders from stakeholder organizations, and a broad spectrum of community members. The planning team heard from the general public through workshops, booths at community events, and online surveys and participation tools. As shown on the following page, a vision booth was a fun and easy way for people of different ages to share their perspectives.

Several key themes rose to the top as the community envisioned Brookhaven in 2044. Words related to the natural environment (green spaces, trails, ecological, sustainable) were the most popular responses. Safe, connected neighborhoods, and walkability were also consistent topics as was the City’s multicultural identity. Attractiveness and thriving businesses are also important aspects of Brookhaven’s future.

How does Brookhaven define key concepts of this vision statement?

Fiscal, Social, and Environmental Stewardship

Ensuring that our limited financial resources are responsibly allocated to maximize benefits and minimize harms to the people and natural environment of Brookhaven

Vibrant

Espousing the multicultural identity and energy of our population

Attainable

Housing options that enable more people (e.g., teachers, City staff, seniors on fixed incomes) to call Brookhaven home

Well-Connected

Having a transportation network that eases mobility for all types of road users (e.g., pedestrians, cyclists, and transit users) and enables access to destinations

Activity Hubs

Locations where a mix of land uses draws community members for various daily activities (e.g., residences, jobs, recreation, shopping)

2044 VISION STATEMENT

Brookhaven will continue to welcome people of different backgrounds, strive for fiscal, social, & environmental stewardship of our land, and support vibrant, attainable, & well-connected neighborhoods and activity hubs.

WE ARE BROOKHAVEN



2.3 Our Long-Term Goals

Long-term goals work in tandem with the aspirational vision statement to paint a picture of what is most important for the future of Brookhaven. The following goals build upon the original goals set when Brookhaven became a City. They have been refined to reflect to reflect feedback from community members and direction provided by the Steering Committee.



Goal 1: Land Use and Transportation Coordination

Enhance connectivity, accessibility, and overall mobility for day-to-day activities through transportation and land use coordination with a focus on safety and equity.



Goal 2: Transit Oriented Design

Pursue Transit Oriented Development (TOD) as a key strategy to shaping the City's future.



Goal 3: Multicultural Hub

Preserve, celebrate, and promote the economic and cultural diversity of the Brookhaven community, particularly through arts and cultural programming.



Goal 4: A City of Parks & Paths

Enhance the City's parks and recreation system and expand the greenway network to enable greater connectivity between neighborhoods, schools, and activity hubs.



Goal 5: Neighborhoods

Preserve the City's unique neighborhoods and communities.



Goal 6: Economic Prosperity

Foster a thriving local economy with diverse businesses and job opportunities.



Goal 7: Innovative & Sustainable

Implement creative and sustainable solutions to protect the environment and prepare for the future.



Goal 8: Unique Brookhaven

Leverage the City's brand to further a sense of place and identity.



What has changed?

Brookhaven has grown as a City, but our values continue to be similar to those established upon Cityhood. While the topics included in this list have not substantially shifted, the defining statements have been updated to be more precise about what each goal will accomplish.

Goals 1 and 2: The City has long recognized that the MARTA station presents an opportunity for nearby developments to incorporate a mix of uses and contribute to a walkable built environment. Safe connections to MARTA as well as other activity hubs are critical. While walkability is still a key part of the goal, the language has been broadened to ensure that land use and transportation planning consider all the ways people get around, particularly those who are differently abled and may need specific accommodations for mobility and access.

Goal 3: Diversity was recognized as a goal previously, but the new header “Multicultural Hub” is meant to emphasize the number of cultures that have come together to make the Brookhaven community unique. Brookhaven’s arts and cultural programming is an essential tool for preserving and celebrating different cultures.

Goal 4: The community has always been a strong proponent of parks and transportation options for people who walk and bike. With the continued buildout of the Peachtree Creek Greenway and investment in other multi-use projects, Brookhaven has recognized that paths are not only a recreational asset but also a vital connector between different parts of the community.

Goal 5: This goal statement is carried forward from the last plan without changes. The unique neighborhoods across Brookhaven are the lifeblood of the community.

Goal 6: The updated goal statement specifically indicates that diverse businesses and job opportunities are essential components of the City’s ability to achieve economic prosperity.

Goals 7 and 8: “Sustainability” and “Unique Brookhaven” previously focused on how the City would establish its reputation and brand as a new City. Now, Goal 7 incorporates “Innovative” into the header to emphasize the need to be creative with sustainability solutions to protect the natural environment. Goal 8 is no longer about establishing an identity, but, instead, about leveraging the Brookhaven brand to further the community’s sense of place.

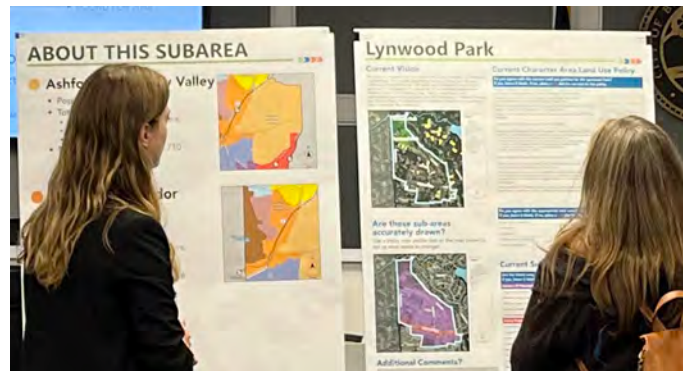
The City previously had an overarching long-term goal related to Buford Highway. Buford Highway continues to be an important part of Brookhaven’s fabric; in fact, it has been designated as a cultural corridor, where many events will be held in years to come. The significance of Buford Highway is still a primary theme in this plan. Chapters 3 and 4 include specific policies and actions for protecting the culture and livelihoods of those who live and work on Buford Highway.

2.4 Citywide Future Land Use Vision

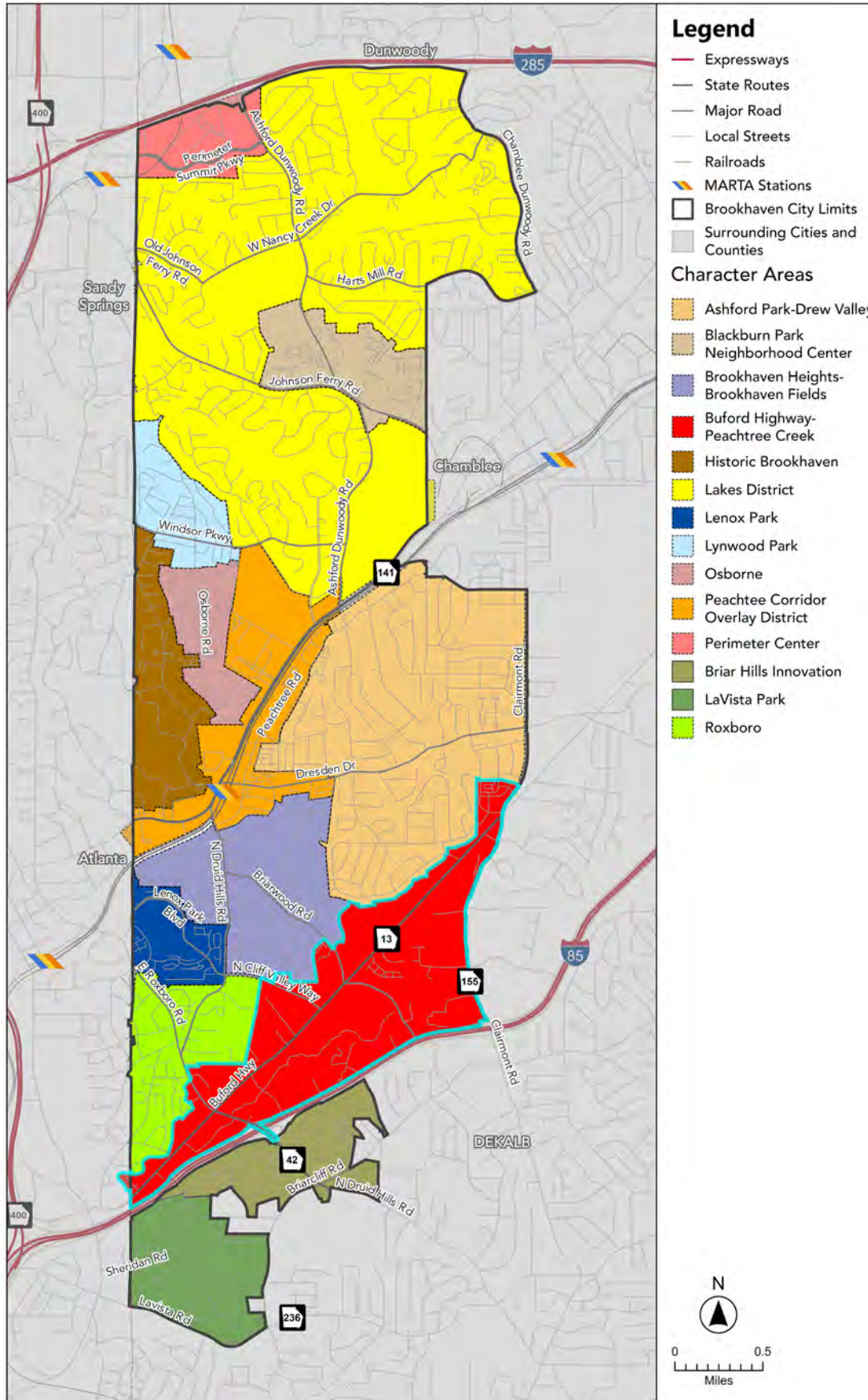
The future land use plan (Chapter 3) is the heart of the comprehensive plan as it guides future growth and development. City staff and elected officials refer to the future land use plan when making development decisions, specifically rezonings. If a homeowner or developer wants to rezone their property, City planning staff make a recommendation to support or deny this rezoning request based off the future land use plan. City Council reviews this staff recommendation, along with the Planning Commission’s recommendation, for approval or denial and makes the final determination.

Shown on the next page, the foundation for this future land use plan is the Character Area Map (**Map 1**). This map divides the City into character areas as a way to organize land use policy that guides future development. The original character areas—established in the 2014 Comprehensive Plan—were delineated based on two considerations: 1) areas of similar character, development time period, existing land use and typology, and/or distinct features, and 2) areas with a coordinated future development vision.

There are 14 character areas—8 of which are primarily residential. The other 6 act as activity centers with different development intensities. Many of their boundaries remain the same from previous iterations of the comprehensive plan and character area studies. One notable change in the 2044 Comprehensive Plan is dissolving the character area formerly known as Briarwood Park. Two neighboring character areas—Buford Highway-Peachtree Creek and Brookhaven Heights-Brookhaven Fields—absorbed its properties to better align with recent redevelopment plans for Buford Highway.



Map 1. Character Area Map

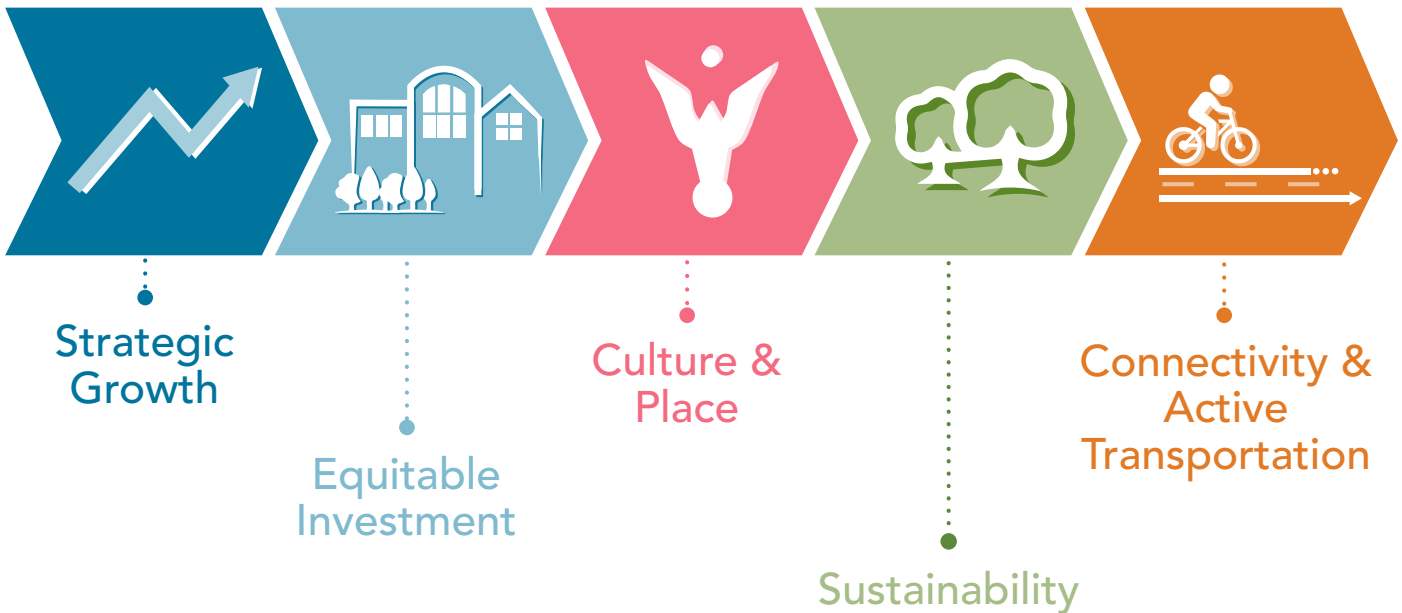


2.5 Priority Focus Areas

The 10-year update process considered a combination of technical analysis and community engagement to identify the top needs and opportunities that have a bearing on Brookhaven’s future. Several needs and opportunities from the 2034 Comprehensive Plan carry forward as they continue to be relevant and require the City’s dedicated attention and resources to continue moving forward.

Several new priorities arose based on growth trends and community sentiments. Equity, arts, and culture, for instance, were emphasized as key needs by community members. Among the list of priority needs and opportunities, five key implementation focus areas rose to the top. They are illustrated below and form the framework for implementation planning and the five-year Community Work Program.

The priority focus areas serve as an organizing framework for the implementation plan, including priority needs and opportunities and corresponding actions. Chapters 4 through 8 discuss each priority focus area in detail, providing context about each need or opportunity and identifying implementation strategies, actions, and policies that support their advancement. Along with implementation details, these chapters explore case studies that feature best practices and innovative approaches that can help serve for inspiration for Brookhaven’s own initiatives.



Chapter 9 is the culmination of the implementation plan and provides the detailed five-year (2024-2029) Community Work Program. Organizing the Community Work Program by priority focus area rather than by topical area (land use, economic development, community resources and facilities, population, etc.) is a shift in this iteration of the Comprehensive Plan. The goal of this new approach is to break down silos and involve staff representing different departments in working together to solve the City's most pressing issues. The new approach is in alignment with the City's shift to an enterprise-wide focus with its operations, programming, and initiatives over the last few years.



How does the 2044 Comprehensive Plan incorporate sustainability and equity systems thinking?

The City of Brookhaven has employed a similar methodology in its annual budgeting process by organizing City initiatives under the Sustainable Brookhaven framework. The Sustainable Brookhaven strategy framework consists of five elements: natural environment, built environment, financial, organizational, and civic governance.

To honor its commitments to social justice and equity, it is imperative that the City analyzes all new infrastructure and policy proposals through an equity lens. The "Equitable Investment" focus area specifically captures priorities related to housing and economic development, but the other priority focus areas also focus on improving equitable access to resources, such as trees, green spaces, and walking and biking paths.

Chapters 5 and 7 expand on ways that sustainability and equity are woven throughout the implementation strategies.

2.6 Priority Needs and Opportunities

Strategic Growth (SG)

SG.1 Carryout planning efforts that refine and implement the vision and recommendations of the 2044 Comprehensive Plan.

SG.2 Establish a new, guiding comprehensive economic development strategy.

SG.3 Continue to plan for and execute the vision for key economic engine areas including Buford Highway Activity Nodes/ Peachtree Creek Greenway, Briar Hills Innovation District, and the City Centre TOD.

SG.4 Ensure adequate roadway facilities and invest in infrastructural capital improvements and ongoing maintenance to support a high level of service particularly amidst new growth.

SG.5 Advance stormwater solutions to address ongoing challenges and anticipated future development.

SG.6 Scale up City services and communications as growth occurs.

SG.7 Expand public gathering spaces in underserved areas.

SG.8 Advance live-work opportunities within City.

SG.9 Maintain investments already made by the City.

Equitable Development & Investment (EI)

EI.1 Engage the business community in feedback on City needs and concerns and vice versa.

EI.2 Preserve and expand safe, affordable, and workforce housing in the community.

EI.3 Expand allowable housing types and price points available in the City.

EI.4 Enhance City's support to entrepreneurs and small businesses so that they can continue to thrive in Brookhaven as the built environment redevelops/ improves.

Culture & Place (CP)

CP.1 Build out a Town Center.

CP.2 Complete a strategic wayfinding and branding study for the City that considers signage, lighting and landscaping unique to Brookhaven.

CP.3 Support, celebrate, and promote City diversity through arts and cultural initiatives.

CP.4 Strengthen and increase Brookhaven's cultural spaces and facilities.

CP.5 Recognize and cultivate the many international cultures that contribute to the vibrancy of Brookhaven.

Sustainability (S)

S.1 Leverage City's creek system for greater access by community, while protecting its long-term health and viability.

S.2 Establish additional incentives, zoning, and other policies and programs to encourage sustainable development in the City.

S.3 Further health and exercise in the community through supportive infrastructure and design.

S.4 Protect and expand tree canopy, particularly in underserved areas.

S.5 Promote green infrastructure investments in areas susceptible to urban heat island effect.

S.6 Create opportunities to expand play places for underserved youth.

Connectivity & Active Transportation (CT)

CT.1 Enhance connectivity and multi-modal access to key destinations.

CT.2 Install bicycle and pedestrian bridges at strategic locations.

CT.3 Work with MARTA and other partners to make transit improvements, including safety enhancements and service improvements.

CT.4 Create policies and infrastructure to support new transportation technologies, including vehicle electrification and automation.

CT.5 Improve safety on City's roadways.



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03

**FUTURE LAND
USE PLAN**

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FUTURE LAND USE PLAN

3.1 Land Use Approach

Future Land Use Policy Evolution

Brookhaven’s past comprehensive plans and character area studies laid a strong foundation for the 2044 future land use plan. The previous iterations of the Comprehensive Plan provided well-defined character areas to organize its future land use policy. For this plan, much of the original character area map remains unchanged as it continues to work well for the City and the community. The Character Area Study (2016) further refined character area policies, provided additional implementation strategies, and identified sub-area policies—or policies specific to sub-sections of character areas considered the interior, corridor, or transition areas.

The Gateway South Character Area Study (2021) followed suit, including annexed land not studied in previous plans. This study established two new character areas—LaVista Park and Briar Hills Innovation District—in the southernmost part of the city. Additionally, it went a step further than previous character area work to geographically define the sub-areas for these character areas. Parcel-specific maps identify sub-areas within the LaVista Park and Briar Hills Innovation District character areas—clearly demarcating where sub-area policy applies and thus, preventing potential confusion.

Taking the lead from Brookhaven’s previous planning work, this 2044 Comprehensive Plan continues this policy evolution, building on this strong foundation to take a more nuanced approach to Brookhaven’s future land use plan as well as consolidating land use policy into one encompassing document.



What's the Same?

Much of the structure and some information from previous plan iterations appears in this plan.

Aside from Briarwood Park, the overarching character area boundaries remain intact. Minor adjustments were also made to Perimeter Center to include more parcels aligned with this job center.

For each character area, the introductory visions were largely inspired by those in previous comprehensive plans, but they were updated to better align with this plan's priorities. Furthermore, relevant implementation strategies from previous character area studies were carried over; however, the number of strategies per character area is significantly less to focus on actionable changes. Many previous strategies had been completed, conflicted with this plan's goals and priorities, or made more sense as a policy rather than an action item. These aforementioned strategies were excluded or reorganized into other sections.

Policies specific to sub-areas are also included like in previous character area studies; however, it is tied to parcel-specific maps and has added detail, including associated implementation strategies and best-fit zoning districts.



What's New?

With this strong foundation, the planning team focused consolidating and refining this existing land use policy previously found in several different documents and digging into the details. This nuanced approach had three major focuses:

1. Focus on Housing
2. Focus on Mobility
3. Detailed and Defined Sub-Areas

Focus on Housing

Finding ways to expand housing types—particularly “missing middle” types like duplexes, triplexes, quadplexes, and cottage courts—emerged as a recurring theme throughout the planning process; thus, housing diversification strategies evolved as a key land use policy focus of both the character areas and their sub-areas.

Brookhaven’s housing strategy is rooted in the following value:

Every part of the City has a role to play in addressing the housing challenge.

However, new housing needs to respect the existing character of Brookhaven, which is predominantly single-family residential. This update does not recommend modifying this character; instead, it proposes limiting new housing types to those that are aligned with

existing character particularly in established neighborhoods.

Many people think of housing as single-family homes, apartment buildings, and townhouses. While these are certainly the most common types of housing in Brookhaven, there is a significant segment of housing that this does not include: the missing middle.

Missing middle housing types exist in the middle of the spectrum between single-family homes and high-rise apartments. This spectrum represents form, scale, number, and affordability. Examples of missing middle housing types include cottage courts, duplexes, triplexes, fourplexes, and small-scale apartments.

These are small-scale housing types that are compatible with—and when well designed, indistinguishable from—traditional single-family homes. Thus, their introduction into existing neighborhoods adds much needed housing units without jeopardizing the character of established neighborhoods.

To uphold Brookhaven’s housing value, this plan recommends that the City amend its zoning code to allow duplexes by right in all single family districts (see page 111 for more information). Character area policy, thus, supports this regulatory recommendation.



Recommended Small-Scale Housing Types

There are five small-scale housing types recommended for Brookhaven: ADUs, duplexes, triplexes, quadplexes, and cottage courts. Not every type is appropriate everywhere in the City; as such, the planning team has identified specific types for each character area at the sub-area level.



Total Typical Size:
300-750 SF

Accessory Dwelling Units

Sometimes called backyard cottages, accessory dwelling units (ADUs) are small structures located behind the main home or structure on a lot. They are currently allowed in all single-family residential districts in Brookhaven.

Duplexes

Duplexes are buildings that contain two housing units. They usually are designed in one of two forms: side-by-side or stacked.



Total Typical Size:
1,200-4,800 SF



Stacked

Stacked duplexes are two units arranged one above the other, and are appropriate for narrow, deep lots. They are typically 2 to 2.5 stories tall with a narrower “footprint” than side-by-side duplexes. Entry doors can both be located on the front or be split between different facades.

Side-By-Side

Side-by-side duplexes each have an entry on the street level, and can be one or two stories. To maximize alignment with single-family neighborhoods, it is possible to split the entry doors to have one on the front façade, and the second on a side façade (or even the back).

Triplex

Triplexes are similar to stacked duplexes, except they are three units stacked on top of each other. Usually there are two doors: one for the bottom unit, and a shared entrance for the second and third floor units.



Total Typical
Size:
2,100-9,300 SF



Fourplex

Fourplexes are four-unit buildings, and are usually designed with two units on the ground floor and two units above with a single shared entry from the street. As a larger building, they blend in well with large single-family homes over 2,500 square feet.

Total Typical Size:
2,000-4,800 SF

Cottage Courts

Cottage courts are a group of smaller footprint, single-family homes arranged around a common space that typically fronts a street. They can be used to open up housing ownership to a broader range of households, particularly first-time home buyers, and are typically appealing to seniors wishing to downsize.



Total Typical
Size:
500-800 SF



Focus on Mobility

Like every community in the Atlanta region, Brookhaven has challenges regarding mobility. Traffic congestion along major corridors like North Druid Hills Road, Peachtree Road, Ashford Dunwoody Road, and Johnson Ferry Road negatively affects Brookhaven’s quality of life. Improving connectivity—including vehicular, pedestrian, and bicyclist—was a recurring theme in public workshops. Specific to land use, the Brookhaven community reiterated throughout the planning process that the City needs to pair added density with transportation infrastructure improvements.





Transportation is covered in more detail in Chapter 8, but has a significant impact on land use. The City’s Multimodal Study, adopted in August 2024, is the main source of guidance for mobility. Recommendations for multimodal updates provide opportunities for modest amounts of additional development—particularly near MARTA, Peachtree Road, and other corridors—therefore influencing the land use. Generally, if there is a multimodal project recommended for a corridor, the appropriate residential intensity increases. For corridors without multimodal projects, residential intensities are similar to those of interior neighborhoods.

Detailed and Defined Sub-Areas

This Future Land Use Plan better defines sub-areas and their details. This includes clearly defining the following sub-area terms: interior, corridor, transition, and special use area. Additionally, the planning team mapped their parcel-specific geographies.

A critical first step to mapping sub-area boundaries was to establish a clear set of sub-area definitions. The planning team engaged the Brookhaven Planning Commission, Community Development staff, and the 2044 Comprehensive Plan Steering Committee to workshop these ideas.

Brookhaven Multimodal Study Project Types

-  Bike Facility
-  Bridge
-  Bike & Pedestrian Crossing
-  Trail, Path, or Sidewalk

The sub-areas are defined as follows:

Interior

Interiors are the heart of most character areas—they are predominantly residential and are the driving force behind how a character area looks and feels.

Corridor

Corridors are the character area’s main thoroughfares. These can range from regional arterials to more local roadways. Corridor policy is highly localized and dependent on location, traffic volumes, current land use, and development potential.

Transition

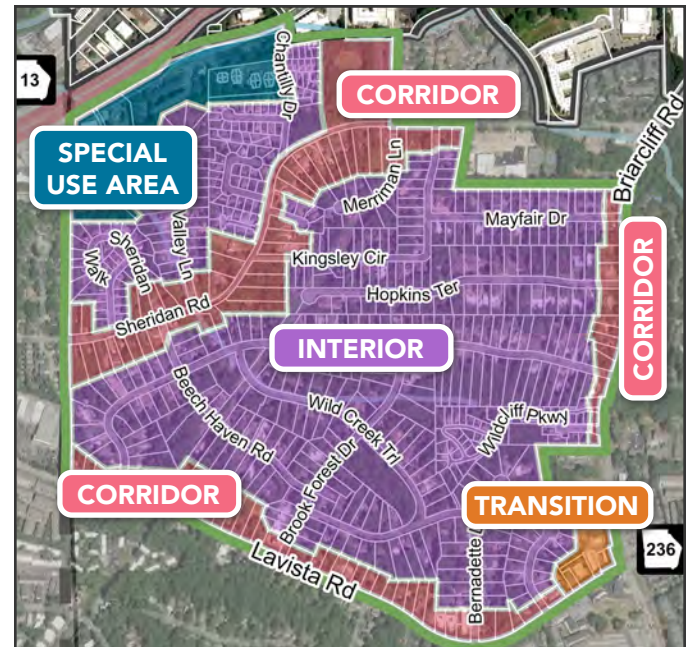
Transitions are areas that act as a step up/step down between two distinct intensities of development, or act as a buffer between different land uses.

Special Use Area

Special use areas are parts of character areas that do not meet any of the definitions above and require policy guidance specific to their unique use or character. These areas may already have a master plan or require additional study.

Each sub-area lists its appropriate future housing types and other land uses, best fit zoning categories, and applicable implementation strategies.

Map 2. Sub-Area Examples - LaVista Park



3.2 Character Area and Sub-Area Policy

Ordered from north to south, the remainder of this section provides land use policy details for each character area and its sub-areas. Some character areas have all four subareas while others have fewer. Each sub-area table includes a list of appropriate land uses, each described in detail on the next pages (Tables 2 and 3). These land use categories were assigned to sub-areas based on many factors including, but not limited to:

- Comprehensive Plan priorities
- Existing land use and character
- Community input
- Previous policies and plans
- Geographic information systems (GIS) housing suitability analysis
- Housing diversification strategy
- Planned multimodal improvements



Table 2. Land Use Table: Residential










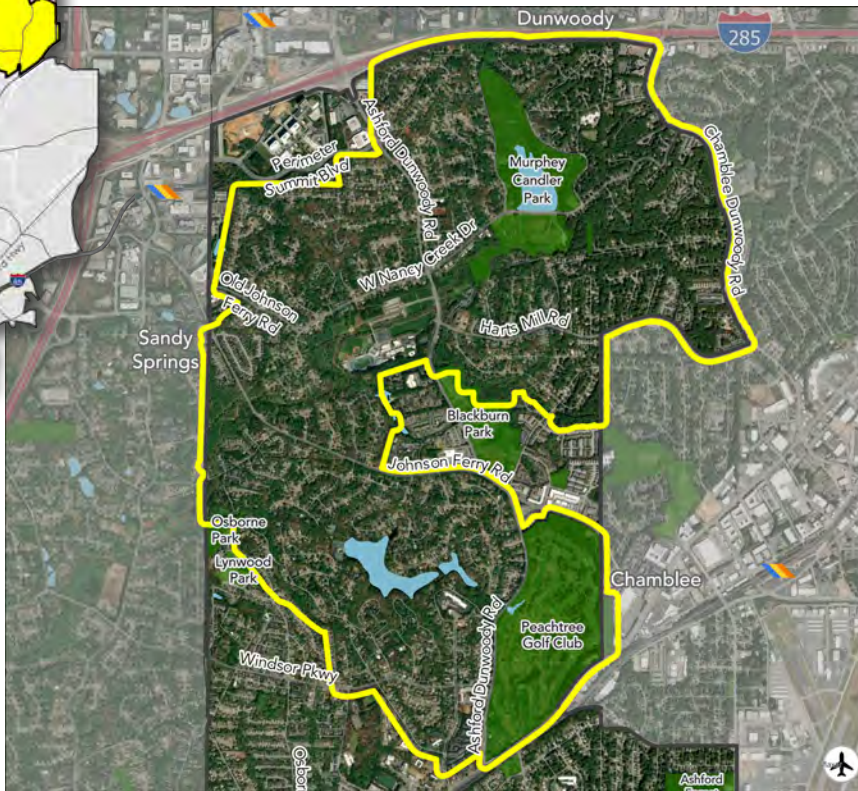
	Land Use	Description	Sample Image
RESIDENTIAL	Single Family + ADU	Single family is one detached home with one household living in it. Single family uses can also have accessory dwelling units (ADU). ADUs sit in the rear and are an encouraged option for single family development.	
	Duplex	Duplexes are buildings that contain two housing units. They usually are designed in one of two forms: side-by-side or stacked.	
	Triplex	Triplexes typically appear as three units stacked on top of each other, but other configurations are possible. Usually, there are two doors: one for the bottom unit, and a shared entrance for the other two units.	
	Fourplex	Fourplexes are four-unit buildings, and are usually designed with two units on the ground floor and two units above with a single shared entry from the street.	
	Cottage Court	Cottage courts are a group of smaller footprint, single-family homes arranged around a common space that typically fronts a street.	
	Townhouses	Townhouses are attached single-family homes, usually two to four stories tall.	
	Multi-Family	Multi-family includes apartment or condominium buildings ranging from two to five stories.	
	Live/Work	Live/Work units are single units that combine both residential and office/retail/workspace. These can be attached or detached. While also mixed use, Live/Work units are unique in that the occupant both lives and works there.	



Table 3. Land Use Table: Non-Residential

	Land Use	Description	Sample Image
NON-RESIDENTIAL	Neighborhood Commercial	Neighborhood commercial includes small-scale retail, restaurants, or services. The customer base for these businesses is largely the surrounding neighborhood.	
	Community/Regional Commercial	Community and regional commercial uses consist of big-box retail stores that serve a larger community or region compared to the neighborhood-scale.	
	Mixed Use	Mixed use are typically buildings with two or more stories. Commercial uses like restaurants or retail occupy the first floor and residential typically reside in the units above.	
	Office	Office consists of professional or commercial uses that do not have on-site sales, manufacturing, storage, or distribution.	
	Hotels	Hotels uses include lodging of overnight guests and range in size and scale.	
	Light Industrial	Light industrial includes consumer-oriented production and manufacturing facilities of smaller consumer goods.	
	Parks and Open Space	Parks and open spaces can be formal/official parks operated by the City of Brookhaven or other agencies. They can also be passive, natural areas.	
	Institutional	Institutional uses are operated by public agencies such as DeKalb County, the City, or DeKalb County School District, or quasi-public organizations like churches.	

LAKES DISTRICT



Vision

The Lakes District will retain much of its existing character. In particular, the single-family neighborhood character of its **interior** will be maintained and preserved, with any additional development encouraged on its major **corridors**. Its **special use areas** will largely maintain their current character with the exception of redevelopment opportunities at I-285 and Chamblee Dunwoody Road. Improved access and connectivity to Murphey Candler Park, Nancy Creek, and to Blackburn Park are key quality of life components.

Implementation Strategy

- Support protection of Nancy Creek in balance with increased access to this important natural resource/character-defining element



Focus on Housing

Existing housing in the Lakes District is predominantly single-family residential, with few large-scale development or redevelopment sites that accommodate greater intensities. As such, the strategy reflects the recommended City-wide policy of allowing duplexes by right in existing single family residential districts. For most neighborhoods, side-by-side duplexes are a better character fit than stacked housing products. Slightly more dense housing products are possible on the **corridors** where multimodal projects are recommended.

LAKES DISTRICT



Focus on Transportation

Lakes District transportation projects focus on increased mobility and safety through improved sidewalks, bike connections, intersection improvements, and signage. Building a multi-use path along Ashford Dunwoody Road is an important long-term transportation improvement slated for the area.

Multimodal Strategies

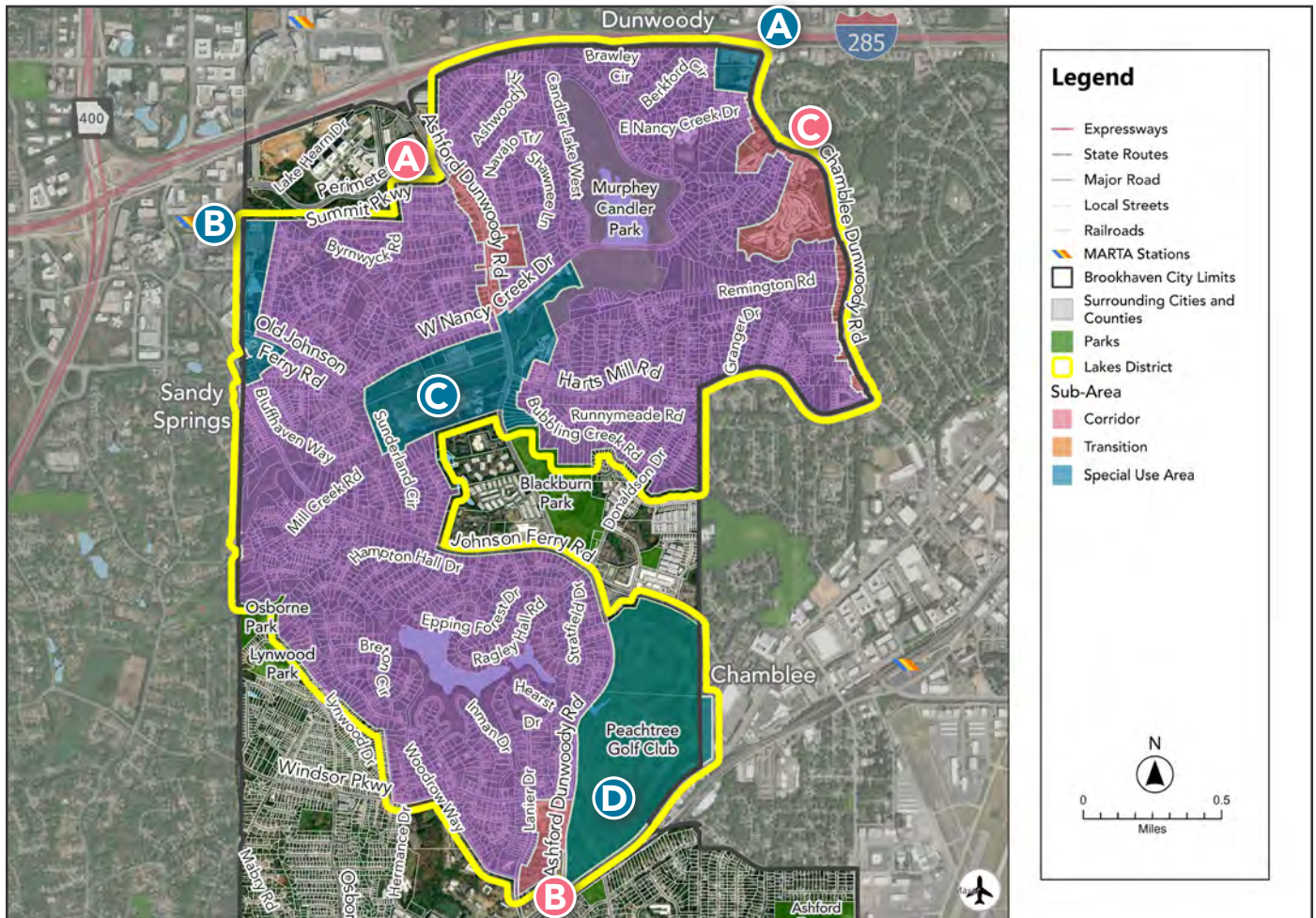
- 33 Active Transportation Projects
- 29 Pedestrian Projects
- 5 Bike Intersection Projects

Significant Multimodal Projects*

 Bicycle connections to parks and trails

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 3. Lakes District Sub-Areas



LAKES DISTRICT

Sub-Area Policy

Interior

The interior sub-area of the Lakes District includes 59 neighborhoods like Murphey Candler, Sexton Woods, and Brittany. For modest housing diversification, ADUs and side-by-side, two-story duplexes should be encouraged.

Corridor

Two main corridors necessitate distinct sub-area policy, as they currently and/or are envisioned to support higher densities or different uses than the interior of the character area. These include Ashford Dunwoody Road and Chamblee Dunwoody Road. Ashford Dunwoody Road is split into northern and southern sections, as their character differs considerably from north to south. The Ashford Dunwoody North corridor runs between the northern border of the Lakes District at Perimeter Summit Parkway and ends at West Nancy Creek Drive near the Marist School. Corridor policy for this segment maintains its

current character but allows slightly higher residential densities (fourplex) as long as the homes blend into the corridor’s current scale and style. Its southern counterpart is currently developed at relatively high densities and is distinct from surrounding land uses. The Ashford Dunwoody Road South section begins at Windsor Parkway and terminates at the southern border of the character area just shy of Peachtree Road. The vision for this area is to remain higher density.

Special Use Area

Special use areas include the intersection of Chamblee Dunwoody Road and I-285, the YMCA and Marist area as well as the Peachtree Golf Club. Redevelopment into mixed use and/or multi-family is appropriate for the I-285 Commercial special use area. Gentle density is also appropriate for the YMCA/Marist area where existing duplexes and townhouses currently exist.

Interior

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Single Family + ADU • Duplexes (side-by-side preferred) 	<ul style="list-style-type: none"> • All RS Districts • MPD (housing only) 	<ul style="list-style-type: none"> • Enforce buffer between single-family neighborhoods and the more intense Perimeter CID area • Require duplexes to adhere to design standards allowed by-right in all residential districts • Install signage to improve safety along roadways and at crossings* • Expand sidewalk connections* • Create bicycle connections to existing parks and trails*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.



LAKES DISTRICT

A Corridor: Ashford Dunwoody Road (North)

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> • Single Family + ADU • Duplexes • Fourplexes* • Townhomes 	<ul style="list-style-type: none"> • All RS Districts • RSA-5 • MPD (housing only) 	<ul style="list-style-type: none"> • Require duplexes to adhere to design standards allowed by-right in all residential districts • Expand existing bike facilities to connect to Montgomery Elementary School** • Add sidewalk connection to Oconee Pass**
Other Land Uses:		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

*Note: Triplexes not recommended because their typical "stacked" form does not align well with the character of this sub-area

B Corridor: Ashford Dunwoody Road (South)

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> • Multi-Family 	<ul style="list-style-type: none"> • All RSA • All RM • MPD (housing only) 	
Other Land Uses:		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

C Corridor: Chamblee Dunwoody Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> • Triplex • Fourplexes • Cottage Courts • Townhouses 	<ul style="list-style-type: none"> • R3 • All RSA • MPD (housing only) 	<ul style="list-style-type: none"> • Add neighborhood sidewalks** • Install signage and decrease speed limit to increase bicyclist safety**
Other Land Uses:		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

**See the Brookhaven Multimodal Study for additional details and context.

LAKES DISTRICT

A Special Use Area: I-285 Commercial

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Multi-Family 	<ul style="list-style-type: none"> All RM O-C-R C-1, C-2 O-I All MX CX MPD 	<ul style="list-style-type: none"> Enforce buffer between this area and single-family neighborhoods to the west and south
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> Community/Regional Commercial Hotel Office Mixed Use Parks and Open Space Institutional 		

B Special Use Area: Medical Center/Johnson Ferry

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Multi-Family 	<ul style="list-style-type: none"> All RM C-1, C-2 O-I All MX CX O-C-R EX 	<ul style="list-style-type: none"> Enforce buffer between this area and single-family neighborhoods to the east and south Add neighborhood bikeway and sidewalk along Old Johnson Ferry Road*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> Office Hotel Community/Regional Commercial Mixed Use Institutional Parks and Open Space 		

*See the Brookhaven Multimodal Study for additional details and context.

LAKES DISTRICT

C Special Use Area: YMCA/Marist School

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Duplex Fourplex Townhouses 	<ul style="list-style-type: none"> R3 All RSA MPD (housing only) 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Work with semi-public organizations/institutions to expand access to Nancy Creek Install signage and decrease speed limit to increase bicyclist safety*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> Parks and Open Space Institutional 		

D Special Use Area: Peachtree Golf Club

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> RS 	
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> Parks and Open Space 		

*See the Brookhaven Multimodal Study for additional details and context.

PERIMETER CENTER



Vision

The Perimeter Center will retain its high-intensity land uses, providing nearby employment opportunities to residents and enhancing the City’s tax base. Currently characterized by large-scale offices and hotel uses in a campus-like environment, the area will accommodate high-intensity mixed use and multi-family development. Through a perpetual conservation easement, the forested area south of Perimeter Summit Parkway will continue to serve as a permanent natural buffer between higher intensity uses to the north and single family uses to the south.



Focus on Housing

This area’s strong access to I-285 and existing intense uses represent an opportunity for multi-family housing. As this part of Brookhaven fully builds out, multi-family housing products (included those incorporated into mixed-use developments) should be encouraged to begin creating more of a true mixed-use center.

Implementation Strategies

- Partner with Perimeter CIDs, Dunwoody, and Sandy Springs to do a full update of the 2011 LCI study
- As part of this update, work with major property owners to gauge interest in more residential and mixed use projects and identify current barriers to implementing these project types
- Maintain the wide, wooded buffer between Perimeter Center’s high-intensity land uses and low-intensity single-family residential neighborhoods to the south

PERIMETER CENTER

Special Use Area: Perimeter Summit

Appropriate Housing Types: *Best-Fit Zoning:*

- | | |
|--|--|
| <ul style="list-style-type: none"> • Multi-Family | <ul style="list-style-type: none"> • All RM • C-1, C-2 |
| Other Land Uses: | |
| <ul style="list-style-type: none"> • Office • Hotel • Community/Regional Commercial • Mixed Use • Institutional • Parks and Open Space | <ul style="list-style-type: none"> • O-I • All MX • CX • O-C-R • EX |



Focus on Transportation

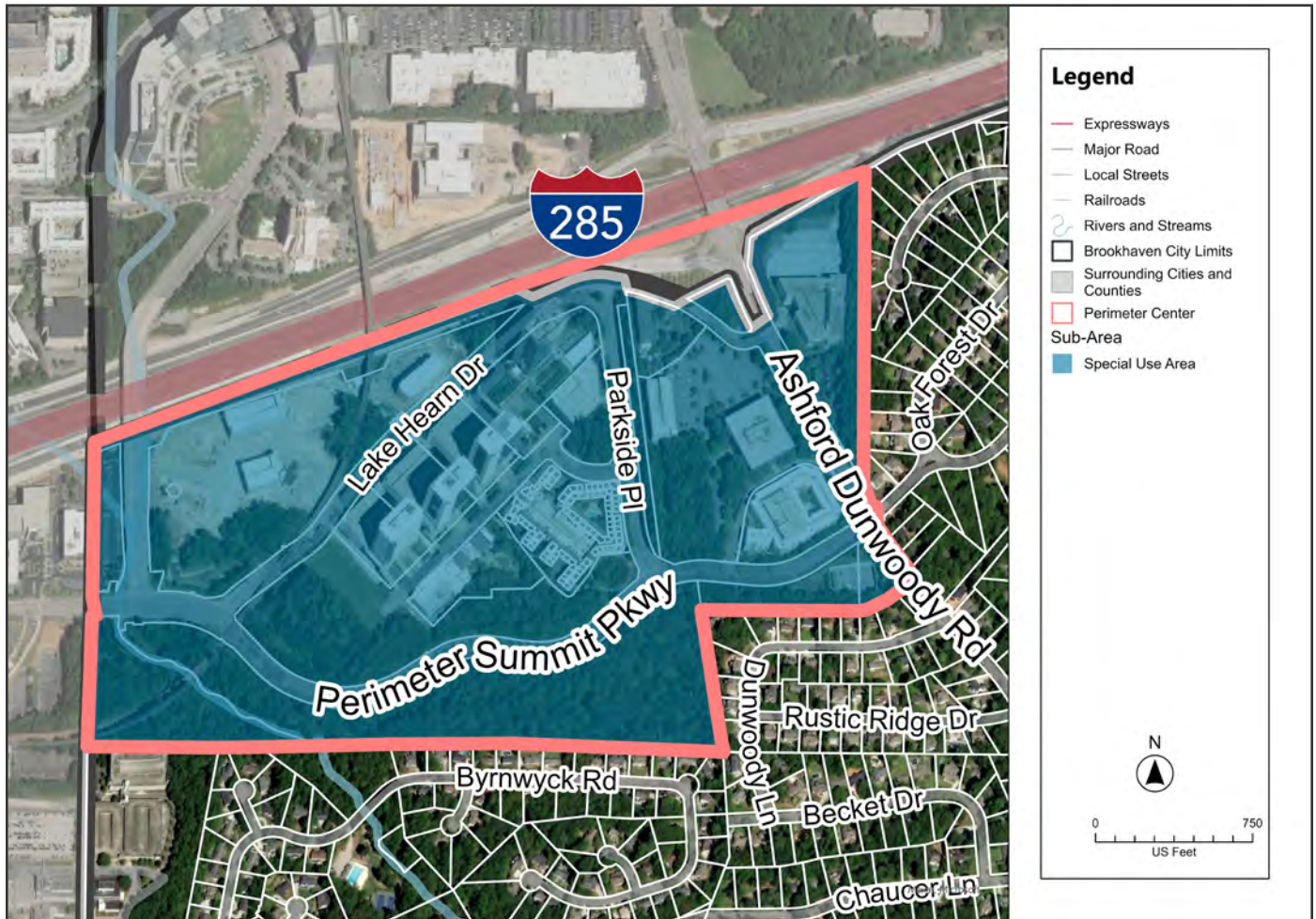
Projects in Perimeter Center focus on adding dedicated spaces for and improving safety & connectivity for bicyclists and pedestrians.

Sub-Area Policy

Special Use Area

Perimeter Center is a unique character area due to its lack of single-family neighborhoods and longer corridors; in effect, the entire character area is a special use area.

Map 4. Perimeter Center Sub-Areas



BLACKBURN PARK NEIGHBORHOOD CENTER



Vision

The Blackburn Neighborhood Center will incrementally create a walkable, mixed-use community serving northern Brookhaven anchored by Blackburn Park. Over time, the area is envisioned to become more pedestrian friendly and safer for users of all modes of transportation.

Implementation Strategies

- Using the DeKalb Master Active Living Plans as a foundation, develop an updated small area plan for the intersection of Ashford Dunwoody Road and Johnson Ferry Road. The plan should provide redevelopment concepts for the two large commercial sites and include options for improving multimodal connectivity around the intersection
- Implement improvements to Blackburn Park as recommended by the Parks Master Plan and funded by the Parks Bond Capital Improvement Program.



Focus on Housing

Blackburn Neighborhood Center has one of the most diverse collections of housing of all character areas, ranging from relatively affordable single-family, to townhouses, to multi-family. The housing strategy for this character area is to capitalize on the larger scale redevelopment opportunities at the intersection of Johnson Ferry Road and Ashford Dunwoody Road and ensure that mixed-use projects are built with multi-family housing opportunities. Options for “missing middle” housing types are constrained by the lack of single-family neighborhoods beyond Park Creek Cove and smaller parcels not already built with townhouses.



BLACKBURN PARK NEIGHBORHOOD CENTER

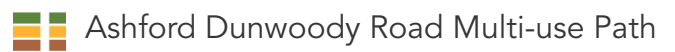


Projects in Blackburn Park Neighborhood Center improve access and safety, expanding dedicated bike and pedestrian facilities.

Multimodal Strategies

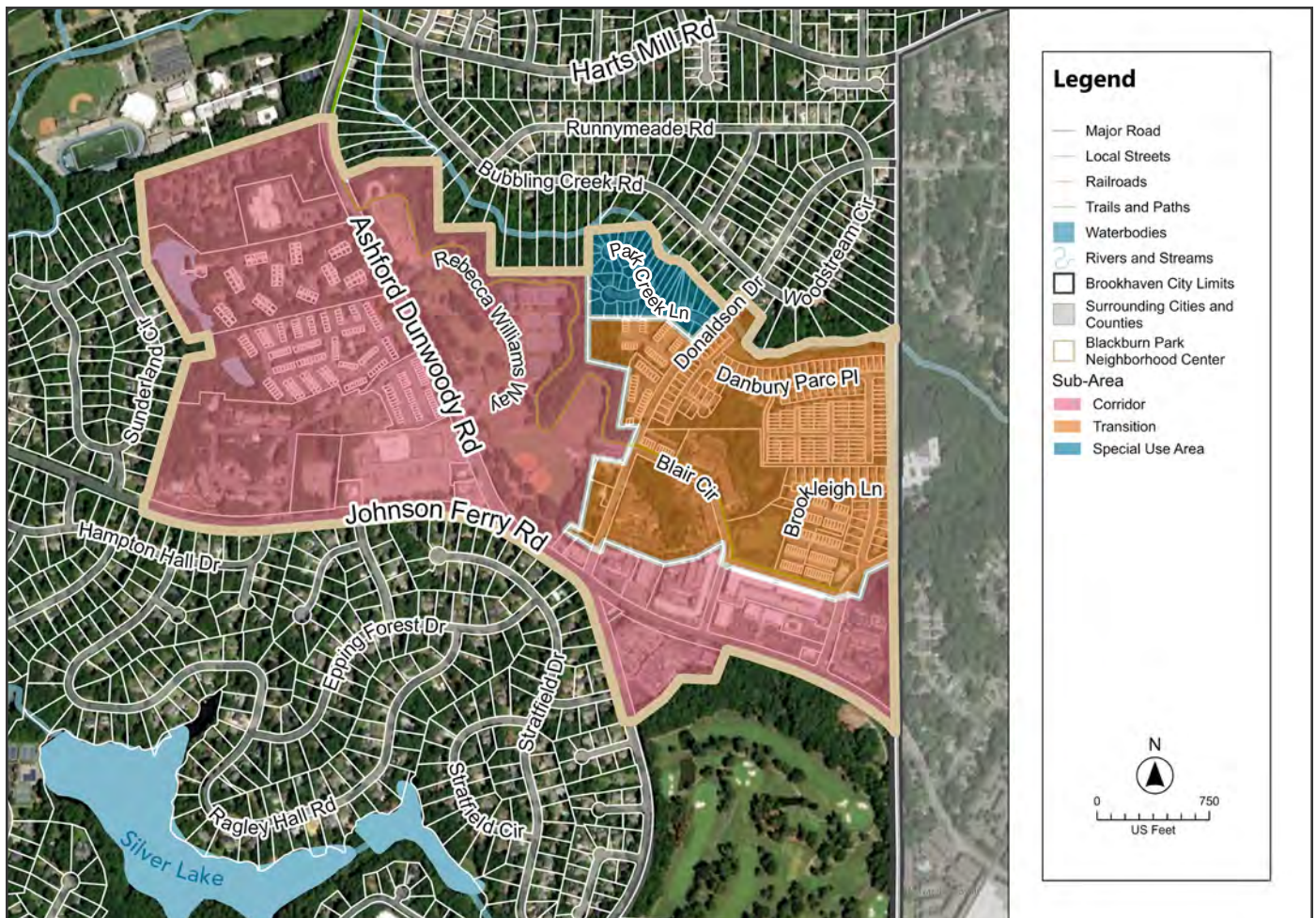
- 6 Active Transportation Projects
- 6 Pedestrian Projects
- 4 Bike Intersection Projects

Significant Multimodal Project*



*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 5. Blackburn Park Neighborhood Center Sub-Areas



Sub-Area Policy

Corridor

There are three sub-areas within Blackburn Neighborhood Center; however, its character is defined primarily by its segments of Ashford Dunwoody Road, Johnson Ferry Road, and Blackburn Park itself. The two corridors, though different roadways, have the same land use policies so are grouped together.

Transition

There is a significant transition area of medium-intensity housing between the more intensive uses on the corridors and the single-family neighborhoods to the north in the Lake District character area.

Special Use Area

The area along Park Creek Lane and Park Creek Cove is designated as a special use area due to the unique character of housing and parking.

BLACKBURN PARK NEIGHBORHOOD CENTER

Corridor: Ashford Dunwoody Road and Johnson Ferry Road

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Live/Work • Townhouses • Multi-Family 	<ul style="list-style-type: none"> • All RSA • All RM • C-1, C-2 • All MX • CX • O-C-R 	<ul style="list-style-type: none"> • Expand the quantity and quality of pedestrian crossings • Integrate with improved streetscape • Extend bike lanes and add pedestrian refuge island* • Add sidewalks connecting to transit and denser development*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Community/Regional Commercial • Neighborhood Commercial • Mixed Use • Parks and Open Space • Institutional 		

Transition: Donaldson Drive, Blair Circle, Danbury Parc, + Brookleigh

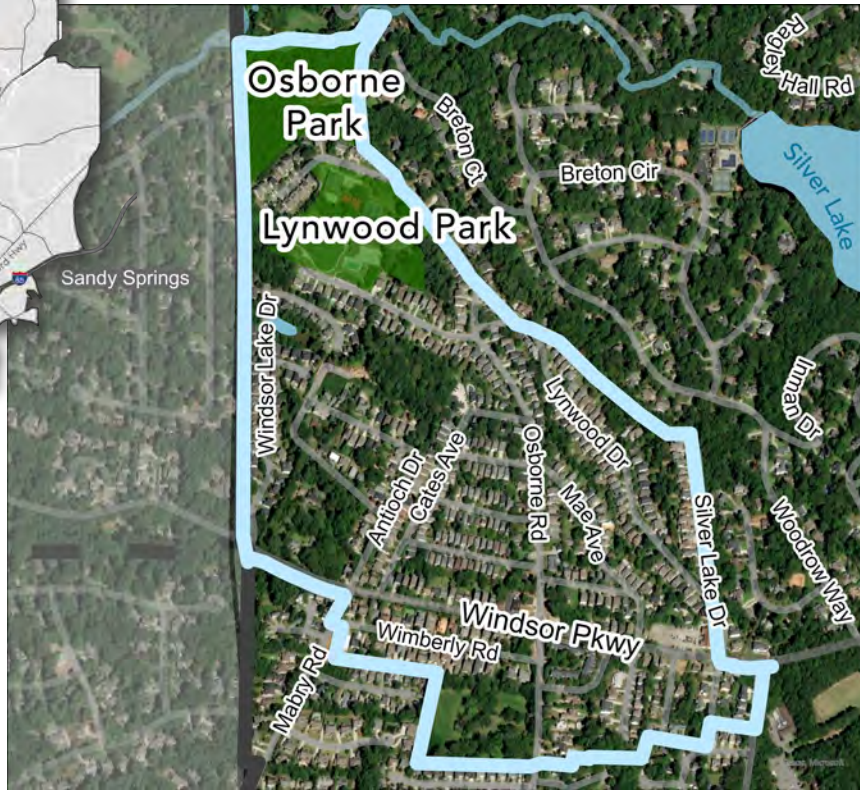
<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Townhouses • Multi-Family 	<ul style="list-style-type: none"> • All RSA • All RM • All MX 	<ul style="list-style-type: none"> • Construct neighborhood bikeway and sidewalk along Donaldson Drive*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

Special Use Area: Park Creek Cove

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Single Family + ADU • Duplex • Cottage Courts 	<ul style="list-style-type: none"> • All RS 	<ul style="list-style-type: none"> • Allow cottage courts in RS districts with a special use permit
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Parks and Open Space 		

*See the Brookhaven Multimodal Study for additional details and context.

LYNWOOD PARK



Vision

Lynwood Park will remain largely the same—a tight-knit, predominantly residential community with important park spaces and a unique history. The narrow lots limit housing types to a degree, but there are still opportunities for modest housing diversification. The intersection of Windsor Parkway and Osborne Road is envisioned to incrementally become a slightly larger, more vibrant neighborhood commercial area serving the immediate community.

Implementation Strategies

- Continue to elevate and celebrate the unique history of Lynwood Park as one of the only historically African-American neighborhoods north of Atlanta.



Focus on Housing

Small, narrow lot sizes throughout Lynwood Park make it very difficult to diversify housing types; however, these skinny lots have led to tall, stacked home types that can also accommodate duplex and triplex-type units without disrupting the visual character of the neighborhood. This must be in balanced with the narrow roadways and the increase in cars more units will bring. The planned neighborhood center at the intersection of Windsor Parkway and Osborne Road is an opportunity for a very small amount of diversified housing, like units integrated into a low-scale, mixed use environment.

There are no large-scale opportunities for diversified housing in Lynwood Park.



LYNWOOD PARK



Focus on Transportation

Transportation projects in Lynwood Park focus on improving multimodal safety and connectivity by adding and expanding dedicated bike facilities, installing signage, lowering speed limits, ensuring safe crossings, and extending sidewalk coverage.

Significant Multimodal Projects*

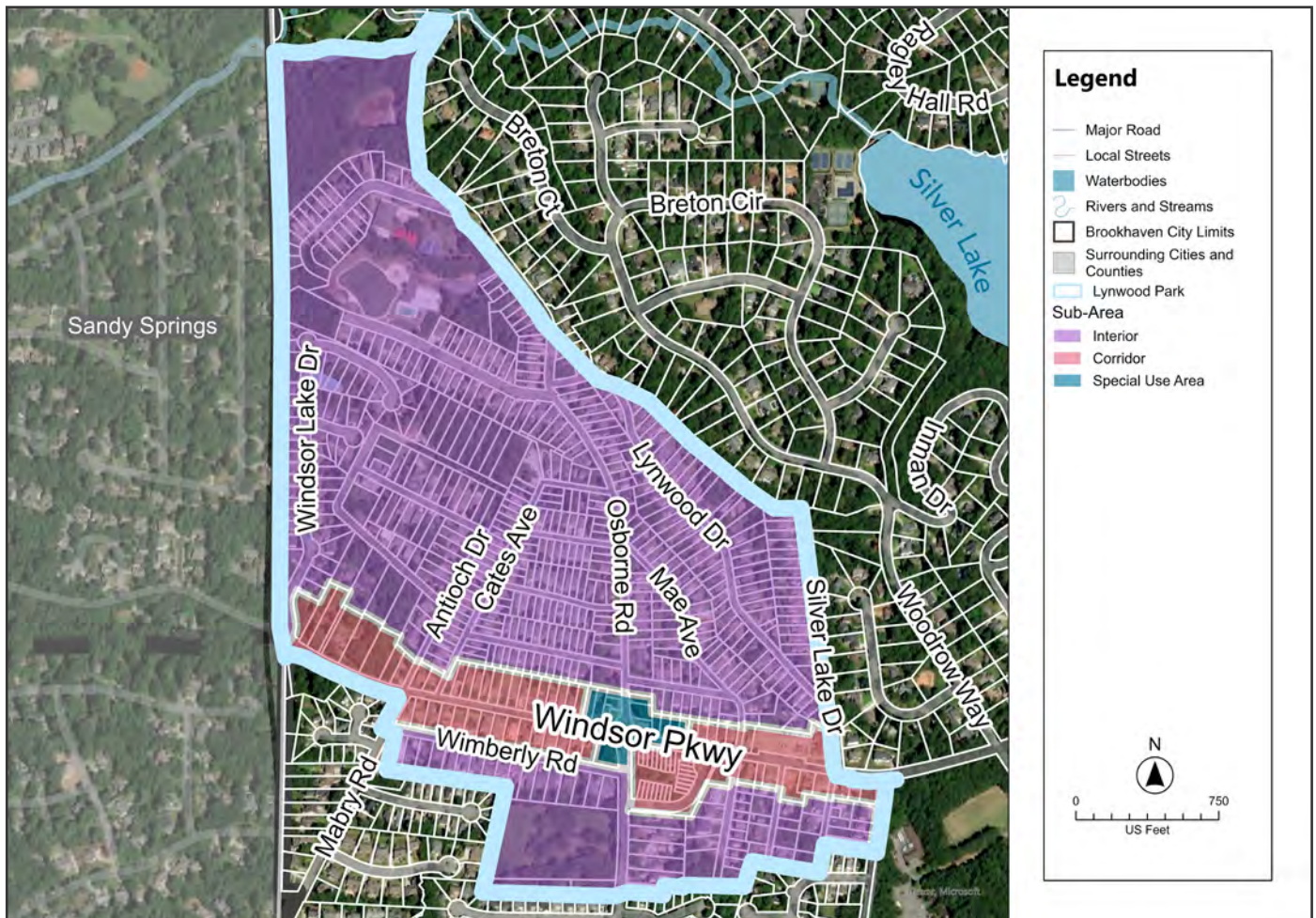
-  Sidewalks along Windsor Parkway and Osborne Road
-  Off-road trail and sidepath connections

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Multimodal Strategies

- 13 Active Transportation Projects
- 9 Pedestrian Projects
- 1 Bike Intersection Project

Map 6. Lynwood Park Sub-Areas



LYNWOOD PARK

Sub-Area Policy

Interior

The vast majority of Lynwood Park is considered to be “interior” residential neighborhoods. Over the past ten years, these neighborhoods have seen increasing amounts of infill and “teardowns” of older, small homes into much larger houses. The number of these new homes has significantly changed the character of the neighborhood, particularly in taller homes on slender lots.

Corridor

The main corridor is Windsor Parkway, which is a primary gateway to Sandy Springs. The

vision is to retain its residential character, while allowing gentle densities where lot dimensions can support other housing product types. Improved pedestrian connectivity is a long-term desire.

Special Use Area

Seeded by the presence of small neighborhood businesses on the northwest corner, the intersection of Windsor Parkway and Osborne Road has long been envisioned as a gathering place for the neighborhood. As identified in the 2022 Windsor-Osborne Special Area Plan, the City should support additional neighborhood-serving businesses like coffee shops and restaurants on the undeveloped corners of the intersection.

Interior

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplexes (stacked preferred) 	<ul style="list-style-type: none"> All RS MPD (housing only) 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Continue improvements to Lynwood Park Improve access to Nancy Creek through Osborne Park Consider developing part of the Morrison Farm property as a mix of public green space and diverse housing types
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

Corridor: Windsor Parkway

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplexes Triplexes Townhouses 	<ul style="list-style-type: none"> All RS R3 All RSA MPD (housing only) 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Install signage and decrease speed limit to increase safety* Add and expand sidewalks to connect to schools, parks, and trails*
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.



LYNWOOD PARK

Special Use Area: Windsor-Osborne Neighborhood Center

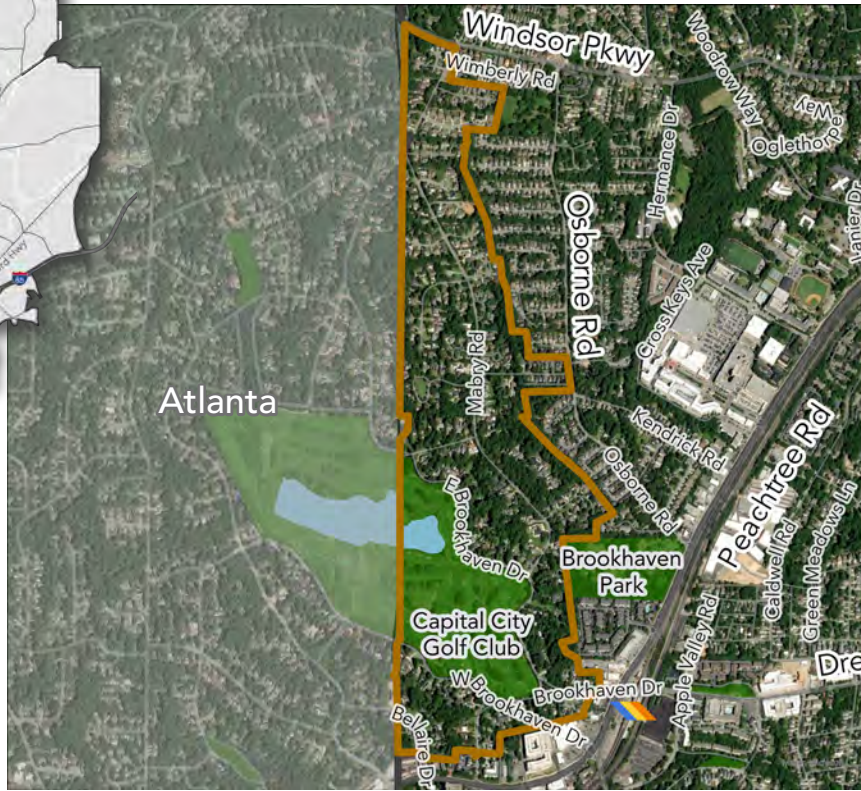
Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Duplexes (stacked preferred) Triplexes Townhouses 	<ul style="list-style-type: none"> R3 All RSA MPD (housing only) NS MX1 	<ul style="list-style-type: none"> Evaluate progress of Windsor-Osborne Special Area Plan Add or expand sidewalks along Windsor and Osborne to provide access to parks and transit* Install signage and decrease speed limits to increase safety* Add bicycle connections to Lynwood Park and Rec Center*
Other Land Uses:		
<ul style="list-style-type: none"> Neighborhood Commercial Mixed Use 		

*See the Brookhaven Multimodal Study for additional details and context.



Windsor-Osborne Small Area Plan Final Concept

HISTORIC BROOKHAVEN



Vision

Historic Brookhaven will preserve its existing character of unique homes and the golf course. With the exception of green spaces, the neighborhood is all residential and expected to change very little.



Focus on Housing

Historic Brookhaven has one of the strongest, most established residential characters in the City. There are multiple parcels in which ADUs are possible should the property owner choose to build. Duplexes that are side-by-side, two stories, with one entrance to the front, are appropriate for the area and would not negatively impact character in existing single family districts.





Focus on Transportation

Multimodal projects in Historic Brookhaven aim to increase walkability and bikeability by adding new facilities, connecting major roadways, and filling in network gaps where they exist.

Multimodal Strategies

- 7 Pedestrian Projects
- 3 Active Transportation Projects

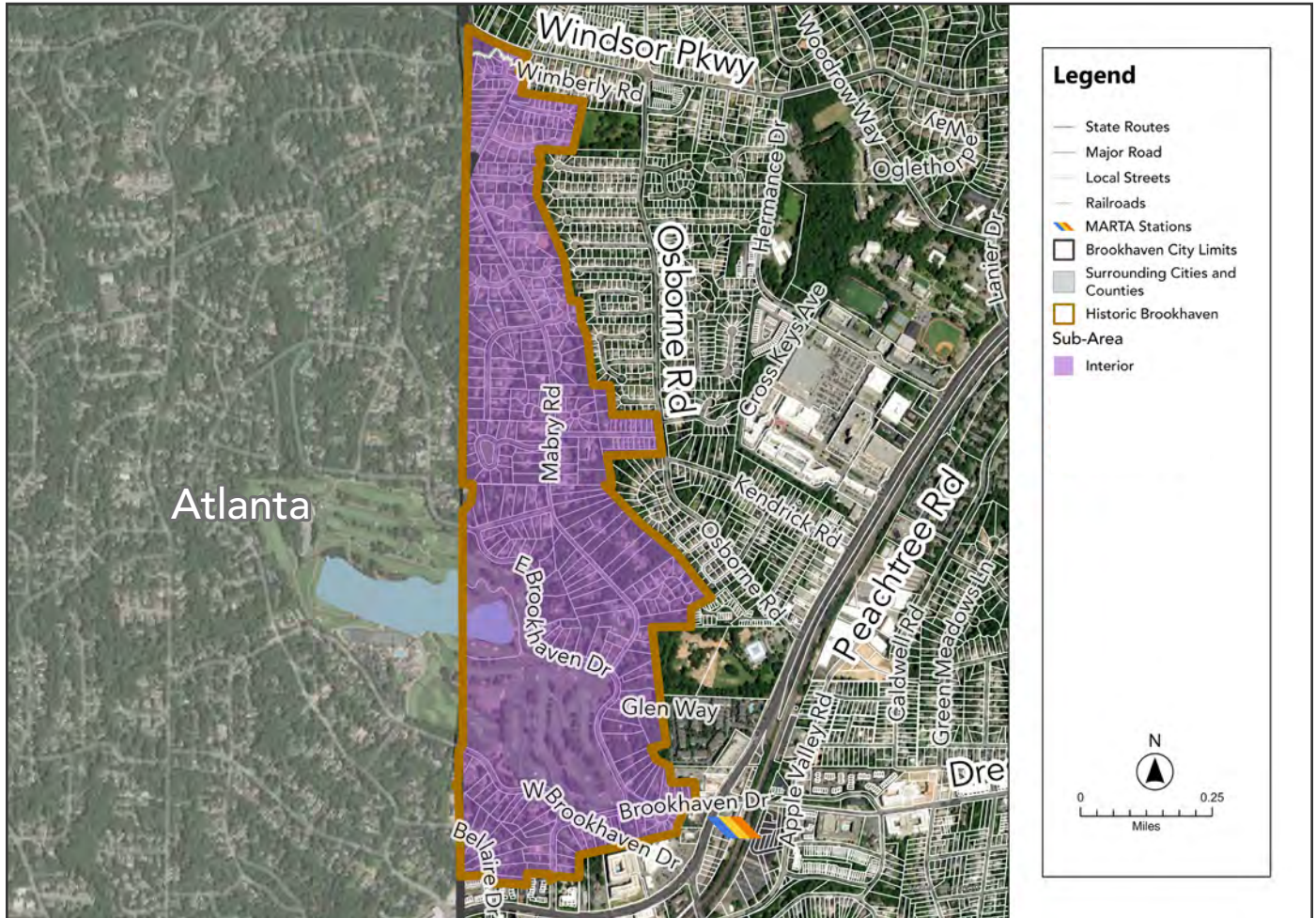
Significant Multimodal Projects*

-  Bikeways and sidepaths along Osborne Road and Windsor Parkway
-  Sidewalks along Mabry Road and East Brookhaven Drive

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

HISTORIC BROOKHAVEN

Map 7. Historic Brookhaven Center Sub-Areas



Sub-Area Policy

Interior

Historic Brookhaven is completely classified as an “interior,” a nod to its strong traditional residential character.

Interior		
<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Single Family + ADU Duplex (side-by-side, two stories preferred) 	<ul style="list-style-type: none"> All RS 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Add and expand neighborhood sidewalks* Install neighborhood sidepaths and bikeways*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> Institutional Parks and Open Space 		

*See the Brookhaven Multimodal Study for additional details and context.

OSBORNE



Vision

Osborne will preserve its current character, but continue to work towards improved pedestrian connectivity and infrastructure, particularly along Osborne Road leading up to the Windsor-Osborne neighborhood community center.

Implementation Strategies

- Osborne residents are very close to Town Brookhaven, but there is no direct access to this important commercial center. Per the City-wide policy to better connect neighborhoods to commercial areas, the City should advance opportunities to create pedestrian links and encourage walkability.
- If it becomes desirable by the community, opportunities to create pedestrian links between the dead-end streets—particularly those across the stream that would connect to Historic Brookhaven-- would significantly improve connectivity.



Focus on Housing

The very small lot sizes of most of Osborne neighborhoods limits housing diversification options, particularly in the Osborne **interior**. There is a pocket of smaller, relatively more affordable homes along Haven Brook Lane; it would be ideal to help this area remain more affordable and avoid teardowns into larger, more expensive single-family homes.

Parcels in the **transitional** area along Kendrick Road and south Osborne Road are larger and have more flexible dimensions, so housing diversification should be encouraged here.

There are no larger scale redevelopment opportunities in this character area expected in the next 20 years.





OSBORNE



Focus on Transportation

Multimodal projects in Osborne aim to increase walkability and bikeability by adding new facilities, connecting major roadways, and filling in network gaps where they exist.

Significant Multimodal Projects*

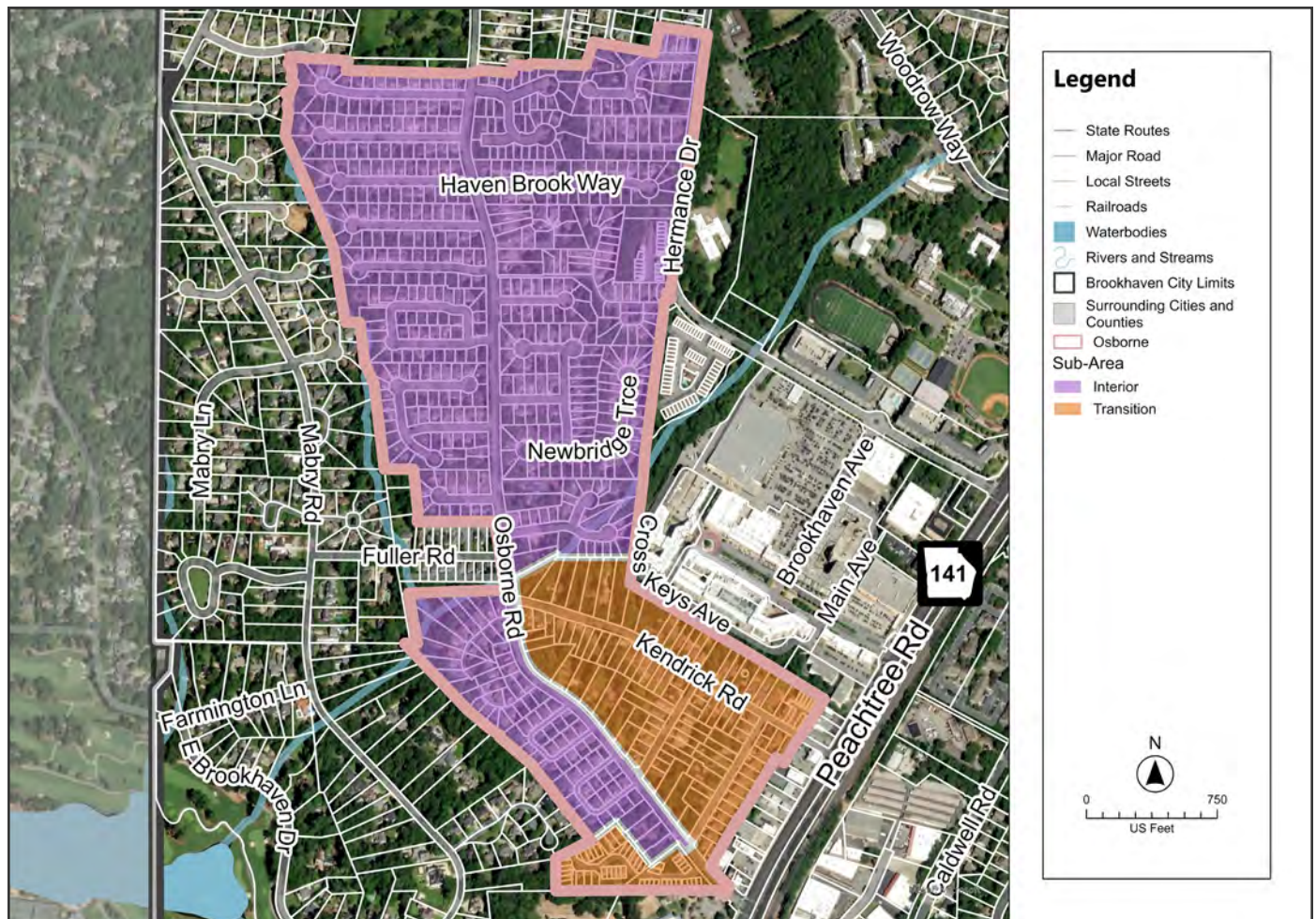
-  Sidewalks along Osborne Road and Hermance Drive
-  Off-road trail and sidepath connections

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Multimodal Strategies

- 9 Active Transportation Projects
- 12 Pedestrian Projects
- 1 Bike Intersection Project

Map 8. Osborne Sub-Areas



OSBORNE

Sub-Area Policy

Interior

Most of Osborne is characterized by small, one-street single-family neighborhoods that end in cul-de-sacs. The lots tend to be shallower than elsewhere in Brookhaven, which limits the types of housing that can be built; however, duplexes are still encouraged where feasible.

Transition

The transition area around Kendrick Road is primarily single-family residential, but with a broad range of lot sizes and depths that can accommodate a wider range of low-intensity housing types. Small townhouse communities are also present closer to Peachtree Road.

Interior		
Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplexes 	<ul style="list-style-type: none"> All RS RSA-5 RSA-8 	<ul style="list-style-type: none"> Explore opportunities to maintain the relative affordability of neighborhoods like Haven Brook Require duplexes to adhere to design standards allowed by-right in all residential districts Add neighborhood sidewalks* Install signage and decrease speed limits on Osborne Road and Hermance Drive*
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

Transition: Kendrick Road Communities and Brookhaven Park Place

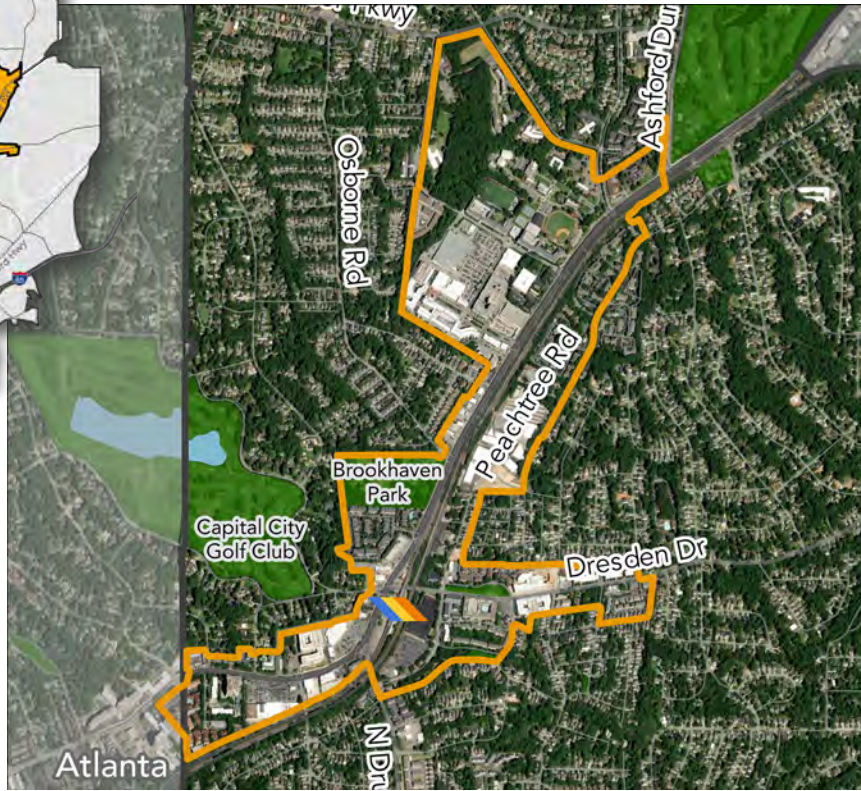
Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplex Triplex Townhouses Cottage Courts 	<ul style="list-style-type: none"> All RS R3 RSA-5 RSA-8 	<ul style="list-style-type: none"> Make duplexes adhere to design standards allowed by-right in all residential districts Add and expand neighborhood sidewalks* Install signage and decrease Osborne Road speed limit*
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.



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PEACHTREE ROAD OVERLAY DISTRICT



Vision

Peachtree Road is a critical **corridor** for Brookhaven, not just for mobility but also for the City's character and sense of place. Centered on transit-oriented development at the Brookhaven MARTA station, Peachtree Road Overlay District will continue to transition into a pedestrian-friendly, urban boulevard with a mix of uses and intensities.

Implementation Strategies

- Implement the City Centre Plan
- Update the Peachtree Road Overlay (PRO) and Peachtree Road (PR) 1-3 zoning districts to clarify ambiguous language and account for the difficulty of aggregating small parcels into larger, more developable sites



Focus on Housing

The Peachtree Road **corridor** has some of the best opportunities for increasing the amount and diversity of housing in Brookhaven. This is particularly the case near the Brookhaven MARTA station, where transit access can help reduce the need for personal vehicles. Multi-family communities, live/work units, and townhouses are all appropriate here in the most infrastructure-rich part of the City.



Example of transit-oriented mixed use and multi-family development on MARTA-owned property



PEACHTREE ROAD OVERLAY DISTRICT



Focus on Transportation

Transportation initiatives focus on enhancing walkability through improvements to bicycle and pedestrian infrastructure, streetscapes, and more.

Multimodal Strategies

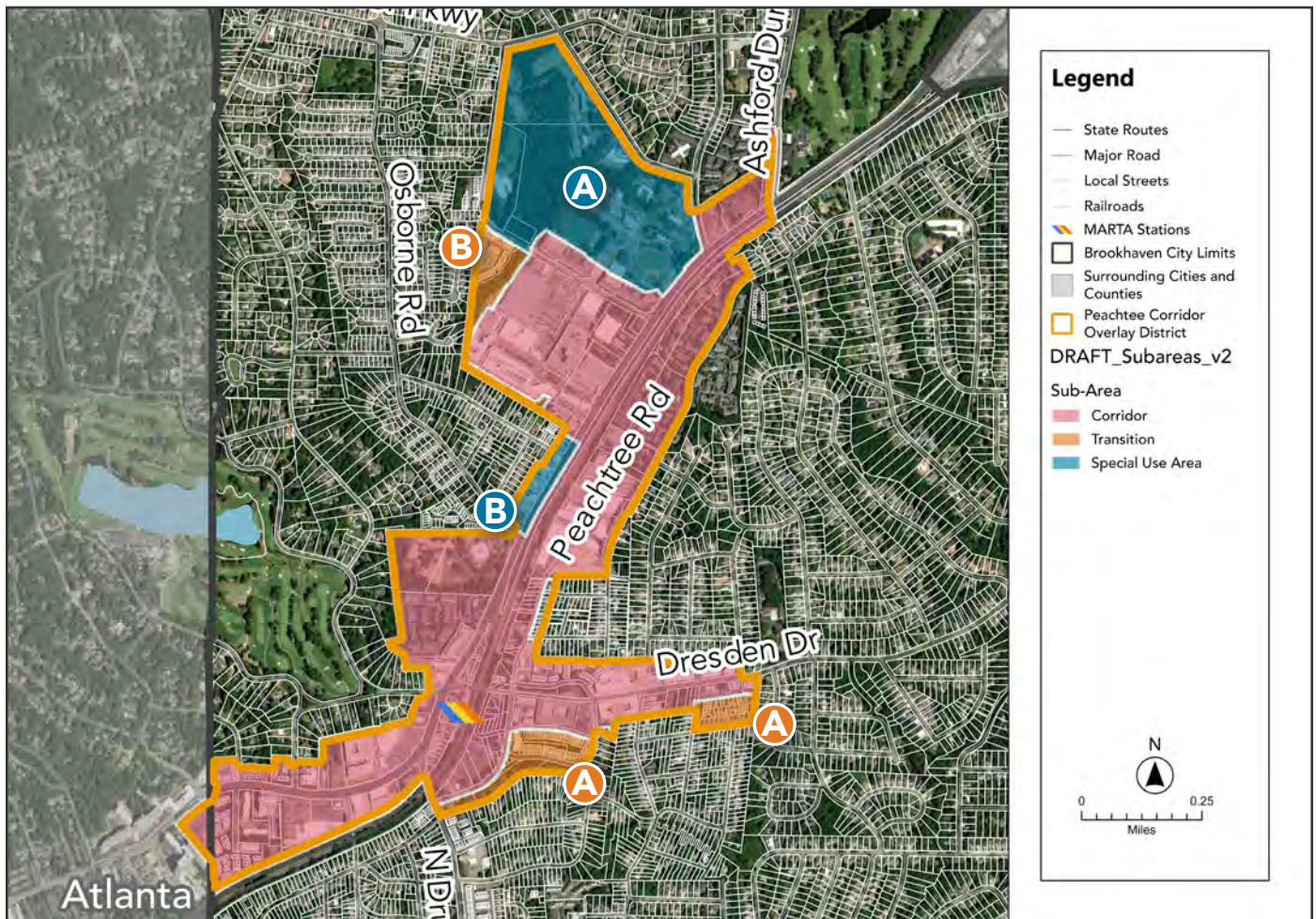
- 31 Active Transportation Projects
- 21 Pedestrian Projects
- 11 Bike Intersection Projects

Significant Multimodal Projects*

- Multi-use paths along North Druid Hills Road and Apple Valley Road
- Neighborhood bikeway along Caldwell Road
- Pedestrian crossing on Peachtree Road
- Multi-use path or bike lanes along Dresden Drive

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 9. Peachtree Road Overlay District Sub-Areas



PEACHTREE ROAD OVERLAY DISTRICT

Sub-Area Policy

Corridor

The defining feature of this character is its namesake, Peachtree Road. It is a core arterial not just for Brookhaven, but for the broader Atlanta area. Development along the corridor has been uneven, but interest in this area is high and there is significant opportunity to become more walkable and more dense—particularly around the MARTA station.

Transition

Two small transition areas are also included in this character area: townhome communities south of Dresden, and the upscale Savoy townhome community on Hermance Drive.

Special Use Area

One part of the Peachtree corridor has been carved out as a special use area: parcels on the west side of the road between Osborne Road and Twin Brooks Drive. These parcels are significantly smaller than others on the corridor and have older, smaller commercial uses; as such, their redevelopment will require different strategies than the majority of the corridor which can accommodate larger scale development projects.

The other special use area is Oglethorpe University; as a self-contained campus, land uses here are not expected to change and the City defers to the university to guide their own development vision.

Corridor: Peachtree Road and Dresden Drive

Appropriate Housing Types:

- Live/Work (attached)
- Townhouses
- Multi-Family

Other Land Uses:

- Neighborhood Commercial
- Community/Regional Commercial
- Office
- Hotels
- Mixed Use
- Parks and Recreation
- Institutional

Best-Fit Zoning:

- All PR

Implementation Actions/Strategies:

- Revise/Update Peachtree Corridor Overlay, particularly open space requirements as well as transitional buffers/height plan.
- Consider consolidating PR Districts Zoning Code and Peachtree Road Overlay Code into one uniform document for ease of understanding code.
- Establish gateways at entrance and exit points of City along Peachtree Road.
- Coordinate design and construction of Peachtree Road streetscape improvements.
- Discuss redevelopment vision with Apple Valley district property owners

*See the Brookhaven Multimodal Study for additional details and context.

PEACHTREE ROAD OVERLAY DISTRICT

A Transition: South of Dresden Communities

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Live/Work • Townhouses 	<ul style="list-style-type: none"> • PR-2 	<ul style="list-style-type: none"> • Identify funding source for proposed Fernwood Park improvements.
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space 		

B Transition: Savoy

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Townhouses 	<ul style="list-style-type: none"> • PR-2 	<ul style="list-style-type: none"> • Evaluate opportunities to create pedestrian links between Osborne and Town Brookhaven, particularly along stream buffer, to encourage walkability.
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space 		

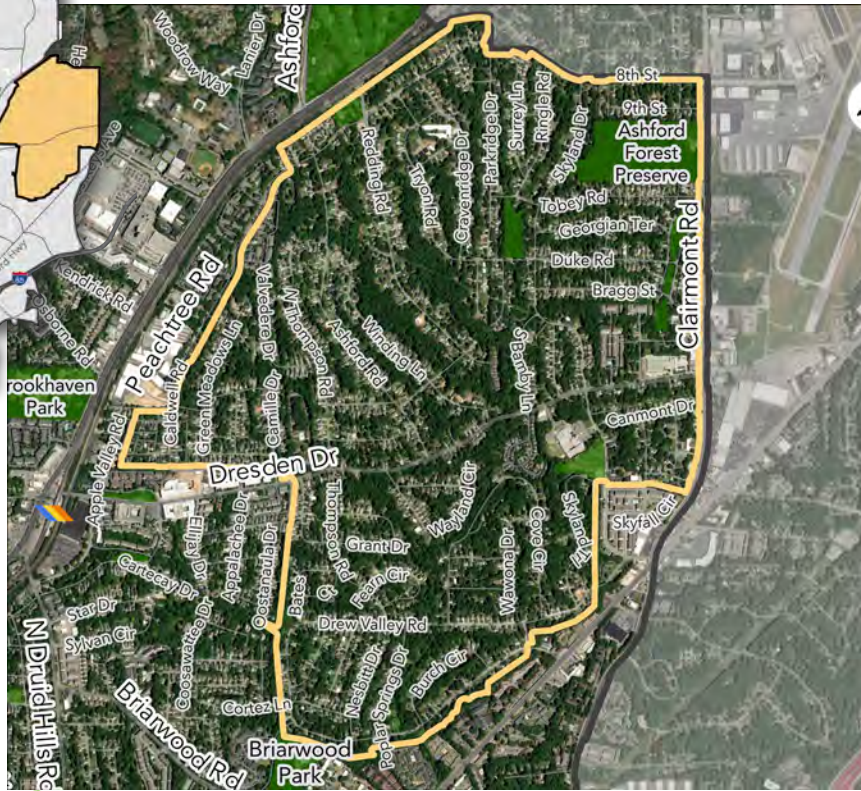
A Special Use Area: Oglethorpe University Campus

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Multi-Family 	<ul style="list-style-type: none"> • O-I • All RM • All PR 	<ul style="list-style-type: none"> • Continue to coordinate with the University on development/growth plans, particularly those that may impact Peachtree Road and other infrastructure.
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Institutional • Parks and Recreation 		

B Special Use Area: Peachtree between Osborne and Twin Brooks

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Live/Work 	<ul style="list-style-type: none"> • PR-1 	<ul style="list-style-type: none"> • Revise/Update Peachtree Corridor Overlay, particularly open space requirements as well as transitional buffers/height plan. • Encourage parcel consolidation to provide for larger development.
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Neighborhood Commercial • Mixed Use 		

ASHFORD PARK-DREW VALLEY



Vision

The Ashford Park-Drew Valley area will preserve its current residential character. Strategically located commercial and mixed-use along Clairmont Road will support **transition** to established residential areas as well as serve residents on the eastern side of the Ashford Park-Drew Valley who live outside of the comfortable walking distance to the existing neighborhood commercial provided in the Brookhaven Village area.

Implementation Strategies

- Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.
- Evaluate need for additional stormwater management associated with creeks in the character area
- Continue implementing the redevelopment vision and strategies of the Clairmont Road Corridor Study



Focus on Housing

Although this character area is mostly single family residential, there are pockets of housing diversity in its **transition** areas such as the multi-family communities of MAA Brookhaven, Ashford Park 2941, and Dresden Forest. These second two communities, specifically, are important housing to maintain as they represent relatively more affordable housing in Brookhaven. In the **interior**, Redding Court apartments are an example of a duplex development that is well integrated and “hidden” among single family. The housing strategy focuses on encouraging ADUs and allowing by-right duplexes, although stream corridors limit many parcels’ ability to accommodate these housing types.



ASHFORD PARK-DREW VALLEY




Focus on Transportation

Improvements to pedestrian and bicycle facilities are a key focus of transportation enhancements in this district.

Multimodal Strategies

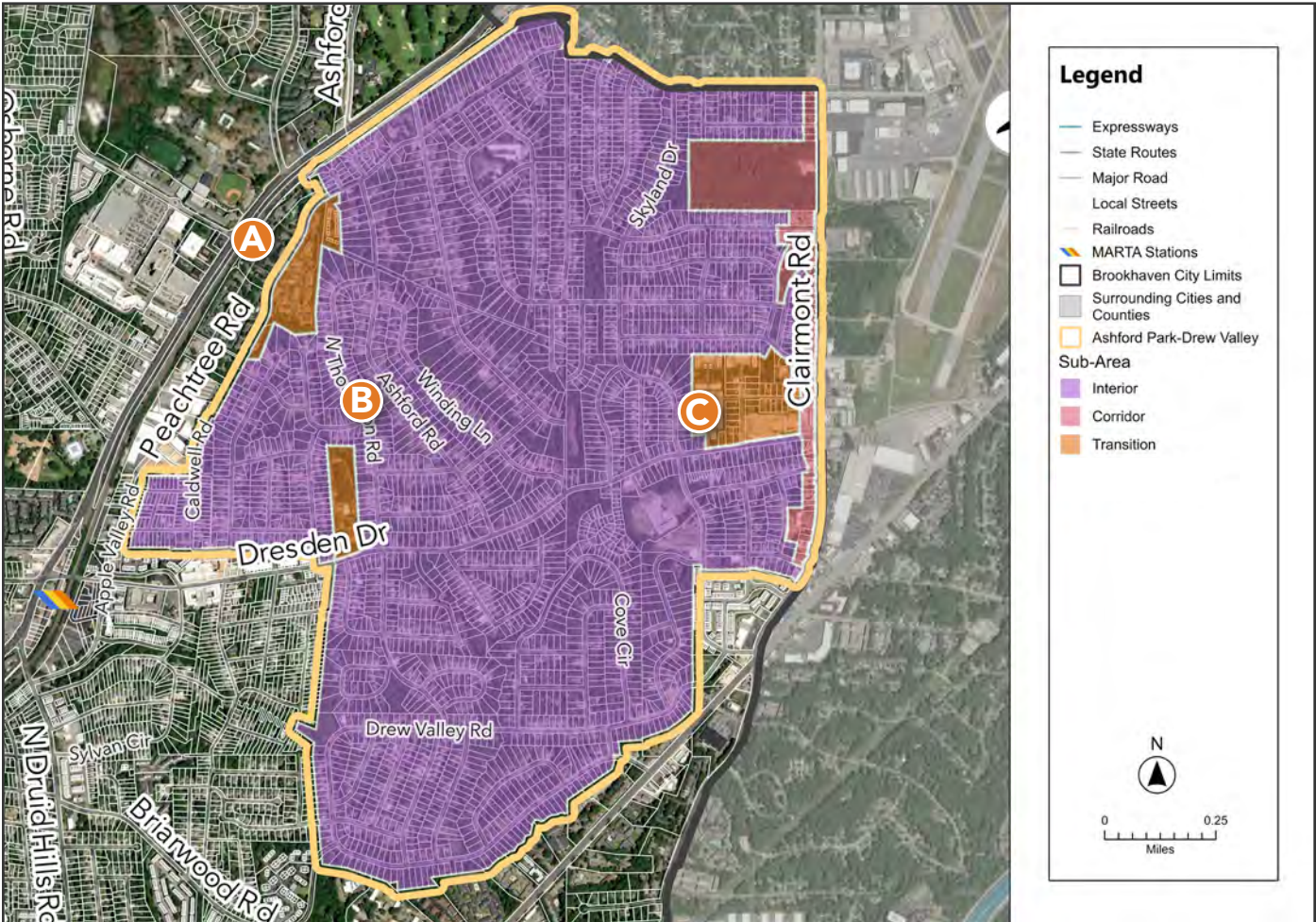
- 45 Active Transportation Projects
- 41 Pedestrian Projects
- 7 Bike Intersection Projects

Significant Multimodal Projects*

 Multi-use path or bike lanes along Dresden Drive

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 10. Ashford Park-Drew Valley Sub-Areas



ASHFORD PARK-DREW VALLEY

Sub-Area Policy

Interior

Ashford Park-Drew Valley is predominantly characterized by single-family neighborhoods, with the majority of it designated as an interior.

Corridor

Clairmont Road from 8th Street in the north to Bragg Street in the south is the only corridor with its own policy direction. Although Dresden Drive is a significant corridor, its single-family nature in this character area

makes it similar enough to the interior for similar policy direction.

Transition

There are three transition areas identified in Ashford Park-Drew Valley. The first is a residential and institutional area to the northwest of the intersection of Clairmont Road and Dresden Drive. A second is the multi-family area east of Caldwell Road, and a third is the Dresden Forest apartments between Camille Drive NE and N Thompson Road NE.

Interior

Appropriate Housing Types:

- Single Family + ADU
- Duplexes

Other Land Uses:

- Parks and Open Space
- Institutional

Best-Fit Zoning:

- All RS

Implementation Actions/Strategies:

- Require duplexes to adhere to design standards allowed by-right in all residential districts
- Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks
- Expand neighborhood sidewalks and bikeways*
- Caldwell Road Bike Lanes/Multiuse Path*

Corridor: Clairmont Road

Appropriate Housing Types:

- Duplexes
- Triplexes
- Fourplexes
- Cottage Courts
- Townhouses

Other Land Uses:

- Neighborhood Commercial
- Mixed Use
- Parks and Recreation
- Institutional

Best-Fit Zoning:

- R3
- All RSA
- NS
- MX1
- MX2
- CX (Clairmont only)

Implementation Actions/Strategies:

- Require duplexes to adhere to design standards allowed by-right in all residential districts
- Encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts and larger development.
- Add bikeway connections to Georgian Hills Park*
- Install signage and decrease Dresden Drive speed limit*

*See the Brookhaven Multimodal Study for additional details and context.



ASHFORD PARK-DREW VALLEY

A Transition: Caldwell Road

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Multi-Family 	<ul style="list-style-type: none"> RM-14 RM-18 	<ul style="list-style-type: none"> Evaluate options for helping maintain the relatively affordable housing at Ashford Park (2941 Caldwell Road)
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> N/A 		

B Transition: Dresden Forest

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Multi-Family 	<ul style="list-style-type: none"> RM-14 RM-18 	<ul style="list-style-type: none"> Evaluate options for maintaining the relatively affordable housing stock at 1534 Dresden Drive
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

C Transition: East Dresden

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Duplexes Triplexes Fourplexes Townhouses Live/Work 	<ul style="list-style-type: none"> R3 All RSA MX1 NS 	<ul style="list-style-type: none"> Add off-road trail connections to Georgian Hills Park*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> Neighborhood Commercial Mixed Use (small-scale) Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS



Vision

The Brookhaven Heights-Brookhaven Fields Character Area will maintain, preserve, and enhance the existing residential neighborhoods. The area will continue to be well-served by three parks in the vicinity offering passive and active recreation options (Fernwood Park, Clack’s Corner, Langford Park, and Briarwood Park).

Implementation Strategies

See subarea specific strategies on pages 76 and 77.



Focus on Housing

Housing in this character area is characterized by single-family neighborhoods, relatively small townhouse communities, and older low-rise multi-family communities. The neighborhood also has existing duplexes and triplexes, serving as a precedent for additional missing middle options. Many lots in the **interior** of the character area could accommodate ADUs and duplexes/triplexes, whereas the **corridors** and **transition** areas can host a range of housing types, ranging from the existing single family up to townhouses and smaller scale multi-family developments.



BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS



Focus on Transportation

Transportation enhancements seek to improve walkability and safety along major corridors and at key intersections.

Multimodal Strategies

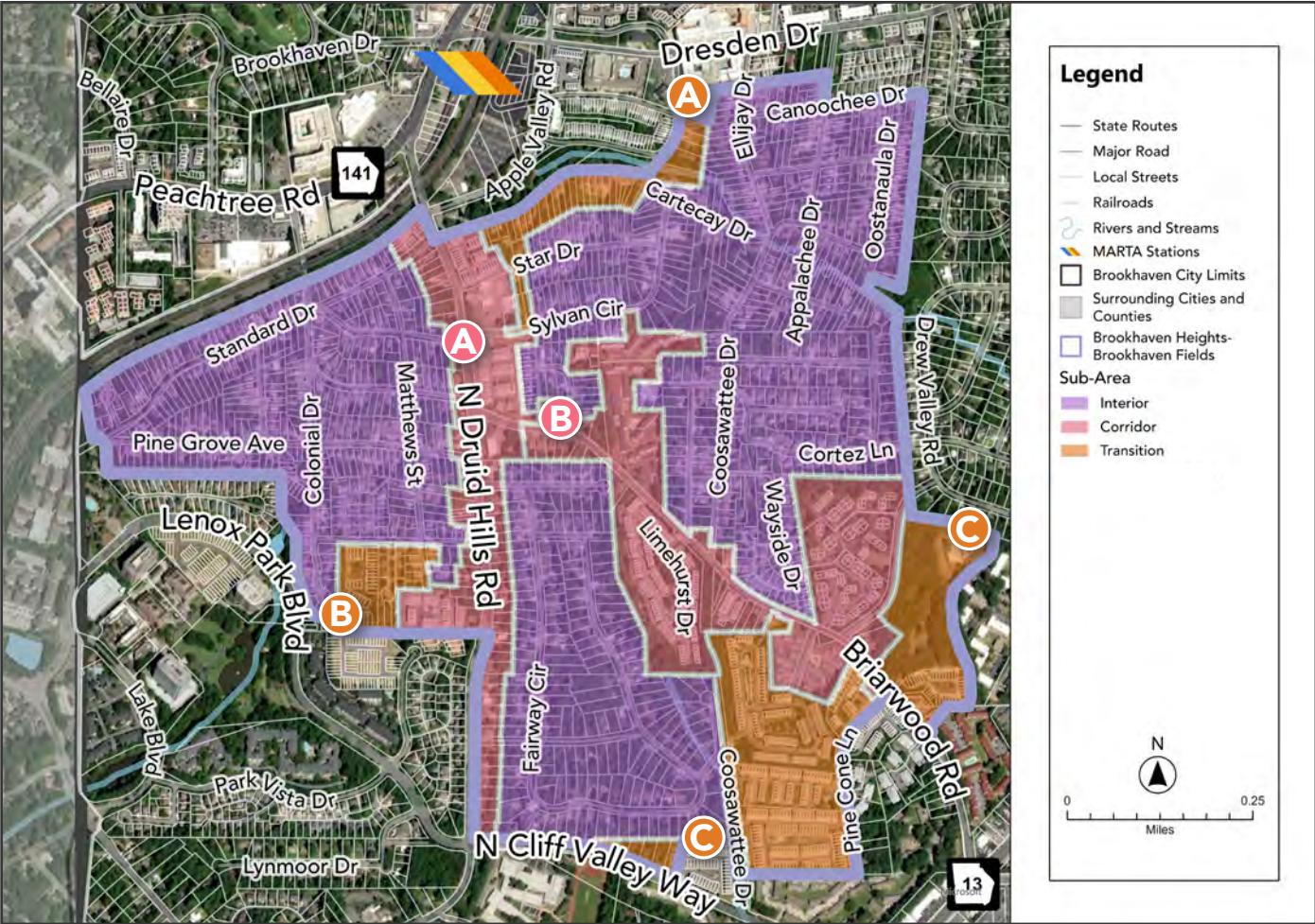
- 24 Active Transportation Projects
- 33 Pedestrian Projects
- 4 Bike Intersection Projects

Significant Multimodal Projects*

- Pedestrian crossings and sidewalks along Briarwood Road
- Multi-use Paths along Briarwood Road and North Druid Hills Road

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 11. Brookhaven Heights-Brookhaven Fields Sub-Areas



BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS

Sub-Area Policy

Interior

Like many character areas in Brookhaven, the interior of Brookhaven Heights-Brookhaven Fields-Briarwood is dominated by existing single-family neighborhoods. Most of these lots are relatively narrow.

Corridor

The segment of North Druid Hills Road in this character area is from Apple Valley Road south to Cliff Valley Road. The other major corridor is Briarwood Road, which travels from North Druid Hills Road to about the location of Briarwood Park.

Transition

Three parts of the character area are delineated as transitions, primarily because of the presence of townhouses or multi-family communities and/or their adjacency to higher intensities areas.

Interior

Appropriate Housing Types:

- Single Family + ADU
- Duplexes (stacked preferred)
- Triplexes (stacked preferred)

Other Land Uses:

- Parks and Open Space
- Institutional

Best-Fit Zoning:

- All RS

Implementation Actions/Strategies:

- Require duplexes to adhere to design standards allowed by-right in all residential districts
- Add neighborhood sidewalks, sidepaths, and on-street bikeways to connect to parks and commercial areas*

*See the Brookhaven Multimodal Study for additional details and context.

BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS

A Corridor: North Druid Hills Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> • Single Family • Duplexes • Triplexes • Fourplexes • Cottage Courts • Townhouses 	<ul style="list-style-type: none"> • All RS • R3 • All RSA 	<ul style="list-style-type: none"> • Require duplexes to adhere to design standards allowed by-right in all residential districts • Extend sidewalks and add pedestrian crossings to connect to transit* • Improve bike crossings at Sylvan Circle and Briarwood Road* • Add on-street and dedicated bicycle connections to transit and parks*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Parks and Recreation • Institutional 		

B Corridor: Briarwood Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> • Single Family + ADU • Duplexes • Triplexes • Fourplexes • Cottage Courts • Townhouses • Multi-Family 	<ul style="list-style-type: none"> • All RS • R3 • All RSA • RM-14 • RM-18 	<ul style="list-style-type: none"> • Require duplexes to adhere to design standards allowed by-right in all residential districts • Add new crosswalks at Briarwood Way and Coosawattee Drive* • Extend sidewalks and add pedestrian crossings to connect to transit and multifamily housing*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Parks and Recreation • Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS

A Transition: Sylvan Circle

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Single Family + ADU • Duplexes • Triplexes 	<ul style="list-style-type: none"> • All RS • R3 	<ul style="list-style-type: none"> • Require duplexes to adhere to design standards allowed by-right in all residential districts • Install on-street bikeway along Sylvan Circle* • Extend sidewalks along Sylvan Circle and Star Drive*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

B Transition: Brookhaven Woods

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Townhouses 	<ul style="list-style-type: none"> • All RSA 	<ul style="list-style-type: none"> • N/A
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • N/A 		

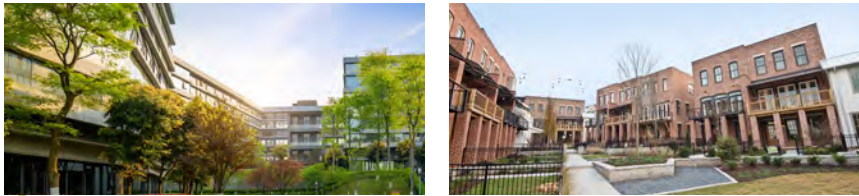
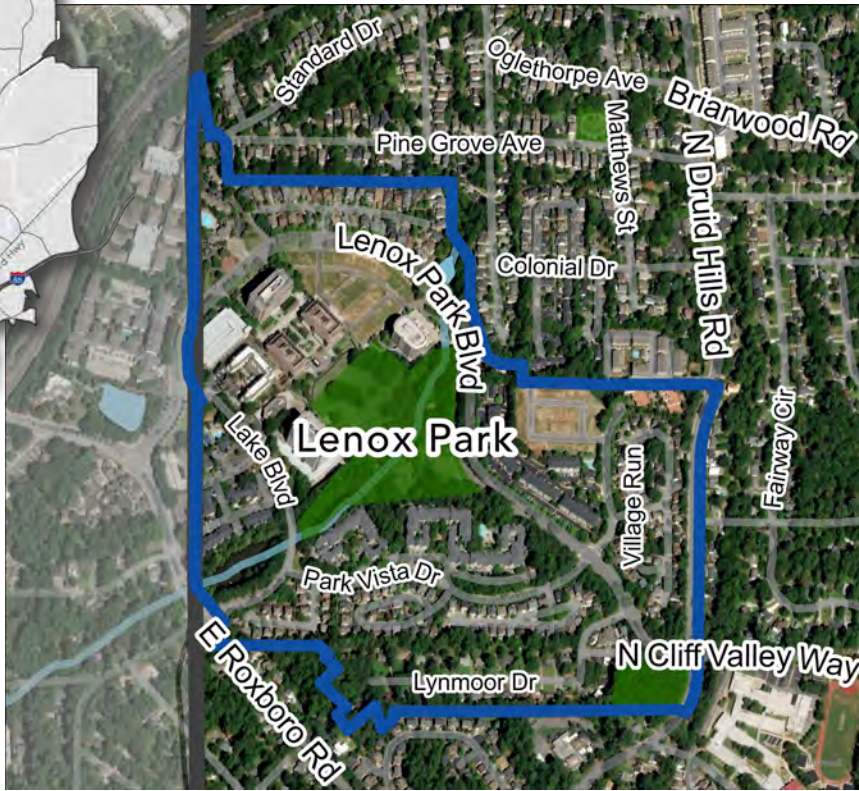
C Transition: Briarwood and North Cliff Valley Way

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Fourplexes • Townhouses • Multi-Family 	<ul style="list-style-type: none"> • All RSA • RM-14 • RM-18 	<ul style="list-style-type: none"> • Improve neighborhood bike and pedestrian connections by filling gaps in existing facilities*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

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LENOX PARK



Focus on Housing

The housing strategy for Lenox Park is to maintain the multiple types of housing already in place. Once the new townhouse project is built out, there are no large-scale development or redevelopment opportunities for significant new housing unless some of the existing office uses transition to residential for a more mixed-use type campus. This is unlikely at least in the short term, as most of these buildings are Class A, have not reached the end of their usable lives, and lack the building dimensions conducive to residential units. The exception to this is the current Marriott Residence Inn, which would have a building footprint with potential for conversion.

Beyond the core campus, there are opportunities for ADUs and duplexes in the **interior's** single family districts. This is one of the few character areas in Brookhaven that already has duplexes, and they blend seamlessly into the neighborhood. Should the City wish to be more directly involved in providing opportunities for housing diversity, the North Druid Hills Green Space site—with its location on a significant corridor and across from the high school—could be considered for a modest-sized “missing middle” housing demonstration project.

Vision

Lenox Park will retain its mix of uses and campus-like atmosphere. As a character area, it already has a broad mix of residential types, ranging from single-family homes, to duplexes, to multi-family apartments and a series of townhouses planned in the future. The area will be enhanced by stronger connectivity, and the presence of some neighborhood commercial uses if the market supports it.

Implementation Strategies

- Continue to enhance the campus-like character of Lenox Park through improved connectivity
- Determine a plan for use of the North Druid Hills “Green Space” property across from Cross Keys High School

LENOX PARK



Focus on Transportation

Transportation projects in Lenox Park focus on improving multimodal connectivity and safety by adding and expanding dedicated bike facilities, creating new trail connections, ensuring safe crossings, and extending sidewalk coverage.

Significant Multimodal Projects*

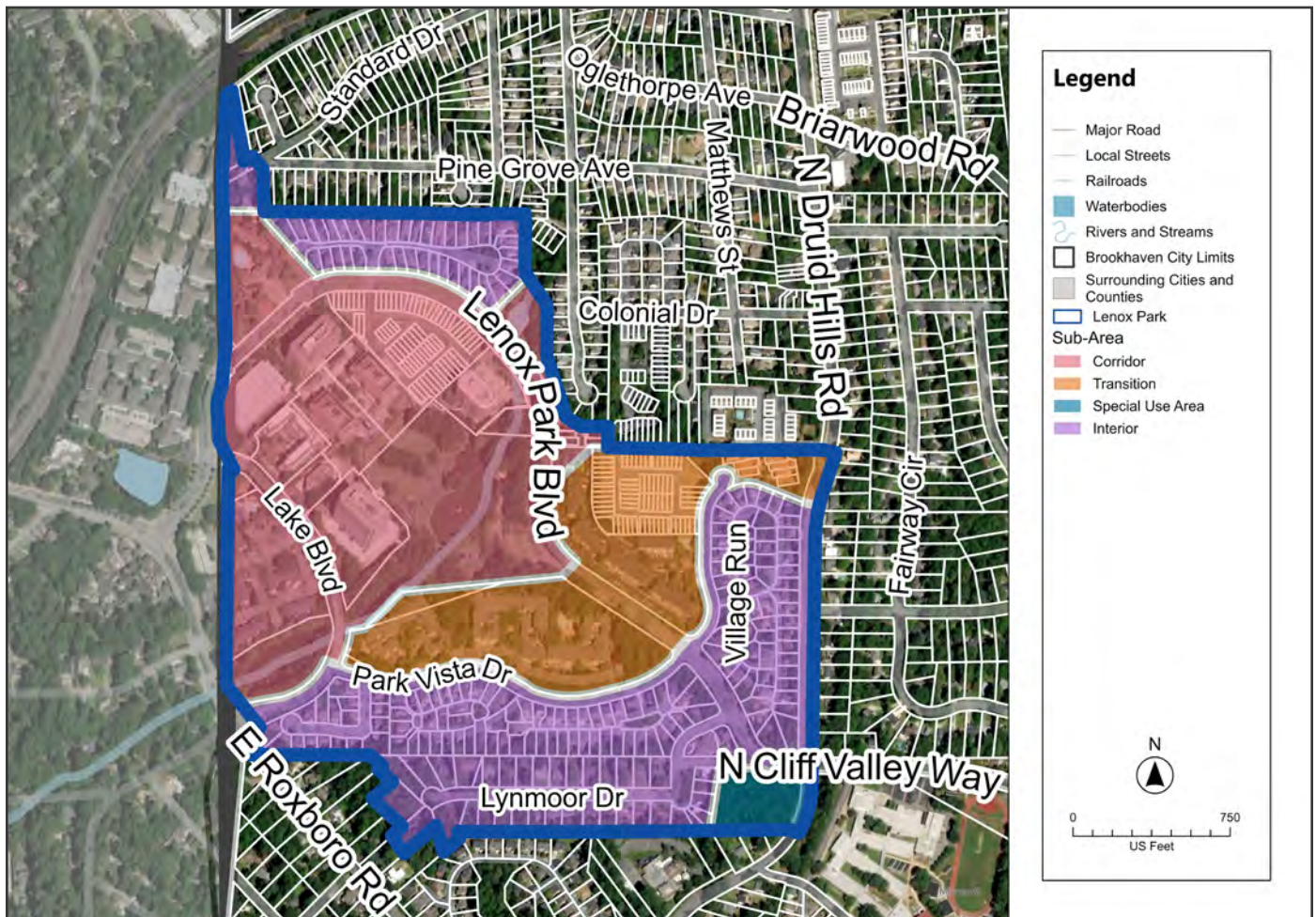
- Paved trail or sidepath along North Druid Hills Road
- Bicycle network improvements on North Druid Hills Road and Cliff Valley Way

Multimodal Strategies

- 7 Active Transportation Projects
- 10 Pedestrian Projects
- 2 Bike Intersection Projects

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 12. Lenox Park Sub-Areas



LENOX PARK

Sub-Area Policy

Interior

Lenox Park is unique in that its “interior” sub-areas—predominantly single-family neighborhoods—are actually on its outer edges. With existing duplexes, continuing to integrate gentle density into these single family areas via additional duplex development is encouraged.

Corridor

Lenox Park Boulevard is a well-designed roadway that rings the office center. Although it is not a major roadway in terms of connectivity through Brookhaven, it is the defining corridor for the character area. Its boulevard design and relatively strong pedestrian facilities should be supported and expanded, and land uses should be encouraged to become more mixed over time. Ideally this would also be the area for a small amount of neighborhood commercial.

Transition

The main transition area in Lenox Park is between the primary commercial campus and the single-family neighborhoods at the edges. This area is built out with two apartment communities, the ARIUM Lenox Park and the Reserve at Lenox Park and are not expected to change.

Special Use Area

In the far southeastern corner, the City-owned parcel at North Druid Hills Road and Lenox Park Boulevard is an underutilized opportunity. The City should pursue strategic redevelopment of this special use area for a modest-sized “missing middle” housing demonstration project or activate the park space with nearby Cross Keys High School students in mind.

Interior		
Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplexes 	<ul style="list-style-type: none"> All RS All RSA 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Implement Shared Lane Markings for bicyclists*
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.



LENOX PARK

Corridor: Lenox Park Boulevard and Lake Boulevard

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Townhouses Multi-Family 	<ul style="list-style-type: none"> All RSA All RM O-I C-1 NS O-C-R 	<ul style="list-style-type: none"> Offer expedited status to parcels applying for mixed-use rezonings Establish dedicated bike facilities* Create on-street bicycle network connections through low-volume neighborhood streets*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> Office Hotel Neighborhood Commercial Parks and Open Space Institutional 		

Transition: ARIUM, Reserve, and Park Vista Drive Townhouses

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Townhouses Multi-Family 	<ul style="list-style-type: none"> All RSA All RM MX1 MX2 	<ul style="list-style-type: none"> Install paved trails, sidepaths, or dedicated space along road to connect with transit services and other destinations* Establish dedicated bike facilities*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> Mixed Use Parks and Open Space Institutional 		

Special Use Area: Corner of N Druid Hills Road + Lenox Park Blvd

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Duplexes Triplexes Fourplexes Cottage Courtyard 	<ul style="list-style-type: none"> R3 MPD (housing only) RSA-5 RSA-8 	<ul style="list-style-type: none"> Consider issuing an RFP to the development community to gauge interest/ideas on creating a small "missing middle" residential project on this City-owned site Implement Shared Lane Markings for bicyclists*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

ROXBORO



Vision

Roxboro will preserve its single-family neighborhood character and enhance quality of life through stronger pedestrian connectivity and improved access to greenspace. Infill and housing diversification are appropriate if the neighborhood scale is maintained and multimodal upgrades to key corridors are implemented.

Implementation Strategy

Roxboro is one of the most under-served areas for parks and open space. The City should continue to explore options to improve park access, with a preference for smaller, passive park spaces. One opportunity is partnering with DeKalb County School District to collaboratively upgrade their undeveloped green space into a joint use park. A joint use agreement allows community residents to use school grounds—such as greenspace and sports facilities—as park and recreational space outside of school hours.



Focus on Housing

Housing in Roxboro is predominantly single family but there is a wide variety of lot sizes. With the exception of particularly small lots in the center of the character area, there are opportunities for ADUs or duplexes in the **interior's** existing single family districts. Side-by-side duplexes are the better character fit for most neighborhoods in Roxboro. **Corridors** and **transition** areas have more flexibility, and could likely accommodate triplexes, cottage courts, and townhouses.



ROXBORO



Focus on Transportation

Transportation projects focus on enhancing safety and mobility for all modes of transportation on North Druid Hills Road, East Roxboro Road, and Curtis Drive. Planned streetscape improvements along North Druid Hills will improve the pedestrian experience.

Multimodal Strategies

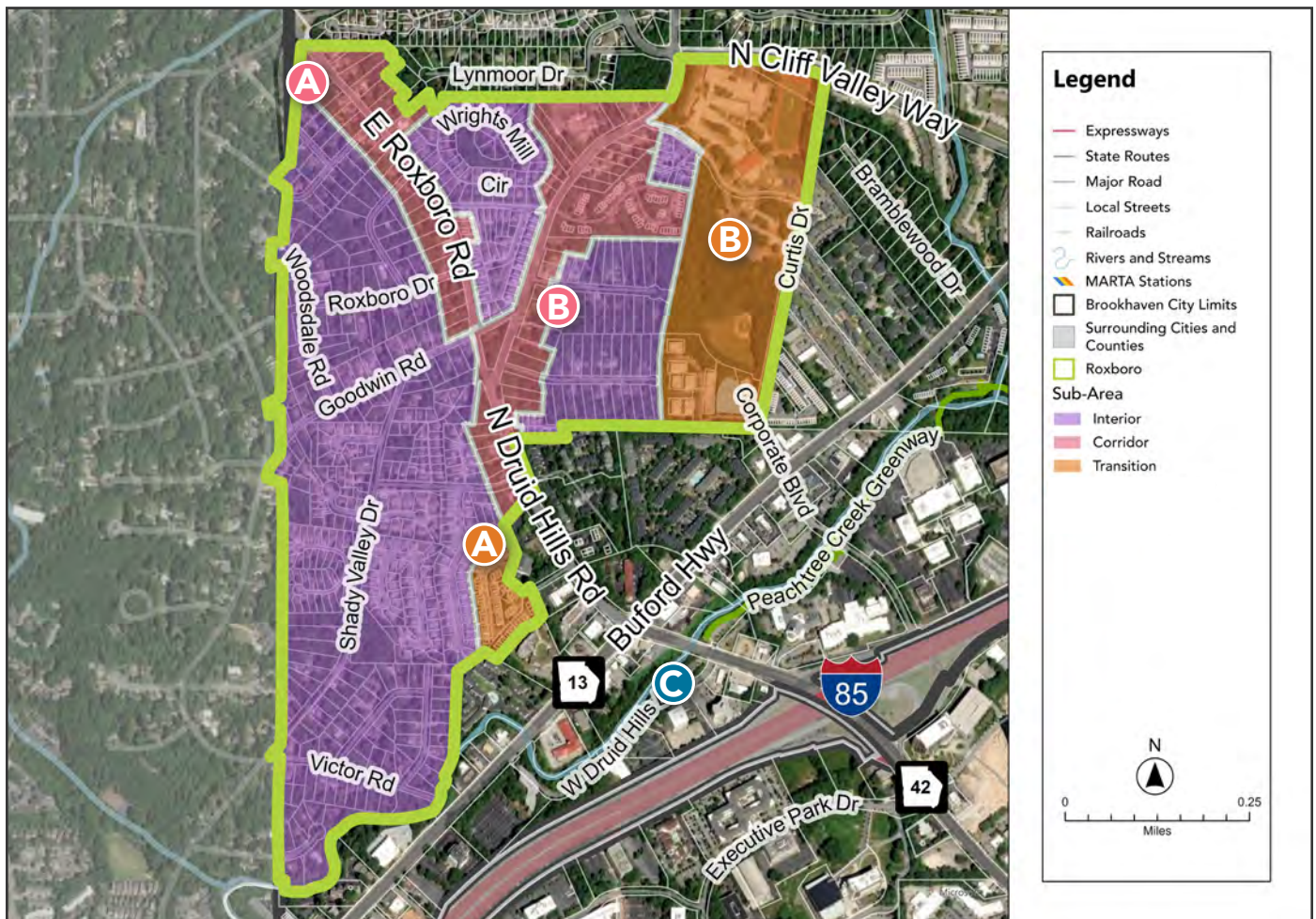
- 9 Active Transportation Projects
- 16 Pedestrian Projects

Significant Multimodal Projects*

- Sidepath along North Druid Hills Road
- Bike lanes along East Roxboro Road and Curtis Drive
- Pedestrian crossings on East Roxboro Road and Curtis Drive

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 13. Roxboro Sub-Areas



ROXBORO

Sub-Area Policy

Interior

The majority of Roxboro is classified as “interior,” characterized by traditional single-family neighborhoods. Parcels exhibit a range of lot sizes and dimensions.

Corridor

The East Roxboro Road corridor segment stretches from the Brookhaven City boundary down to the “triangle” at the intersection with North Druid Hills Road. This corridor is single-family in its character with wider/larger lots that could accommodate ADUs where desired by property owners.

The North Druid Hills Road segment travels from Cross Keys High School to Childers Road. There is a variety of parcel sizes and dimensions that can accommodate a mix of housing types which would be appropriate for this part of Brookhaven.

Transition

There are two transition areas: Buckhead Place City homes—a small, gated enclave home to high-end townhouses—and the Keys Lake and school area with larger scale uses. Neither of these areas is expected to change significantly in the next twenty years.

Interior		
Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplexes (side-by-side preferred) 	<ul style="list-style-type: none"> All RS RSA-5 RSA-8 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Extend sidewalks and create connections to greenway and transit* Lower speed limit to 20 mph in school zone*
Other Land Uses: <ul style="list-style-type: none"> Parks and Open Space Institutional 		

A Corridor: East Roxboro Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplexes (side-by-side preferred) 	<ul style="list-style-type: none"> All RS 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Extend and enlarge existing sidewalks to fill gaps and provide more space* Remove turn lane and replace with bike lane*
Other Land Uses: <ul style="list-style-type: none"> Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.



ROXBORO

B Corridor: North Druid Hills Road

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Single Family + ADU • Duplexes • Triplexes • Cottage Courts • Townhomes 	<ul style="list-style-type: none"> • All RS • RSA-5 • RSA-8 • RSA-18 	<ul style="list-style-type: none"> • Require duplexes to adhere to design standards allowed by-right in all residential districts • Add sidepath and sidewalk connections to transit, parks, and schools* • Add pedestrian crossing at East Roxboro Road* • Lower speed limit to 20mph in school zone* • Replace turn lanes with bike lanes*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

A Transition: Buckhead Place City Homes

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Townhouses 	<ul style="list-style-type: none"> • All RSA 	<ul style="list-style-type: none"> • None
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space 		

B Transition: Keys Lake and Schools

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Townhouses • Multi-Family 	<ul style="list-style-type: none"> • All RSA • RM-14 • RM-18 	<ul style="list-style-type: none"> • Consider working with DeKalb County School District to discuss shared use of green space
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

BUFORD HIGHWAY-PEACHTREE CREEK

Vision

Like the Peachtree Road character area, Buford Highway is a defining transportation and commercial corridor for Brookhaven, and the Peachtree Creek Greenway is the marquis green space. Together, these two corridors have immense opportunities for quality development and placemaking, but in balance with keeping the rich cultural diversity in place.

Buford Highway-Peachtree Creek will incrementally redevelop over time into a denser, mixed use, more walkable, greener version of itself. The challenge is how to achieve this without losing the more affordable housing options in the corridor and the “mom and pop” businesses that would be strained to pay the higher rents new builds command.

Implementation Strategies

- Implement the Buford Highway Activity Nodes Master Plan. Utilize the Master Plan’s height, density, design, and other policy direction to help guide rezoning decisions within the character area.
- Continue to implement plans for the Peachtree Creek Greenway.
- Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.
- Explore incentives and funding to be used for the preservation of naturally occurring affordable housing.
- Adjust the Buford Highway Overlay to better support the Buford Highway Activity Nodes Master Plan, housing development, and mixed use development. See Section
- Identify opportunities for placemaking and branding, including gateways and public art.



BUFORD HIGHWAY-PEACHTREE CREEK



Focus on Housing

Of all character areas in Brookhaven, Buford Highway-Peachtree Creek offers the biggest opportunity to add much needed housing units and density to Brookhaven. With I-85 access and the Briar Hills Innovation District in close proximity, Buford Highway is poised to absorb housing demand from this evolving job center. Along the character area's main **corridors**, multi-family and live/work are highly encouraged. Its **transition** areas possess many redevelopment opportunities for many missing middle housing types like duplexes, triplexes, and fourplexes. Encouraging these housing types is both a means to add needed housing density, but also to transition to lower density neighborhoods to the north of Buford Highway.

Preserving existing housing and retrofitting vacant office space are additional strategies that do not require new construction. Buford Highway is home to several naturally occurring affordable multi-family housing communities. Preserving these affordable units is critical to maintaining both housing affordability, but also the cultural integrity of the corridor.



Focus on Transportation



Planned Buford Highway-Peachtree Creek transportation projects include safety and mobility enhancements to Buford Highway and trail expansions along Peachtree Creek. Popular for cars, transit, and non-vehicular traffic, this area is the focus of many important transportation initiatives, such as:

- Buford Highway Streetscape Improvements
- I-85 Pedestrian and Vehicular Bridges
- North Druid Hills Road Streetscape Improvements
- Peachtree Creek Greenway - Phases II & III

Multimodal Strategies

- 25 Active Transportation Projects
- 19 Pedestrian Projects
- 7 Bike Intersection Projects

Significant Multimodal Projects*

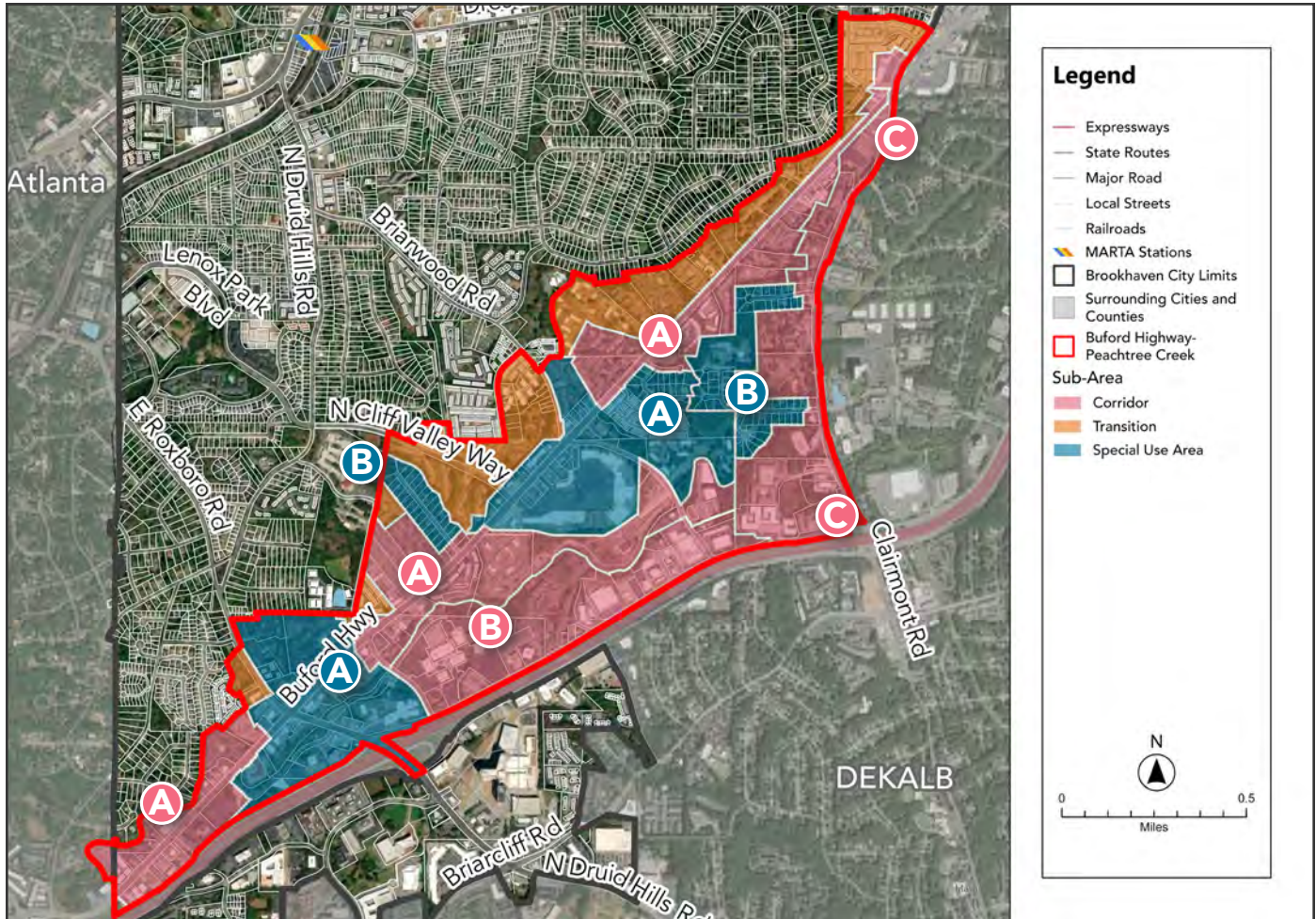
-  Multi-use path along Briarwood Road
-  Sidewalks along North Cliff Valley Way and Northeast Expressway

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.



BUFORD HIGHWAY-PEACHTREE CREEK

Map 14. Buford Highway-Peachtree Creek Sub-Areas



Sub-Area Policy

Corridor

The core elements of this character area are Buford Highway and the new Peachtree Creek Greenway. Buford Highway currently has aging strip commercial centers and medium-scale apartment communities in a hostile pedestrian environment. Peachtree Creek Greenway acts as a parallel, pedestrian-friendly corridor that lacks greenway-facing development. Overall, Buford Highway has long been regarded as the next big redevelopment opportunity, but so far, a catalyst has yet to kick-start this transformation.

Two other prominent corridors that boast potential for redevelopment and higher

densities are character area’s eastern border—Clairmont Road—and its southernmost border—I-85 Frontage Road.

Transition

The northwest side of Buford Highway acts as a transition between the higher intensity and commercial uses of Buford Highway and residential neighborhoods. Diverse housing types are encouraged here, in particular.

Special Use Area

Special use areas include the North Druid Hills and Briarwood nodes and other pockets of existing single family neighborhoods on both Buford Highway and Clairmont Road.



BUFORD HIGHWAY-PEACHTREE CREEK

A Corridor: Buford Highway

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Multi-Family Live/Work 	<ul style="list-style-type: none"> All RM with a focus on RM-30 and RM-40 C-1 C-2 O-I MX1 MX2 CX O-D M (limited) 	<ul style="list-style-type: none"> Revise zoning to facilitate greenway-facing uses Develop programs that combat commercial gentrification and support long standing small businesses in the short-term Develop a cultural center on Buford Highway. Enhance Northeast Plaza as a community gathering space Create a BuHi Entertainment and Cultural Overlay District. Briarwood Road Sidepath*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> Neighborhood Commercial Community/Regional Commercial Office Hotels Mixed Use Parks and Open Space Institutional 		

B Corridor: I-85 Frontage Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Multi-Family Live/Work 	<ul style="list-style-type: none"> All RM with a focus on RM-30 and RM-40 NS C-1 C-2 O-I MX1 MX2 CX O-D M (limited) 	<ul style="list-style-type: none"> Revise zoning to facilitate greenway-facing uses Remove regulatory barriers to office-to-housing conversions Install Briarwood Road sidepath to connect commercial area to Peachtree Creek Greenway* Add sidewalks, sidepaths, and pedestrian crossings to connect commercial areas, transit, greenway, and apartments*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> Neighborhood Commercial** Community/Regional Commercial Office Hotels Mixed Use Light Industrial Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

**Near Peachtree Creek Greenway

BUFORD HIGHWAY-PEACHTREE CREEK

C Corridor: Clairmont Road

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Townhouses • Live/Work • Multi-Family 	<ul style="list-style-type: none"> • All RSA • RM-14 • RM-18 • NS • C-1 • C-2 • O-1 • MX1 • MX2 • CX 	<ul style="list-style-type: none"> • Install sidewalks along Skyland Drive and Northeast Expressway to connect residential areas to transit and commercial areas*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Neighborhood Commercial • Community/Regional Commercial • Office • Hotels • Mixed Use • Parks and Open Space • Institutional 		

Transition: Northwest Apartment Communities

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Cottage Courts • Duplexes • Triplexes • Fourplexes • Townhouses • Live/Work • Multi-Family 	<ul style="list-style-type: none"> • R3 • All RSA • All RM • MX1 • MX2 • NS • C-1 	<ul style="list-style-type: none"> • Advance redevelopment vision for Buford Highway based on the 2023 Nodal Study, particularly near Briarwood Road
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> • Neighborhood Commercial • Mixed Use • Parks and Open Space • Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

BUFORD HIGHWAY-PEACHTREE CREEK

A) Special Use Area: Briarwood Road + North Druid Hills Road Nodes*

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Townhouses Live/Work Multi-Family 	<ul style="list-style-type: none"> All RSA All RM NS C-1 C-2 O-I MX1 MX2 CX 	<ul style="list-style-type: none"> Advance redevelopment vision for Buford Highway based on the 2023 Nodal Study Revise zoning to facilitate greenway-facing uses Install sidewalk along Briarwood Road** Add or complete sidepaths along Briarwood Road and North Druid Hills Road**
Other Land Uses:		
<ul style="list-style-type: none"> Neighborhood Commercial Community/Regional Commercial Hotel Office Mixed Use Parks and Open Space Institutional 		

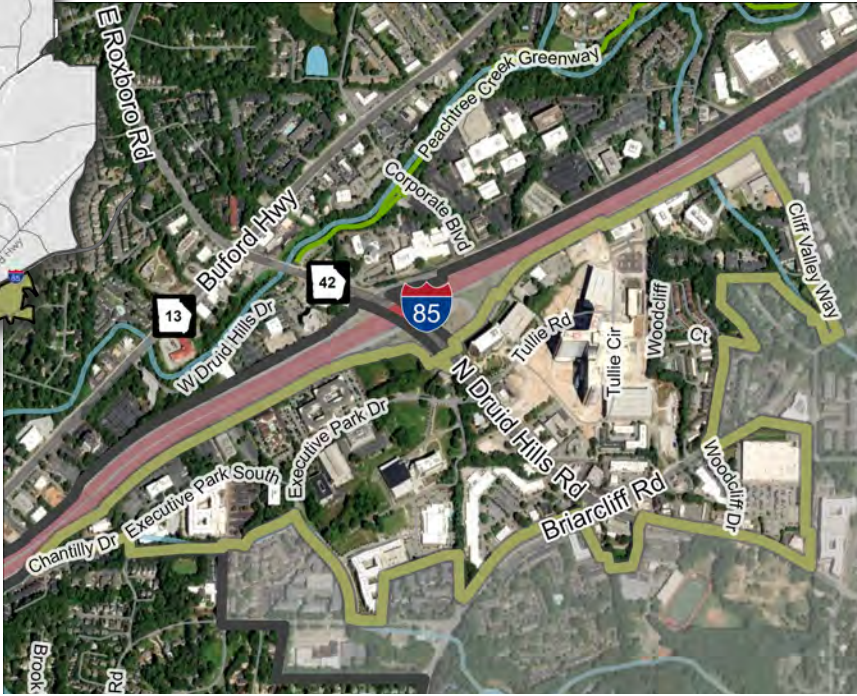
*The Buford Highway Nodal study anticipates similar land uses at these two nodes; however, the plan envisions the Briarwood Road node with less intensity than the North Druid Hills node.

B) Special Use Area: Bramblewood + Montclair Elem. Neighborhoods

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplex (side-by-side) 	<ul style="list-style-type: none"> All RS 	<ul style="list-style-type: none"> N/A
Other Land Uses:		
<ul style="list-style-type: none"> Institutional 		

**See the Brookhaven Multimodal Study for additional details and context.

BRIAR HILLS INNOVATION DISTRICT



Vision

A mixed-use hub of activity for living and working, Briar Hills Innovation District is a unique job center and accessible community destination. Its thoughtful design and spirit of collaboration and opportunity mark a cohesive southern gateway into the City of Brookhaven. Briar Hills Innovation District will encourage continued high-quality, higher intensity growth with a mix of uses, while also investing heavily in multimodal transportation improvements.

Implementation Strategies

- Remove area from the Buford Highway Overlay and consider overlays for corridors and transition area.
- Continue to work with Children’s Healthcare of Atlanta and Emory University in the buildout of their campuses and communicating those plans with the community.
- Prioritize multimodal improvements on North Druid Hills Road and Briarcliff Road.
- Create pedestrian links across Interstate-85 through the construction of Children’s Healthcare of Atlanta’s connection to the Peachtree Creek Greenway in the north and a potential pedestrian bridge to the south near Executive Park Drive South NE.
- Encourage housing opportunities in new development at price points local workers can afford.
- Identify opportunities for placemaking and branding, including gateways and public art.



BRIAR HILLS INNOVATION DISTRICT



Focus on Housing

Briar Hills Innovation District is one of the few character areas in Brookhaven with large-scale, high intensity development and strong access to I-85. The housing strategy here is to encourage more multi-family housing opportunities at price points that are attainable by local workers.



Focus on Transportation

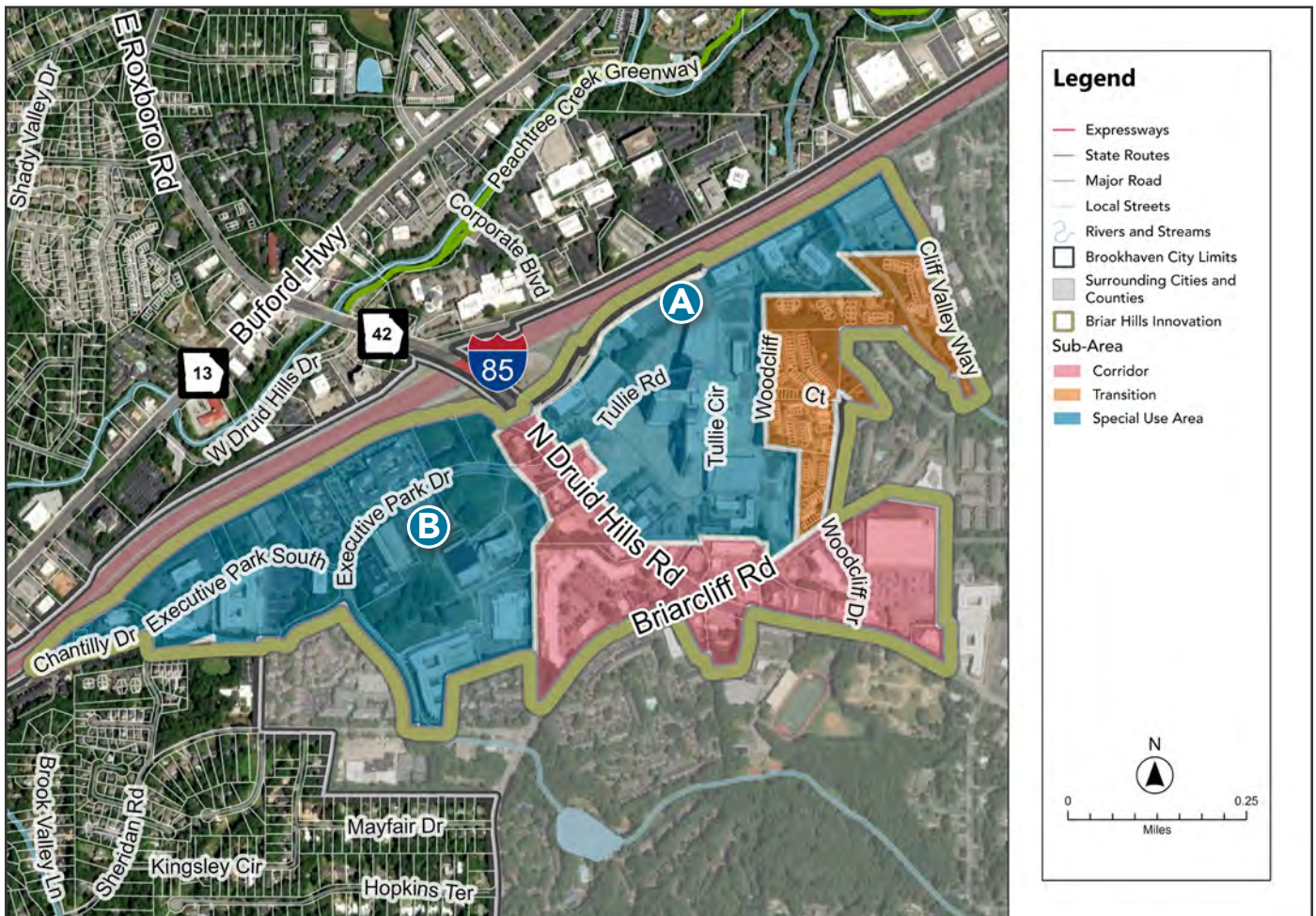
Transportation projects in this area aim to provide safe access for both cars and people while supporting a major influx of visitors and travelers to special use areas. Improving pedestrian and vehicular movement is an important connectivity initiative.

Multimodal Strategies*

- 11 Active Transportation Projects
- 4 Pedestrian Projects
- 2 Bike Intersection Projects

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 15. Briar Hills Innovation District Sub-Areas



BRIAR HILLS INNOVATION DISTRICT

Sub-Area Policy

Unlike most other character areas in Brookhaven, Briar Hills has no “interior”. Instead, it is dominated by corridors and special use areas.

Corridor

North Druid Hills Road stretches from the interchange with I-85 to Mount Mariah Road. Currently this segment of the corridor is characterized by stand-alone strip-style commercial uses; over time, the vision is for these uses to intensify, become more diverse in land use types, and become more people-oriented, and more walkable.

The Briarcliff Road segment is from the southwestern boundary of Brighten Park to Briarcliff Gables Circle. Currently the corridor is mostly strip-style commercial, with some significant shopping centers like Brighten Park. This corridor segment is anticipated to see some redevelopment, with some increase in development intensity and a broader mix of uses, including residential and office.

Though they are different roadways, they have the same land use policies and are grouped together.

Transition

Due east of the Children’s Healthcare of Atlanta campus are well-established townhome and condo communities centered on Woodcliff Drive and Cliff Valley Way NE. These communities are not expected to change in the near- or medium-term.

Special Use Area

The Children’s Healthcare of Atlanta campus is one of the most significant recent developments in DeKalb County, and has a major impact in the character of this area. This high-intensity, high-quality job center is anticipated to build out according to its site plan with few modifications.

Across the road, Executive Park complements Brookhaven’s fastest growing job center. Anchored by Emory at Executive Park, this area is expected to become a relatively dense, mixed use area of jobs, retail, and higher intensity housing with a strong pedestrian network.



BRIAR HILLS INNOVATION DISTRICT

Corridor: North Druid Hills Road and Briarcliff Road

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Multi-Family • Live/Work 	<ul style="list-style-type: none"> • All RM • O-C-R • MPD • O-I • MX1 • MX2 • CX • EX 	<ul style="list-style-type: none"> • Encourage better connectivity between Brighten Park's commercial/retail uses and Emory at Executive Park in Brookhaven • Extend sidewalks along Executive Park Drive to fill in gaps*
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Community/Regional Commercial • Office • Mixed Use • Parks and Open Space • Institutional 		

Transition: Woodcliff Drive and Cliff Valley Way Communities

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> • Fourplex • Townhouses 	<ul style="list-style-type: none"> • All RSA • MPD (housing only) 	<ul style="list-style-type: none"> • N/A
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Parks and Open Space • Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

BRIAR HILLS INNOVATION DISTRICT

A Special Use Area: Children’s Healthcare of Atlanta - North Druid Hills

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Multi-Family Live/Work 	<ul style="list-style-type: none"> All RM O-C-R MPD C-1 C-2 O-I MX1 MX2 CX EX O-D M 	<ul style="list-style-type: none"> Continue partnership with Children’s Healthcare of Atlanta to advance pedestrian connections across the interstate and public greenspaces Continue making both transportation and water/sewer upgrades to support density. Support continued implementation of campus plan Add sidepaths through hospital center**
<p><i>Other Land Uses:</i></p>		
<ul style="list-style-type: none"> Community/Regional Commercial Office Mixed Use Hotel Light Industrial* Parks and Open Space Institutional 		

*Light industrial is viewed as appropriate on the medical campuses only as a supporting land use.

**See the Brookhaven Multimodal Study for additional details and context.



Children’s Healthcare of Atlanta - North Druid Hills Campus Site Plan



BRIAR HILLS INNOVATION DISTRICT

B Special Use Area: Emory at Executive Park

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> • Multi-Family • Live/Work • Townhouses 	<ul style="list-style-type: none"> • TBD 	<ul style="list-style-type: none"> • Encourage better connectivity between Brighton Park's commercial/retail uses and Emory at Executive Park in Brookhaven • Support continued implementation of campus plan • Add and extend sidewalks along Executive Park Drive**
<p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> • Community/Regional Commercial • Office • Mixed Use • Hotel • Light Industrial* • Parks and Open Space • Institutional 		

*Light industrial is viewed as appropriate on the medical campuses only as a supporting land use.

**See the Brookhaven Multimodal Study for additional details and context.



Emory at Executive Park Site Plan

LAVISTA PARK



Vision

A tight-knit community, LaVista Park is a neighborhood of single-family homes and wooded areas that benefit from strong connectivity to nearby retail and job centers. The character area will remain largely the same, particularly in the scale of housing and protecting the tree canopy.

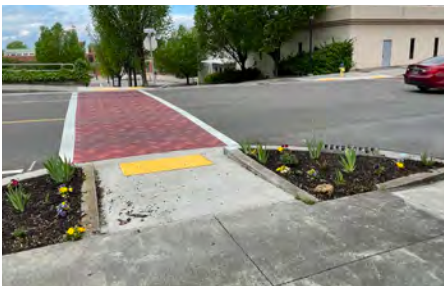
Implementation Strategies

- Continue to work with LaVista Park Civic Association to address community needs
- Evaluate context-sensitive options for traffic calming to reduce cut-through traffic, considering overall traffic flow impacts and creative design solutions.



Focus on Housing

LaVista Park's residential neighborhoods have relatively large lot sizes, which are conducive to the construction of ADUs and duplexes in existing single family districts. Given the existing character, side-by-side duplexes would be more appropriate than stacked. Larger scale opportunities for housing diversification are limited, but there could be redevelopment opportunities for more intensive housing in the **special use area** along Chantilly Drive which runs parallel to I-85.



LAVISTA PARK



Focus on Transportation

LaVista Park is prioritizing safety and mobility improvements for pedestrians and bicyclists through new and expanded sidewalks, pedestrian crossings, and bikeways.

Multimodal Strategies

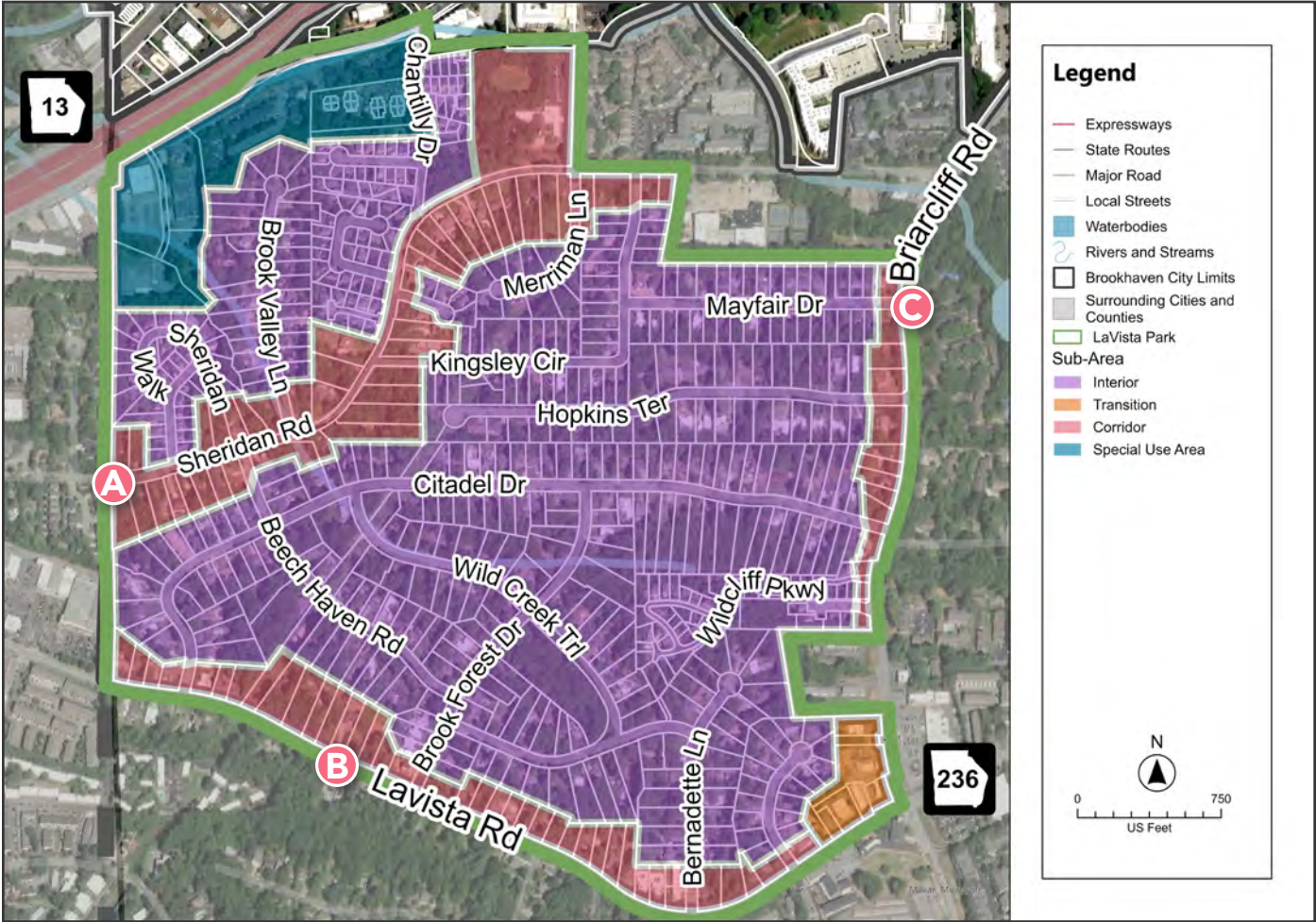
- 3 Active Transportation Projects
- 6 Pedestrian Projects
- 5 Bike Intersection Projects

Significant Multimodal Projects*

- Sidewalk along Chantilly Drive
- Pedestrian crossing on Sheridan Road

*See Map 22. Multimodal Network in Chapter 8 for all multimodal projects and locations.

Map 16. LaVista Park Sub-Areas



LAVISTA PARK

Sub-Area Policy

Interior

LaVista Park's interior is single-family residential, with lower scale, ranch-type homes primarily from the 1960s and 1970s. There are modest opportunities to increase the diversity of housing, primarily through ADUs and side-by-side duplexes.

Corridor

Beyond the interior there are three corridor sub-areas. Although Sheridan Road is not a major thoroughfare for the City, it is an important corridor in LaVista Park. The roadway segment goes from the western City boundary with the City of Atlanta up to Merriman Lane NE. The dominant character is single-family houses.

The LaVista Road corridor segment stretches between the western City boundary with the City of Atlanta to just east of Vista Valley Drive NE. Despite being a major corridor for northern Atlanta, the character of LaVista Road is single-family residential with modest-scale homes.

The Briarcliff Road segment travels from just north of Mayfair Drive to just south of Winfair Lane. The corridor is residential, but at different intensities depending on the side: the Brookhaven (west) side of the roadway is mostly single-family, but the unincorporated DeKalb County (east) side has higher intensities, including small-scale multi-family communities.

Transition

There is one small transition area at the northwest corner of Briarcliff Road and LaVista Road. This area is oriented away from the neighborhood and is characterized by strip commercial uses.

Special Use Area

On the other side of LaVista Park is a special use area centered on Chantilly Drive properties, which currently include garden-style apartments and office uses.

Interior

<i>Appropriate Housing Types:</i>	<i>Best-Fit Zoning:</i>	<i>Implementation Actions/Strategies:</i>
<ul style="list-style-type: none"> Single Family + ADU Duplexes (side-by-side preferred) 	<ul style="list-style-type: none"> All RS 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Add neighborhood traffic circle at Beech Haven Road and Citadel Drive*
<i>Other Land Uses:</i>		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.



LAVISTA PARK

A Corridor: Sheridan Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplex Triplex 	<ul style="list-style-type: none"> All RS R3 RSA-5 RSA-8 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Install sidepath and pedestrian crossing on Sheridan Road*
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

B Corridor: LaVista Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplex (side-by-side preferred) 	<ul style="list-style-type: none"> All RS 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts Add sidewalk on Bernadette Lane to connect to transit*
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

C Corridor: Briarcliff Road

Appropriate Housing Types:**	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Single Family + ADU Duplex (side-by-side preferred) Fourplex** 	<ul style="list-style-type: none"> All RS RSA-5 RSA-8 	<ul style="list-style-type: none"> Require duplexes to adhere to design standards allowed by-right in all residential districts
Other Land Uses:		
<ul style="list-style-type: none"> Parks and Open Space Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.

**Although triplexes would be an appropriate density, their tall, narrow look is not well aligned with the current character of the corridor.

LAVISTA PARK

Transition: Northwest Corner of Briarcliff Road and LaVista Road

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> NS C-1 	<ul style="list-style-type: none"> N/A
Other Land Uses:		
<ul style="list-style-type: none"> Neighborhood Commercial Community Commercial 		

Special Use Area: Chantilly Drive

Appropriate Housing Types:	Best-Fit Zoning:	Implementation Actions/Strategies:
<ul style="list-style-type: none"> Townhouses Multi-Family 	<ul style="list-style-type: none"> All RSA RM-14 RM-18 	<ul style="list-style-type: none"> Explore additional incentives for developers to build out affordable and workforce housing, specifically around new commercial developments near I-85. Install sidewalk along Chantilly Drive*
Other Land Uses:		
<ul style="list-style-type: none"> Office Hotel Parks and Recreation Institutional 		

*See the Brookhaven Multimodal Study for additional details and context.





04 STRATEGIC GROWTH

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4.1 Overview

Strategic Growth has and will continue to be a fundamental principle underlying the City's development and operations. A clear priority among both City staff, stakeholders, and the public is for Brookhaven to grow in a manner that respects each neighborhood's own sense of place, while also facilitating more connectivity and access between different communities and activity centers. The 2044 Comprehensive Plan incorporates the initiatives from several recently completed plans to help facilitate a coordinated approach to advancing actions.

Collaboration among different City departments, as well as partnerships with neighboring jurisdictions and the private sector, is essential for advancing strategic growth investments. Brookhaven must take action to expand housing choices and attainability. Brookhaven's leaders and community members have called for greater inclusion and equity, so the City must be strategic about delivering on this mission.

In addition to the land use strategies described in Chapter 3, this chapter provides additional action items for various City departments to undertake in the short term (2024 to 2029) to move Brookhaven forward as a community where people of different backgrounds can live and prosper.



4.2 Short-Term Priorities

The following section details short-term priorities (needs and opportunities) and actions for Strategic Growth (SG), which are tied directly to the 2024-2029 Community Work Program presented in Chapter 9.

SG.1 Carryout planning efforts that refine and implement the vision and recommendations of the 2044 Comprehensive Plan.

The 2044 Comprehensive Plan identifies several strategies and policy refinements that will impact how the community experiences both public and private spaces in the City. A key component of facilitating the implementation of the plan is making strategic zoning ordinance adjustments (**Action SG.1.1**) to advance the vision and goals. Pages 111 and 112 feature recommended zoning code changes.

One of the most important strategies in implementing the City's 2044 land use vision is expanding the diversity of housing that is available in Brookhaven; however, this goal must occur alongside the goal of preserving the single-family character of most of Brookhaven's neighborhoods and taking advantage of key opportunities for more intensive housing at specific locations where infrastructure is best able to support it.

Currently, the barriers to more diverse housing types stem from local regulations that limit—or prohibit—these housing types in most parts of the City and/or high costs of construction due to market forces. The City has little agency over the latter but can work to reduce regulatory barriers by increasing the number of districts these housing types are allowed

SG.1 Carryout planning efforts that refine and implement the vision and recommendations of the Comprehensive Plan 2044 document.

SG.1.1 Update City's zoning and related codes to facilitate alignment with comprehensive plan policies and recommendations.

SG.1.2 Develop or update special area plans as needed for more detailed planning direction.

SG.1.3 Revisit and evaluate implementation of Windsor-Osborne Special Area Plan.

SG.1.4 Create design standards for duplexes, triplexes, fourplexes, and cottage courts that blend with the existing single-family character of the majority of Brookhaven neighborhoods.

SG.1.5 Evaluate the impact of the Tree Ordinance on construction of ADUs, and consider reducing tree cover requirements on single-family parcels with proposed ADU projects.

SG.1.6 Implement the Buford Highway Activity Nodes Master Plan.

SG.1.7 Explore and issue RFPs for strategic parcels for housing development

in and also by creating design standards that ensure that these housing types blend seamlessly into single-family neighborhoods without negative impacts on their character. Opportunities for denser housing products are somewhat limited but should be encouraged in major growth centers with strong transportation infrastructure such as the City Centre development, the Briar Hills Innovation District, and along Buford Highway.

Chapter 3 introduces new subareas within the City’s character areas. The City has already completed focused planning efforts for some of these areas, such as Windsor-Osborne and Clairmont Road. It is important to monitor the implementation success of these previous plans and identify whether additional study is warranted. More detailed planning or strategies are recommended for the following special use areas and surrounding contexts, as appropriate, over the next five years (**Action SG.1.2**):

- Johnson Ferry Road at Ashford Dunwoody Road (incorporating broader Blackburn Park Neighborhood Center character area)
- Clairmont Road, Clairmont Terrace, and Buford Highway Triangle
- Chantilly Drive area adjacent to I-85 and LaVista Park
- Other areas as determined appropriate by Community Development Department and advanced by the Planning Commission



CASE STUDY

Missing Middle Housing in Portland, OR

Although it is a very different jurisdiction than Brookhaven, Portland, Oregon’s approach for removing barriers to missing middle housing types is still instructive in its breadth of initiatives—and their results. The City started as far back as 2008 by creating its “Infill Design Toolkit,” a guide for residents and smaller developers interested in building ADUs, narrow lot houses, cottage courts, and duplexes. This was followed in 2010 by policy changes; notably, the City waived fees for water, sewer and other infrastructure hookups which reduced construction costs by \$8,000 to \$10,000 per unit. As a result, six times as many ADUs were built that year than the average annual amount 2000-2009. Portland also chose to not limit the number of ADUs in a neighborhood or require off-street parking.

In 2020, the City passed its “Residential Infill Project” that permits duplexes in all formerly single-family zones and three- and four-unit homes in many other districts. Results were modest at first, and then in 2022, the City made additional zoning tweaks, such as making it easier to divide individual lots and make attached housing units easier to build. These initiatives are admittedly made easier by state laws that are ideologically supportive of these actions; however, the lessons learned go beyond the initiatives themselves but the need for an iterative program of providing tools and policy changes, monitoring their effectiveness, and making changes as needed.



Image Source: TSW



Recommended Zoning Actions

While not a full code audit, the City should consider the following zoning ordinance revisions to best implement the ideas of the 2044 Comprehensive Plan. Three key areas were examined: 1) removing barriers to housing diversity; 2) revising the Peachtree Road Overlay and accompanying PR Districts; and 3) revisiting Buford Highway’s Overlay and zoning districts.

Housing

Allow duplexes by right in all single-family districts if design standards are met. Removing regulatory barriers is key to expanding housing diversity. Allowing duplexes in all single family zoning districts will achieve this without sacrificing neighborhood character. Design standards should be issued so that duplexes blend in with other single-family homes.

Eliminate the minimum lot area per unit requirement. Eliminating the requirement for minimum lot area per unit will remove another regulatory barrier to housing diversity. Brookhaven’s existing zoning districts prescribe a maximum density per acre and will help maintain neighborhood character, so the minimum lot area per unit provision is duplicative.

Reduce transitional buffer distance. Currently, there is a 50-foot transitional buffer requirement in RM districts where they abut RS zoned lots. Reducing this buffer allows more buildable area on these abutting parcels, creating opportunities for added units.

Implement a Special Land Use Permit (SLUP) process for fourplexes in RSA districts. Currently, fourplexes are not a permitted use in RSA zoning districts. Creating a special land use permit process will allow fourplexes only if an additional permit is obtained, providing an extra layer of control over where these housing types are located.

Peachtree Road

Relax transitional buffers and height plan for properties with limited depth. For parcels with limited depth, Peachtree Road’s 30-foot transitional buffer and the transitional height plan make properties unusable for higher density development. Relaxing these requirements may encourage the desired high intensity development along Peachtree Road

Adjust open space requirement. The open space requirement was implemented with the good intention of creating much needed open spaces as properties redevelop; however, in practice, property owners find it challenging to meet this requirement. Relaxing this provision—particularly for properties near existing greenspaces like Brookhaven Park—may better promote desired redevelopment.

Buford Highway

The Buford Highway-Peachtree Creek Greenway Character Area is one of the few areas of Brookhaven where large-scale redevelopment is a possibility. Previous plans for the area call for high densities, which is supported by the existing zoning code; however, the current—and foreseeable—development environment is one that does not support building higher than six stories. This is because six stories is the maximum height a building can typically be “stick built,” a less expensive form of construction. Above

six stories, construction crosses a threshold into requiring steel or concrete which are very expensive and currently not financially feasible for the private development sector. Going significantly denser is also not currently an option that “pencils out” when the costs of structured parking are factored in and difficulty of leasing many hundreds of units at once. Requirements in the code, such as those that require substantial onsite green space, also add costs to development on projects that are already on razor-thin margins of profitability.

Although future market conditions will eventually change and higher density construction could be financially feasible down the line, there is a very immediate need for housing in Brookhaven. Additionally, there is community support for buildings of five to six stories this area of Brookhaven, provided that the Buford Highway can still retain its diversity and international flair. It should also be noted that until significant investment is made in the multi-modal transportation network, high densities are difficult for current infrastructure to manage. With these factors in mind, the following adjustments are recommended for the Buford Highway Overlay.

General: Differentiate between the two main “nodes” (Druid Hills Activity Node and Briar Hills Activity Node), Corporate Square, and the rest of the corridor. Specifically, open up requirements as much as possible outside the main nodes to get projects on the way and add to housing inventory, and reduce barriers/ provide incentives to projects within the nodes for desired development types.

Peachtree Creek Greenway: Allow projects adjacent to (or within 1/8 of a mile of) the Peachtree Creek Greenway to invest in the greenway/access to the greenway—according to specified standards—in lieu of the on-site open space requirements

Within the Nodes and Corporate Square: Encourage a longer term, phased approach

where lower intensity (stick-built five-story buildings on podiums) are allowable on up to 1/3 to 1/2 of a project site as a first phase, with subsequent, higher density phases committed to. Specify specific corridors/frontages for non-residential ground floor use, but leave the rest open to residential. Reduce parking requirements as much as possible. Incentivize additional density by sharing the cost of structured parking.

Outside the Nodes: Relax expectations for density and allow residential and mixed-use projects with podium parking and five or six stories of stick-built residential. While mixed use and non-residential on ground floors are preferred, they are not required and should be prioritized to face Buford Highway.

Adjust zoning to facilitate greenway facing uses. To support the recommendations of the Buford Highway Activity Nodes Master Plan, adjusting the zoning code to facilitate uses facing the Peachtree Creek Greenway would help implement the redevelopment plan and further activate the greenway.

Include more mixed-use districts with a concurrency requirement. Currently, there are no mixed-use districts in the North Druid Hills or Briarwood Nodes. The 2044 Comprehensive Plan marks MX as an appropriate zoning district, but proactively encouraging rezonings in this area would help implement the vision in the Buford Highway Nodal Study. Revising the Buford Highway Overlay to include a concurrency requirement would also help realize the plan’s vision. A concurrency requirement would require all mixed use building types to include both residential and commercial at certain percentages.

Consider sign regulations. Adding sign regulations to the Buford Highway Overlay would help establish a clear and consistent sense of place. These regulations should include design criteria that elevates Buford Highway as a cultural corridor.

SG.2 Establish a new, guiding comprehensive economic development strategy.

Brookhaven's continued population growth, attraction and expansion of major regional employers, and several planned development projects all combine to create a unique economic moment for the City. Brookhaven can leverage this momentum to capture both economic opportunity for residents and tax revenue for municipal activities through the creation of a new, bold economic development strategy (**Action SG.2.1**). This strategy can focus on fundamentals such as investments in civic and foundational infrastructure, programs for business retention and expansion, and workforce development to meet current and future employer needs.

Undertaking a new, economic development planning process for the City can complement existing efforts to assess and catalyze the future economic outputs of key sites and corridors with varying characteristics and existing uses. Special attention should be placed on the Perimeter Center, Peachtree Road Overlay, Buford Highway-Peachtree Creek, and Briar Hills Innovation District character areas. An economic strategy planning exercise can also unify major governmental, civic, and business leaders, aligning Citywide influencers and investors on major focus areas for short- and long-term economic growth.

Economic development plans are a common practice throughout the country, with different scales of governments conducting planning efforts to better understand their economic strengths and weaknesses, relevant policies and programs to bolster local competitive advantages, and needed interventions to improve both social and economic outcomes.

SG.2 Establish a new, guiding Citywide economic development strategy

SG.2.1 Create targeted economic development strategies for key investment areas, expanding on the City's Economic Development Plan and Marketing Plan.

SG.2.2 Incorporate relevant components of the Comprehensive Transportation Plan and planned transit-oriented development into Economic Development Strategy.

SG.2.3 Partner with the Brookhaven Development Authority, local business leaders, and other potential partners to align economic development goals and metrics.

SG.2.4 Identify programs and funding mechanisms that the City, local business leaders, and other economic development partners can leverage within economic development initiatives.



CASE STUDY

Sandy Springs Economic Development Plan & Dunwoody Entrepreneurship and Innovation Plan

Municipalities and regions across the country utilize economic development planning efforts to craft new strategies, programs, and policies that support goals spanning business development, site and corridor redevelopment, entrepreneurship, and up-skilling of existing workforces.

Nearby Sandy Springs' 2020 Strategic Economic Development Plan is an example of a strong plan that mirrors many of Brookhaven's opportunities, including how to best leverage existing corridors, the best use of office and retail buildings, and the development of residential areas to drive different forms of economic activity in varying character areas within the City. Alongside standard economic development fundamentals, the plan puts additional focus on maximizing the economic impact of different districts of the City, ensuring specific strategies are developed to catalyze hyper-local impacts that as a whole, can make the City a better place to live, work, and play. Brookhaven can learn from this plan by focusing on a small-area development in coordination with a broader economic development strategy, balancing the needs of different character areas while still working towards a unified vision of industry growth and economic opportunity.

Another neighboring jurisdiction, City of Dunwoody, completed an Entrepreneurship and Innovation Plan in 2022. Brookhaven should review this plan, particularly to identify synergies that may be worth exploring in partnership with Dunwoody.

The Economic Development Administration (EDA), housed within the U.S. Department of Commerce, provides funding to local or regional governments to prepare their "Comprehensive Economic Development Strategy" (CEDS). A CEDS can help "engage community leaders, leverage the involvement of the private sector, and establish a strategic blueprint for regional collaboration." In lieu of or in addition to EDA funding, communities may gather a mix of state money, philanthropic grants, and even corporate sponsorships for the creation of economic development strategies with individual foci, ranging from diversifying the economy to growing the population and preparing the local workforce for expected job growth.

A standard economic development strategic plan recommends not only general strategies for achieving shared vision of impact but also identifies necessary funding sources, programs, and policies for success (**Action SG.2.4**). New programs stem from various stakeholders coming together and recognizing a key local issue, such as a lack of workforce housing or need for increased small business assistance, in some cases deciding to collectively fund needed interventions. Funding may also stem from external sources, such as federal and state grants, philanthropic and individual donations, and even the support of corporate partners and anchor institutions. This power to gather key stakeholders around mutually beneficial solutions to key issues is perhaps the most important aspect of what an economic development plan can accomplish.

SG.3 Continue to plan for and execute the vision for key economic engine areas including Buford Highway Activity Nodes/ Peachtree Creek Greenway, Briar Hills Innovation District, and the City Centre TOD.

Although much of Brookhaven is single-family residential neighborhoods, there are several mixed-use and employment centers that have greater opportunity for density and development. These areas—Buford Highway-Peachtree Creek, the Briar Hills Innovation District, and City Centre—have already received detailed study, and their land use visions and recommendations have been folded into this 2044 Comprehensive Plan.

The City should continue to move forward with the implementation of plans that cover these key areas, particularly encouraging more diverse housing opportunity these areas afford as well as proactively providing the infrastructure improvements needed to support them and maintain quality of life.



Image Source: Peachtree Creek Greenway

SG.3 Continue to plan for and execute the vision for key economic engine areas including Buford Highway Activity Nodes/Peachtree Creek Greenway, Briar Hills Innovation District, and the City Centre TOD.

SG.3.1 Advance redevelopment vision for Buford Highway based on the 2023 Buford Highway Activity Nodes Master Plan and evaluate progress annually.

SG.3.2 Establish a mechanism which allows for larger aggregated public open space within the Peachtree Road Overlay.

SG.3.3 Continue to build out the Peachtree Creek Greenway.

SG.3.4 Continue to coordinate with the Children’s Healthcare of Atlanta and Emory University on their plans in the Briar Hills Innovation District.

SG.3.5 Implement the Brookhaven City Centre: Vision 2021 Master Plan.

SG.3.6 See also activities under CP.1 Build out a Town Center.

SG.4 Ensure adequate roadway facilities and invest in infrastructural capital improvements and ongoing maintenance to support a high level of service particularly amidst new growth.

Residents, employees, and visitors to Brookhaven share concerns about the impact of growth on the roadway network and the negative impacts that traffic has on community members' quality of life. The City has many projects underway to advance both vehicular and non-vehicular travel enhancements through infrastructure maintenance and investment in new facilities.

While projects and initiatives related to major capital investments and maintenance programs are addressed in this subsection, **Chapter 8** provides additional detail about projects, policies, and other initiatives that are specifically geared toward improving connectivity and active transportation facilities in Brookhaven.

SG.4 Ensure adequate roadway facilities and invest in infrastructural capital improvements and ongoing maintenance to support a high level of service particularly amidst new growth.

SG.4.1 Coordinate design of I-85 vehicular bridge.

SG.4.2 Implement the three-year paving program recommended by the paving analysis in 2023.



The City of Brookhaven and GDOT have initiated planning for a vehicular flyover bridge over I-85 from Buford Highway to Executive Park South (**Action SG.4.1**). The schematic below shows the project location.

This project proposes an additional bridge to serve as an alternative route to North Druid Hills Road for accessing Emory University’s Executive Park Campus. This project is separate from the construction work that is ongoing in 2024 to improve the I-85/North Druid Hills Road interchange and replace the bridge over Peachtree Creek.

The flyover bridge is a major investment that will require local, state, and federal resources to complete. The City’s Special Service District is the City’s main source of funding for the design phase. Brookhaven will need to continue coordinating with GDOT to secure state and federal funding to complete the design work prior to construction.



A paving analysis completed in 2023 resulted in a list of recommended locations for paving work. Brookhaven’s Public Works Department is seeking a three-year paving contract to take advantage of volume pricing (**Action SG.4.2**). This initiative reflects the City’s commitment to fiscal responsibility and maintenance of a high level of service on the roadway network.

SG.5 Advance stormwater solutions to address ongoing challenges and anticipated future development.

The Steering Committee, other City leaders, and community members raised concerns over the growing challenge of stormwater management throughout this planning process. This challenge is not unique to Brookhaven; however, the City of Brookhaven can be a leader through its programming and thoughtful evaluation of new models for addressing stormwater concerns. To ensure that stormwater does not continue to be a pain point for current residents, multiple departments such as Public Works and Community Development will need to work together. Collaboration needs include assessing how development trends may have had unintended consequences and identifying opportunity areas as a comprehensive approach to stormwater management.

All local governments in the purview of the Metropolitan North Georgia Water Planning District (Metro District) are required to adopt ordinances and carry out certain activities to contribute to healthy watersheds and sustainability of the region's water resources. The most recent Metro District Plan, published in 2022, provided an implementation program with set timeframes, often with a corresponding year by when action items must be achieved. The City's Public Works Department should continue to identify any ordinances or current procedures that may require modification in order to comply with the Metro District Plan. Compliance is enforced through the City's Municipal Separate Storm Sewer System (MS4) permit and DeKalb County's water and wastewater services operating permit (**Action SG.5.1**).

In the last several years, the City has been actively engaged in strategic acquisitions of properties that fall within the 100-year



floodplain. The City should continue efforts to convert properties to permanent greenspace (**Action SG.5.2**). While in some cases it is not appropriate to modify the land at all, some of these properties may be conducive to becoming public parks and/or serving as stormwater management facilities. The City should engage engineering services, as appropriate, to evaluate the potential costs and benefits of developing stormwater solutions on these sites.

The City of Brookhaven's street-sweeper program is an essential service that ensures that debris, litter, and other materials are diverted from Brookhaven's creeks and streams. While the program previously relied on a vendor to complete the sweeping services, the City purchased its own street sweeping equipment in 2023, so a program will need to be developed to best utilize and maintain this new resource (**Action SG.5.3**).

Brookhaven's Public Works Department has identified a need to address drainage issues in the Poplar Creek subbasin, located in

the North Fork Peachtree Creek watershed (**Action SG.5.4**). This is a priority project for the short-term due to the extent of issues that have been recorded. The study will help the City develop long-term mitigation measures, which may include both gray and green infrastructure solutions that work hand in hand to add stormwater volume capacity as well as filter pollutants. The Stormwater Utility Fund will be the City’s primary funding source for completing the study and implementing recommended mitigation measures.

Stormwater utility rate structures should be evaluated periodically to ensure that the fund is equitably charging residents and businesses commensurate to their properties’ impervious surfaces (**Action SG.5.5**). Rate increases are often needed to keep up with inflation so that the fund can adequately support needed maintenance and construction costs. The City should utilize tools available from the Georgia Environmental Finance Authority and the University of North Carolina Environmental Finance Center to review their rates in context with other similarly sized municipalities.

BEST PRACTICE

Accounting for Climate Change

Climate change is a reality that is prompting more urgent action for addressing stormwater solutions.

New and enhanced infrastructure facilities need to be sized appropriately to handle the volumes of stormwater runoff that will result from more intense and frequent storms that are anticipated as the climate warms in the Georgia Piedmont region.

SG.5 Advance stormwater solutions to address ongoing challenges and anticipated future development.

SG.5.1 Review City’s adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District 2022 Water Resources Management Plan.

SG.5.2 Explore conversion of 100-year flood FEMA sites and other vacant lands to stormwater management facilities.

SG.5.3 Develop an annual Citywide street sweeping program utilizing internal City resources and the City-owned/leased street sweeper.

SG.5.4 Complete Poplar Creek Subbasin Study.

SG.5.5 Consider stormwater utility rate structure adjustments.

SG.5.6 See 4.1.4 Evaluate stream buffer policies and management practices to mitigate variances and ensure that property owners and Homeowners Associations understand their responsibilities.

SG.6 Scale up City services and communications as growth occurs.

The Sustainable Brookhaven program helps the City be strategic about scaling up its services and advance initiatives, despite finite local resources. In the next five years, an important focus will be bolstering the methods that the City uses to engage with residents. Several participants of the 10-year update planning process shared desires for the City to connect people to resources and improve transparency about local planning and infrastructure projects.

Members of the public have indicated a lack of awareness about ongoing City projects and other news. The City has a strong website, newsletter, and social media channels where community members can access information about City services or private services (e.g., Internet, electricity). A mobile application (Brookhaven Connect) is also available for two-way communication, allowing residents to report problems like potholes or sidewalk issues to the City of Brookhaven. In the next five years, the City's Communications Department will need to adapt to the changing environment of digital and physical media to continue communicating to residents in a publicly accessible manner. The City may also consider a new board or commission focused on community engagement and outreach, which would further the City's reach and give community members a chance to serve as liaisons between their neighborhoods and the local government.

Many local governments have programs that allow residents to take a deep dive into the day-to-day work of each City department. Offering a public forum like this helps to enhance confidence in City staff and elected officials, build support for local projects, and foster more engagement on community development initiatives (**Action SG.6.1**).

The Brookhaven Blast e-newsletter is a great tool for sharing City news with interested community members. The City should continue to budget for providing this resource (**Action SG.6.2**). In addition, the City's Communications Department should continue to leverage new tools to share information and generate support for local businesses. Development of new resident and business guides (**Action SG.6.3**) is a priority for the City to advance in 2024, after being delayed during the COVID-19 pandemic. These guides will orient new Brookhaven residents and business with comprehensive information about pertinent ordinances, whom to connect with regarding different topics, opportunities for engagement with boards, commissions, and local groups, as well as direction on how to sign up for notifications from a variety of City-sponsored platforms or participate in public meetings.

SG.6 Scale up City services and communications as growth occurs.

SG.6.1 Hold public forums, offering community members an opportunity to learn about government services.

SG.6.2 Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.

SG.6.3 Develop new resident and business guides.



SG.7 Expand public gathering spaces in underserved areas.

Brookhaven prides itself on its existing greenspaces and other public gathering spaces; however, all parts of Brookhaven do not have equitable access to nearby parks. The Roxboro and Buford Highway areas are prime examples of neighborhoods underserved by parks and open space. Fortunately, the recently completed Peachtree Creek Greenway has helped address this access gap on the southside of Buford Highway. Brookhaven should continue its efforts to make the Peachtree Creek Greenway accessible and inviting to the surrounding community, with programmed spaces for public art, music, and other activities (**Action SG.7.1**).

Creating additional greenspace remains a challenge. Skyrocketing land prices make it difficult to purchase land for new public open space. Creative solutions—like joint use agreements with the DeKalb County School District to use school grounds for community park space—are necessary to fill service area gaps (**Action SG.7.3**). Because opportunities for adding parks are limited, better maintaining, improving, and activating existing parks and public spaces is also critical. The City should seek creative opportunities to add public gathering spaces to underserved areas as redevelopment occurs, while also provide resources to improving and further activating existing underutilized parks and public spaces.

SG.7 Expand public gathering spaces in underserved areas.

SG.7.1 Ensure that the Peachtree Creek Greenway serves as open space for the surrounding community by implementing the Buford Highway area recommendations of the Parks & Recreation Master Plan and the Arts & Culture Strategic Plan.

SG.7.2 Revitalize Fernwood Park (see City Centre Master Plan for details).

SG.7.3 Partner with the DeKalb County School District to collaboratively upgrade their undeveloped green space into a joint use park.

SG.7.4 See CP.4.2. Enhance Northeast Plaza.



SG.8 Advance live-work opportunities within the City.

The expansion of major regional employers in Brookhaven creates an opportunity for unprecedented investment to support local workers who wish to both live and work in the City. Economic trends see both employees wanting to live closer to work and companies returning to the decades-old concept of investing in housing development for their employees in tight housing markets.

In tandem with large employers and private developers, Brookhaven can help create attainable, accessible housing with connectivity to employment centers, as well as retail, entertainment, and green space in key character areas as discussed in detail in Section 4.2 and exuded in housing policy communicated in the Future Land Use Plan (Chapter 3). Intentionally facilitating spaces for expansion of housing to support Brookhaven's workers can help keep individuals in Brookhaven throughout the day, capturing additional revenue for business establishments and the City as a whole while enhancing the lifestyle of local residents by lessening commuting time. Workforce development and training efforts aimed at upskilling Brookhaven residents can help widen the talent pool of local workers who are qualified to work in the community in which they live.

Brookhaven's existing incentives for catalyzing workforce housing development, specifically around MARTA, Peachtree Road, and Buford Highway, have not made the impacts or tangible outcomes expected. Developers cite that the incentives are insufficient for making relatively more affordable housing development possible, with additional funding needed to make developments feasible through diversified capital stacks. City officials should review the efficacy of existing incentives and explore new ones to specifically target the development of workforce housing, which can play a critical role in housing temporary

and long-term workers near commercial and employment centers (**Action SG.8.1**).

Across the country, major employers are aligning with housing developers and governmental actors to jointly fund new housing development that allows for housing development, down-payment assistance for workers, and other forms of assistance in the rental or home-buying process. These programs aim to engage major employers in the activity of supporting not only their employees, but the cities and counties where they reside. Brookhaven should evaluate subsidies for businesses to support housing development and attainment, such as tax abatements, density bonuses, and expedited permitting (**Action SG.8.2**).

As Emory and Children's Healthcare of Atlanta expand and look to hire, priority can be placed on employing local residents to enable more live-work opportunities and reduce the amount of out-commuting from Brookhaven to other nearby job centers. Local residents, however, may face barriers to employment, including lacking the qualifications, training, skills, or experience required for emerging jobs. A community-based work program can help prepare workers for employment by offering education and training programs, networking with employers, resume support and interview coaching, and job shadowing opportunities, as well as providing additional wraparound services like transportation or housing assistance, child care subsidies, or other counseling (**Action SG.8.4**).



CASE STUDY

University of Vermont Health System's Live-Work Investment (Burlington, VT)

Across the country, communities experiencing housing shortages are seeing anchor institutions, such as universities and healthcare facilities, invest in housing for essential staff. These investments aid major institutions in attracting and retaining talent through providing both attainable housing and the high quality of life that comes with living in proximity to one's place of employment.

In Burlington, Vermont, a City of nearly 45,000 people, where an annual salary of over \$115,000 is required to afford a median-priced home, the University of Vermont Health System (UVM Health) has invested \$9 million in two multi-family rental properties that will provide over 180 apartments for its existing workforce, temporary employees such as traveling nurses, and other workers involved in patient support and care. These units come with critically needed childcare support too, with the development hosting up to 75 daycare spots that are available to all UVM Health employees. The Health System owns 49 percent of each property. UVM Health's investment into rental housing in a tight market exhibits the commitment that is needed for private employers and municipalities alike to fill jobs and provide live-work opportunities. In Brookhaven, the new Children's Healthcare of Atlanta may consider similar strategies around the I-85 and Buford Highway-Peachtree Creek corridors.

SG.8 Advance live-work opportunities within City.

SG.8.1 Revisit workforce housing policies and consider new strategies to incentivize provision of workforce housing beyond required levels.

SG.8.2 Evaluate incentives for encouraging private-sector employers to initiate employer-assisted housing programs (such as downpayment grants, homeownership counseling, etc.).

SG.8.3 Evaluate codes to remove barriers to and encourage live-work opportunities, particularly in character areas where this development type is deemed appropriate.

SG.8.4 Establish a community-based work program to employ local residents.

SG.9 Maintain investments already made by City.

Economic sustainability is an important component of Sustainable Brookhaven. From a financial and organizational perspective, it is critical for the City to put maintenance protocols and tools in place to stretch the value of previous investments and ensure longevity of Brookhaven’s natural assets.

The City identified in its 2024 budget that a cross-departmental effort is needed to improve upon the City’s existing asset management program (**Action SG.9.1**). The Finance Department will lead the effort to complete an updated asset inventory, determine values and lifecycle costs, set levels of service, and present a long-term financial plan.

SG.9 Maintain investments already made by the City.

SG.9.1 Improve upon the City’s existing asset management program.



4.3 Related Policies

- Continue to identify opportunities to promote neighborhood commercial centers in targeted areas through incentives and other mechanisms.
- Continue monthly coordination meetings with DeKalb County School System to align on school forecasting and anticipated development.
- Continue to inventory and assess local service establishments to identify gaps in existing business establishments and restaurants that community needs/desires.
- Maintain and leverage the City's database of developable real estate.





05

**EQUITABLE
DEVELOPMENT
& INVESTMENT**

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5.1 Overview

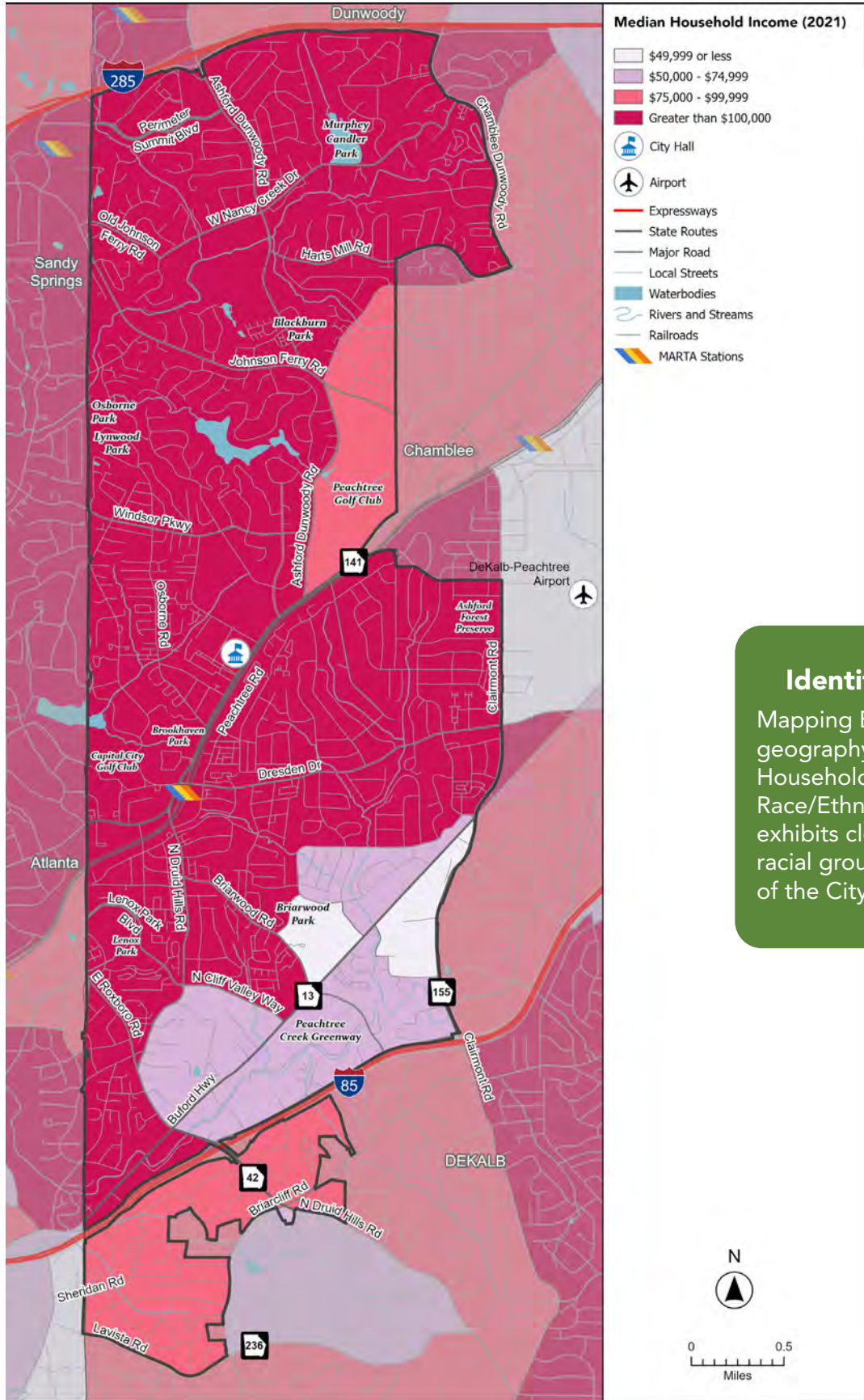
Equitable Development & Investment is imperative to meet the growing demand within Brookhaven for a livable community full of opportunity, attainable housing, and a strong quality of life for residents of all ages, income levels, and backgrounds. Brookhaven has long been a hub that reflects Metro Atlanta’s diversity in terms of its businesses, cultural offerings, and more. Now, as the City moves into its second decade of setting forth priorities and corresponding policies, it can work to be a model for equitable decision making surrounding economic development, housing, and investments in a high quality of life for all.

Information gathered throughout this Comprehensive Planning process shows that investment is needed on a variety of fronts to make Brookhaven more livable and attainable for all. Increased support is needed for local entrepreneurs and businesses to scale and succeed. Commercial, recreational, and housing options must continue to meet a variety of needs across age ranges and income levels. In the face of rising housing prices both regionally and nationally, more “missing middle” housing is needed to accommodate residents looking to live and work in the City. This term refers to low-rise, middle-density housing that presents an affordable option for households with incomes that are in neither the highest nor the lowest brackets for a community, such as townhomes, duplexes, triplexes, and cottage courts (see Section 3.1).

Brookhaven can take numerous steps to assess and act on impactful policies, programs, and investments that support equitable development. The following section provides a framework of priorities to pursue, action-items to explore, and relevant policies and best practices that can better inform Brookhaven’s government and residents of how these innovative concepts and methods can come into practice.



Map 17. Median Household Income

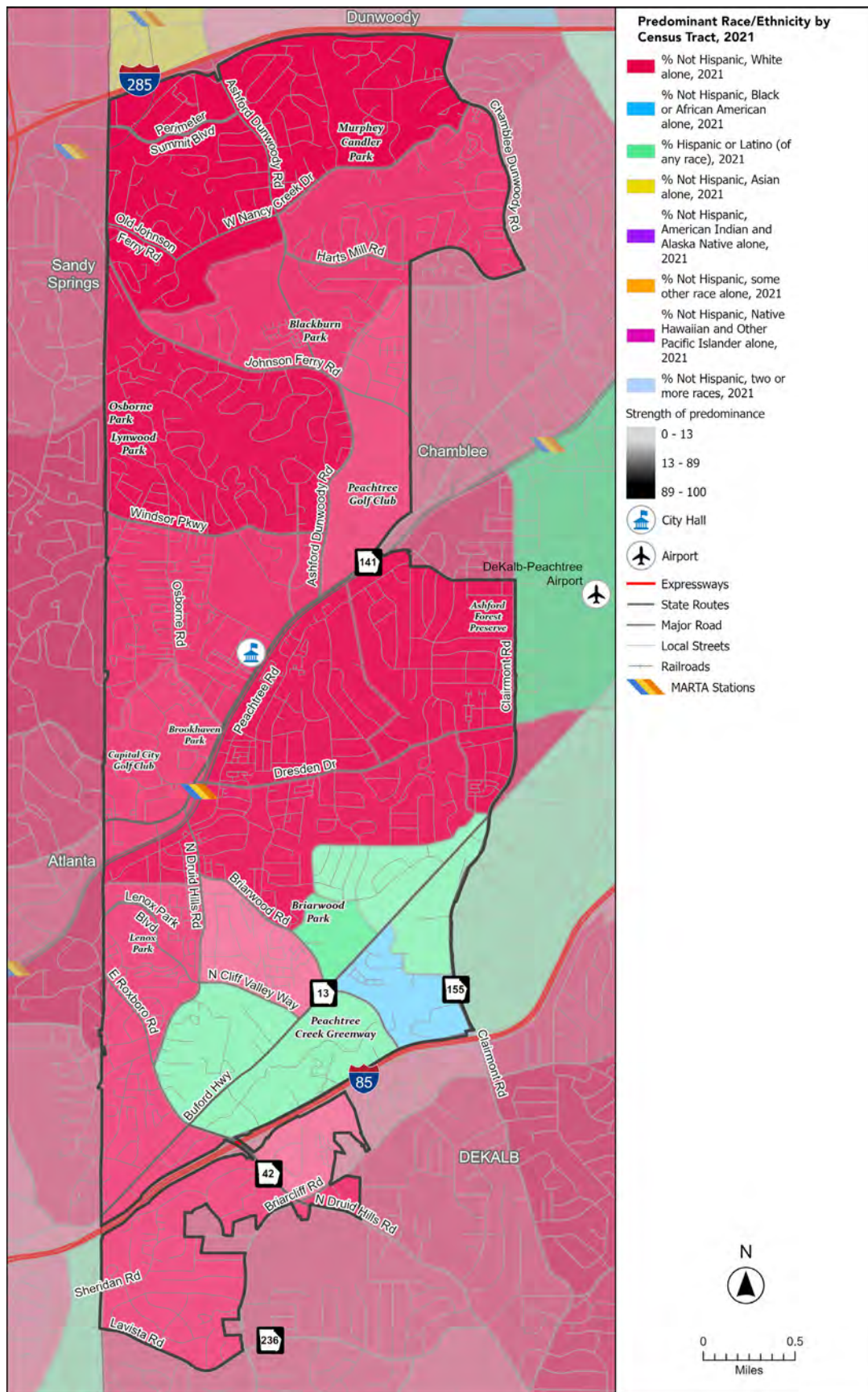


Identifying Disparities
 Mapping Brookhaven's geography by both Median Household Income (left) and Race/Ethnicity (next page) exhibits clear disparities between racial groups and different areas of the City.

Source: American Community Survey 5-year estimates, 2017-2021



Map 18. Predominant Race/Ethnicity



Source: American Community Survey 5-year estimates, 2017-2021

5.2 Short-Term Priorities

The following section details short-term priorities (needs and opportunities) and actions for Equitable Development & Investment (EI), which are tied directly to the 2024-2029 Community Work Program presented in Chapter 9.

EI.1 Engage the business community in feedback on City needs and concerns and vice versa.

As Brookhaven continues to develop with intentionality, relationships with existing employers, both small and large, will be key to ensuring the City maintains its character and meets critical needs. The new presence of major employers, such as Emory University, the Atlanta Hawks, and Children’s Healthcare of Atlanta, shift the dynamics and needs of the local business community.

To accommodate the growth of these entities while still supporting existing smaller and mid-size businesses, the City can work to establish more formal plans, working groups, and engagement methods with local employers to capture Citywide gaps, opportunities, and ideas to better support the economy. Formalizing these relationships through a strategic engagement process with an output that includes actionable strategies will help Brookhaven grow in a way that reflects the priorities of a multitude of stakeholders and constituencies.

Opportunities reflected in the short term actions in the Community Work Plan include developing a business retention and expansion program to gain feedback on needs and concerns, including an annual survey for business owners, the creation of a Business Community Advisory Council to consistently capture private sector feedback and concepts for growth, and engaging the

business community in the development a new, Citywide comprehensive economic development strategy planning process (see Priority SG.2 in Chapter 4).

Creating an advisory body consisting of business owners that meets regularly with and provides guidance to a City’s Economic Development Department is a way to consistently capture private sector feedback and concepts for growth (**Action EI.1.2**). These bodies can help advance a community’s economic development goals and strategies by serving as a sounding board to the City on matters of economic growth and ambassadors to employers in targeted industries that might be considering relocation to the City.

BEST PRACTICE

The Salt Lake City Business Advisory Board is housed within the City’s Department of Economic Development and is made up of eleven members serving four-year terms, appointed by the Mayor. The board “helps direct City economic policy, promote small business growth, support local entrepreneurship, and assist the City in remaining responsive to the business community.”

El.1 Engage the business community in feedback on City needs and concerns and vice versa.

El.1.1 Develop a business retention and expansion program to gain feedback on needs and concerns, including an annual survey for business owners.

El.1.2 Create a Business Community Advisory Council within Brookhaven's Department of Economic Development or Chamber of Commerce.

El.1.3 Engage the business community in a City-wide CEDS (Comprehensive Economic Development Strategy).

El.2 Preserve and expand safe, affordable, and workforce housing in the community.

Attainable and relatively affordable housing for lower and middle-income workers is key to Brookhaven's quest to be a welcoming, multicultural community. In Brookhaven, like most parts of Metro Atlanta, housing prices have risen with the market, which has priced out many individuals and families, specifically essential workers and other working families. Maintaining an adequate supply of relatively affordable workforce housing for both owners and renters will require innovative new policies and programs. The City will need to explore new funding streams, such as a land trust model or local, state, and federal funding sources that support the development and preservation of affordable housing. Naturally occurring affordable housing (NOAH) is often in danger of falling in disrepair or being purchased by speculative buyers in gentrifying areas. Financial constraints associated with rehab and maintenance are barriers to homeownership and aging in place. Brookhaven can create and launch rehab, renovation, and facade improvement programs using resources like HUD's 203(K) Rehab Mortgage Insurance program, HUD's Title I Property Improvement Loan, and USDA's Section 504 Home Repair Program.

Brookhaven should continue to assess existing subsidized and NOAH units to ensure they are meeting certain standards of quality. By auditing the interior of these units to maintain high-quality living situations, housing in the City can remain comfortable for individuals and families of any background (**Action El.2.1**).



The development of affordable housing frequently requires immense subsidy and incentives for individual projects to be feasible for both nonprofit and for-profit housing developers. These financial incentives make use of local, state, and federal funding to support the development of affordable and attainable housing for low- and middle-income households. More funding streams that feed into the complex financing required for affordable developments allow for a higher volume of new housing, as well as the opportunity to preserve existing NOAH that meets community standards and needs (**Action EI.2.4**).

Community land trusts are utilized across the country to leverage economic opportunity and preserve the affordability of underdeveloped parcels of land. Typically functioning as non-

profits with both public and private support, land trusts gain the ownership of blighted, abandoned, or donated properties and shepherd their redevelopment into useful assets for a municipality. Homes can be sold to applicants meeting federal income guidelines with long term land leases to save the homeowner on initial home purchase costs. Homeowners can then sell the house in the future to other qualified buyers or back to the land trust based on a resale formula that maintains affordability while allowing homeowners to build equity. While land trusts require a substantial upfront investment to begin obtaining, developing, and maintaining land, they can create their own revenue in the long run through property sales, donations, and grants.

CASE STUDY

Land Trusts & Affordable Housing

One City that successfully implemented a land trust model for housing development is Boston, Massachusetts, where the Dudley Neighbors, Inc. (DNI) community land trust has operated in the Roxbury and North Dorchester neighborhoods since 1988.

DNI was created by the Dudley Street Neighborhood Initiative (DSNI), a nonprofit, community-run organization, to implement their comprehensive master plan to revitalize the neighborhood. DSNI's initial work through DNI was supported by two community-based organizations, La Alianza Hispana and the Riley Foundation, a local funder. DNI protects over 30 acres of community-controlled land in a predominantly low-income, minority area of Boston that had undergone a period of disinvestment beginning in the 1960s.

In a unique partnership, DNI was granted community control by the City of Boston over abandoned public land in its target area through eminent domain. Today, the non-profit stewards 98 permanently affordable homes; urban farm sites; parks and open space; and commercial properties for use by local small businesses, not-for-profit organizations, and affordable rental housing providers. The land trust also continues to enjoy a close relationship with the City and receives a third of its annual budget from government sources.

Brookhaven can implement a community land trust model to capture underutilized land and develop it into attainable, denser housing products by leveraging its existing land bank activity. Due to its small size and large volume of single-family homes, Brookhaven must be creative in how it increases its affordability, livability, and overall accessibility for individuals and families of different ages and income levels. The creation of a community land trust would exhibit the City's intent to accomplish this goal, leveraging available land in the City to drive economic and social impacts (**Action EI.2.2**).

Brookhaven can position itself to make relatively affordable housing development in the City more feasible by pooling capital for projects moving forward. Multiple funding models, including the allocation of general funds, raising a bond referendum, utilization of tax allocation districts (TADs), and repurposing of Special Purpose Local Option Sales Tax (SPLOST) dollars could be used to increase the dollars available for housing incentives, subsidies, and other financing methods (**Action EI.2.5**).

CASE STUDY

Affordable Housing Funds

The City of Denver, Colorado created an Affordable Housing Fund in 2016 with the intention of creating or preserving 6,000 affordable homes for low- to moderate-income families.

The program is funded by a blend of property tax revenue and a one-time fee on new development and generates approximately \$30 million in annual funding for permanent supportive housing, workforce rental housing and for-sale housing.

To date, 2,131 affordable units have received City financing and are currently under construction at 29 sites throughout Denver; an additional 291 income-restricted units are in the planning stage. Most recently, the program provided \$4.4 million in gap financing towards the Ruby Vista housing community that will contain 98 income-restricted units and open in summer 2025.



CASE STUDY

Housing Bond Referendums

Governments across the country have raised funding for affordable housing development and preservation through a variety of means. In 2019, the residents of Durham, North Carolina voted in favor of a \$95 million housing bond referendum to fund the City's Affordable Housing Bond Investment Plan.

The bond was intended to address several affordable housing goals outlined in Durham's comprehensive housing strategy, including creating dedicated affordable housing units for low-income families, preserving affordable rental units, creating affordable homeownership opportunities for first-time homebuyers, and stabilizing low-income renters and homeowners in their homes.

Known as the "Forever Home, Durham," the program has since created 1,870 affordable rental units that have been completed or are in the pipeline, an expected 270 above target. 438 multifamily rentals have been preserved, and nearly 1,500 unhoused people have been moved into permanent housing.

EI.2 Preserve and expand safe, affordable, and workforce housing in the community.

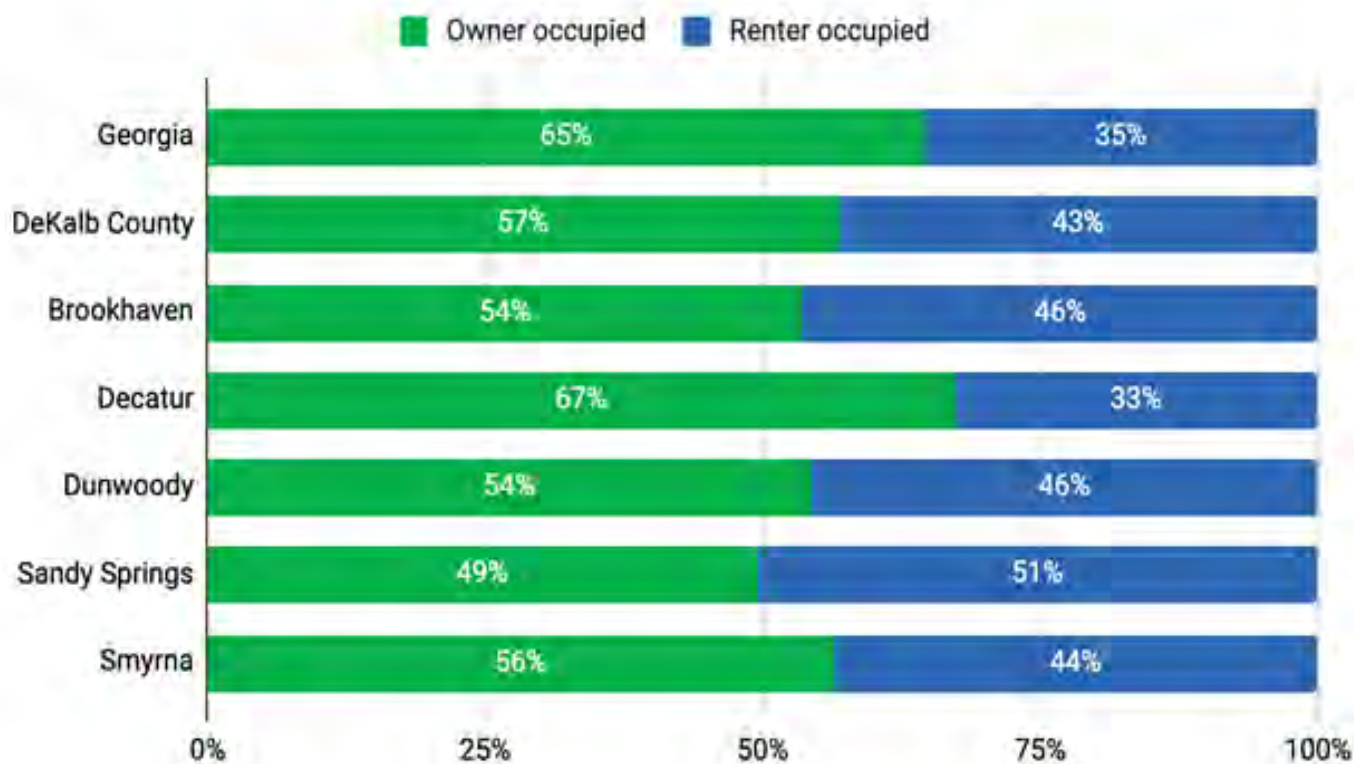
EI.2.1 Conduct interior apartment audit program per ordinance.

EI.2.2 Evaluate the feasibility of creating a land trust for the provision of workforce housing, expanding on the land banking occurring at the City.

EI.2.3 Explore incentives and funding to be used for the preservation of naturally occurring affordable housing, prioritizing allowing individuals to either purchase their first home or age in place.

EI.2.4 Explore additional incentives for developers to build out relatively affordable and workforce housing, specifically around new commercial developments near I-85.

EI.2.5 Evaluate City's resources to create and manage a dedicated funding source for affordable housing.

Figure 3. Homeownership Trends

Brookhaven's homeownership rate is lower than surrounding communities, the county, and the state as a whole, suggesting a mismatch between the local housing stock and the income-levels of City residents. Sourced from ACS 5-Year Estimates, 2021.

El.3 Expand allowable housing types and price points available in the City.

As nearby areas such as Chamblee, Buckhead, and Vinings have taken on aggressive stances to build up new, multi-family units at various price points, Brookhaven cannot afford to fall behind in its efforts to accommodate the housing needs of various income brackets through multifamily-focused housing development. Brookhaven could greatly benefit from the competitive advantage and economic opportunities produced by encouraging multifamily housing development at a variety of price points, which include better serving local employment needs by allowing employees to live and work in the same community and helping to attract

adjacent retail and commercial opportunities, among other impacts. While Brookhaven must be intentional in its development policies in order to maintain its established character, the City can still be innovative and ambitious in the new types of housing it develops. By refining zoning standards and securing and prioritizing funding needs to enable creative, denser housing types, Brookhaven can be a leader in equitably housing more residents (**Actions El.3.1 and El.3.2**). For example, lessening surface parking requirements mandated by the zoning code can help lower the costs of development, as well as open up land for housing development.



Removing policy barriers is an important step to providing more opportunities for housing diversification. To further encourage the small-scale housing types described in Chapter 3 (e.g., backyard cottages, duplexes, triplexes, quadplexes, and cottage courts), the City can also do the following:

- Work with an architect to develop a set (four to six) of pre-approved backyard cottage designs of various sizes and provide these to property owners at no or low cost
- Develop and share a list of vetted builders who have experience in building backyard cottages
- Develop a housing diversity guide for the community to better understand these housing types and how they align with existing neighborhood character



CASE STUDY

Reduce parking requirements to open up land for development

Brookhaven, like most areas in Metro Atlanta, has historically upheld robust parking requirements to ensure ample surface area around strip malls and other commercial centers is held for car parking. In Downtown Atlanta alone, 26 percent of land is dedicated to parking, according to the Parking Reform Network. In Brookhaven, there is ample land around Buford Highway, Peachtree Road, and Johnson Ferry Road that is reserved for parking lots to provide access to restaurants, grocery stores, retail establishments, and other services.

Communities across the country have successfully turned surface parking into land for needed housing developments, viewing these lots as outdated, inefficient forms of infrastructure, and seeking to “create homes for people, not cars.” Comparable cities to Brookhaven that are taking aggressive stances to induce this form of redevelopment include Palo Alto (CA), Shoreline (WA), and Rochester (NY). Rochester, for example, first removed surface parking requirements for its central business district, known as the Center City District, in 1975. Most recently, downtown Rochester has seen the replacement of an existing parking lot the size of a City block with an affordable apartment building containing 161 units. These housing units are designed for low-income or recently homeless residents, and the apartment complex will include space for a vegetable garden and other outdoor amenities.

Neighboring Chamblee, GA has worked to limit parking requirements around its MARTA station. The transformation of land typically involves shifts in zoning policies related to parking minimums and standard approvals for new housing development on a case-by-case basis.



El.3 Expand allowable housing types and price points available in the City.

El.3.1 Adjust zoning code to support continued growth of accessory dwelling units (ADUs), cottage courts, and other forms of “missing middle housing” in the City, where appropriate.

El.3.2 Assess zoning and code restrictions that impact new construction and amend in order to lower the costs of development.

El.4 Enhance the City’s support to entrepreneurs and small businesses so that they can continue to thrive in Brookhaven as the built environment redevelops/improves.

With expected changes coming to Brookhaven’s built environment, the City should work proactively to support and maintain the small businesses that bring essential services, culture, and charm to the area. Visitors and residents alike view Brookhaven as a destination in the Atlanta area where one can frequent establishments both new and old to experience various cultures and offerings.

Minority-owned businesses are one of Brookhaven’s unique economic strengths, especially around Buford Highway. To preserve these businesses and support them through new waves of development, Brookhaven’s community and economic development leaders can work to mitigate commercial gentrification, continue to directly support businesses through incubation services, and target cultural entrepreneurship as a backbone of the local economy.

Operating a successful business incubator is a critical tool Brookhaven can utilize to attract and retain businesses and support regional entrepreneurs (**Action El.4.1**). Beyond the physical space necessary to support the needs of a variety of types of businesses, a successful business incubator should provide:

- Financial support, through a funding program or access to information,
- Best practices around business finances,
- Business development services for businesses in all development stages, and
- Shared resources, including training sessions, administrative support, and networking opportunities in the business community.

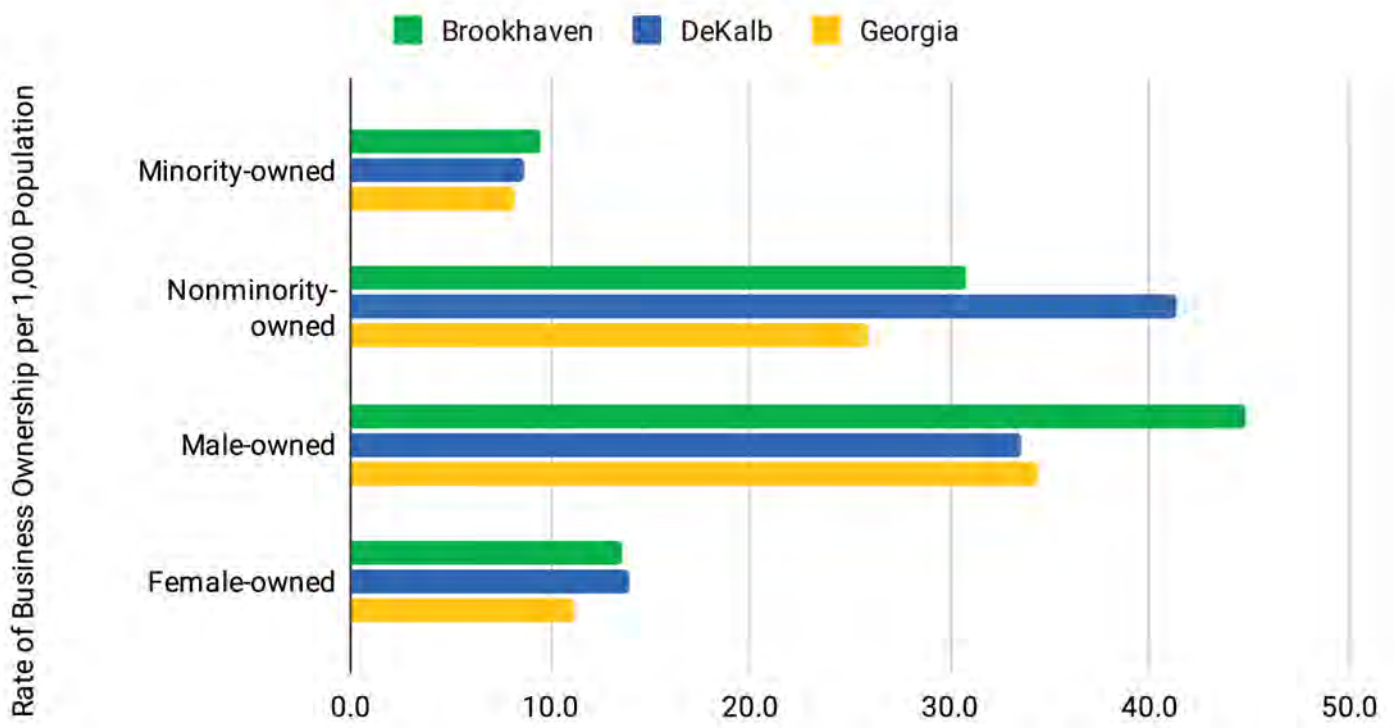


Brookhaven can look to nearby communities such as Gwinnett County, Cobb County, and Sandy Springs to explore different models of entrepreneurship and incubation services as well as physical centers that serve businesses and entrepreneurs with a variety of resources. Brookhaven can also engage with International Business Innovation Association (InBIA), the international trade association for business incubators, to gather different forms of assistance and best practices in setting up a successful incubator.

Business incubation can be funded through a variety of means (**Action EI.4.2**). Startup funding often stems from multiple sources within a specific geography, with various stakeholders such as government, private industry, and philanthropy all agreeing that incubation and support of businesses

is a key economic priority. In some circumstances, funding is also available from the federal government via Community Development Block Grants (CDBG) from the U.S. Department of Housing and Urban Development (HUD) and various grants from the U.S. Small Business Administration (SBA). Some incubators provide equity in the companies they support, funding their long-term operations in exchange for seed capital and other services. Brookhaven can also engage with International Business Innovation Association (InBIA), the international trade association for business incubators, to gather different forms of assistance and best practices in setting up a successful incubator.

Figure 4. Business Ownership Trends



Brookhaven has a higher percentage of minority-owned businesses than the county and state, indicative in the culinary and cultural offerings seen throughout the City. Considering a higher percentage of minority entrepreneurs struggle with capital access and meeting their expenses compared to white entrepreneurs, more action can be taken to support and scale these establishments. Sourced from Annual Business Survey, Data for 2017 and Brookings Institute, 2022.



Commercial gentrification is defined as “the transformation of residential, commercial, or industrial spaces into those with higher-value retail businesses; this process often entails the displacement of original residents and business owners.” Commercial gentrification is often a byproduct of community and economic development efforts that raise property values and is problematic when it displaces long time businesses. When an area sees new mixed-use or transit-oriented developments or redevelopments, new businesses often enter the market to capture the demand created by increased density. This process risks pricing out existing small businesses that may be cultural institutions and key components of community identity.

In Brookhaven, commercial gentrification should be avoided with increased development along the Buford Highway corridor. The strip’s numerous restaurants, markets, and shops represent the unique cultural presence of various ethnicities, religions, and places of origin. Buford Highway is viewed as a cultural centerpiece of not only Brookhaven, but Metro Atlanta as a whole. Many of these businesses run on thin margins and are at immense risk of displacement due to rising property values.

BEST PRACTICE

To curb potential displacement and keep these key establishments thriving, Brookhaven can look to similar cities that have implemented policies and funding programs that promote commercial continuity (**Action EI.4.5**). For instance, the City of Raleigh, North Carolina is currently piloting a \$1.5 million Public Project Community Support Fund intended to help offset the disruption caused by large-scale public investments.

Comprising money set aside in the City’s Fiscal Year 2023 budget, the pilot program will support endeavors related to preserving neighborhood stability and neighborhood preservation to curb displacement of residents and businesses along a corridor undergoing transit-oriented development. The fund can be used to support small businesses and community organizations; neighborhood projects; public art; and pedestrian safety in underserved areas in close proximity to the current redevelopment effort of New Bern Avenue. Pending successful implementation, Raleigh anticipates using this small area-based fund as a use case for similar funds in other neighborhoods. This is a critical, time-sensitive issue that requires more immediate effort in order to offset economic investment in these areas from causing the displacement of long-time residents and businesses, as this transit-oriented redevelopment is actively occurring.



El.4 Enhance City's support to entrepreneurs and small businesses so that they can continue to thrive in Brookhaven as the built environment redevelops/improves.

El.4.1 Promote and operate the City's business incubation center, prioritizing major corridors such as Buford Hwy, Dresden Dr., and Peachtree Rd. for new local businesses to emerge and operate.

El.4.2 Work to identify funding to support business incubation at a larger scale.

El.4.3 Develop programs that combat commercial gentrification and support long standing small businesses in the short-term, specifically along Buford Hwy.

El.4.4 Continue to host Small Business Forums through the Office of Economic Development to increase small business capacity.

El.4.5 Explore a funding source to be used for combating commercial gentrification.

5.3 Related Policies

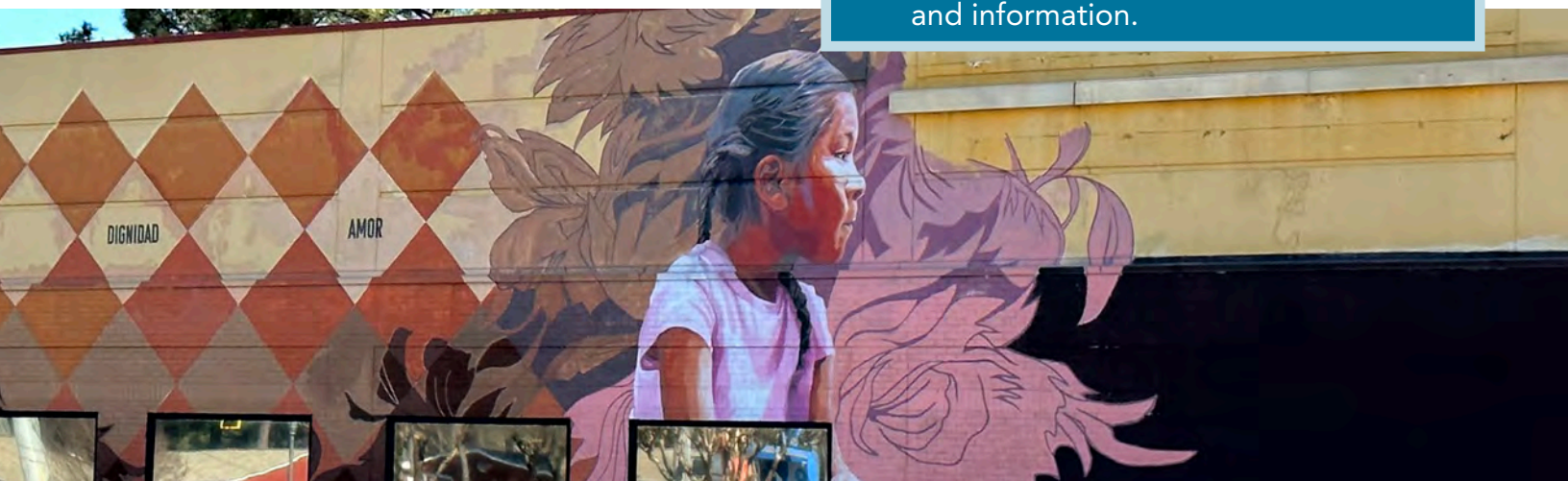
- Continue using Brookhaven's Special Service District and property tax millages to financially support commercial developments and corridor redevelopments.
- Continue the City's strong relationship with the Chamber of Commerce and their pro-business approach to development.
- Encourage business development and support for minority and immigrant entrepreneurship to increase financial well-being, wealth creation, and economic opportunity, as well as increase cultural services and offerings in the City.
- Maintain data profiles for the website, provide economic development data analytics for the City, and fulfill data requests from prospective businesses and site selectors.
- Incorporate examination of national and metro wide best practices and peer city benchmarking into periodic City data analysis.
- Utilize tools and incentives related to housing development and affordability, specifically targeting the development and preservation of workforce housing.
- Operate and work with the Development Authority and new Urban Redevelopment Authority to catalyze equitable economic and housing development.



- Support the City's Police Department by ensuring it has the resources it needs to further the City a safe place to live, work, and play.
- Work with DeKalb County Public District to ensure City's planning efforts are being considered in programming and planning for schools.
- Continue to promote community policing program to help maintain a safe Brookhaven.
- Continue Police Department's Crime Free Housing Program.
- Continue code enforcement activities to ensure safe and healthy living environments.
- Support the development of a variety of housing types and price points in our community to support the diverse housing needs of current and future residents.
- Work with DeKalb County to implement the Consolidated Plan in the City.
- Continue to collaborate with the Atlanta Regional Commission to put in place programs and policies to further Brookhaven as a lifelong community.
- Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Communities Principles.

Through its **Aging & Independence Services Group**, Atlanta Regional Commission (ARC) is mission-driven to ensure that the metropolitan area of Atlanta can fully address the needs of an aging community through adequate service and support. ARC awards funding to local organizations that provide services to older people, individuals with disabilities, and their caregivers, while also operating through an interdisciplinary policy and planning lens to advocate for people of all ages and abilities. The Aging & Independent Services Group's webpage includes several resources to guide communities with implementation of Lifelong Communities principles. ARC defines a Lifelong Community as a community that:

- Provides housing and transportation options that are affordable, accessible, located close to services, and available within existing communities to ensure all ages and abilities can access services and remain independent.
- Encourages healthy lifestyles by designing safe and walkable communities that promote physical activity and social interaction and enable easy access to food and healthcare.
- Expands access to necessary services and information.



5.4 Mid to Long Term Considerations

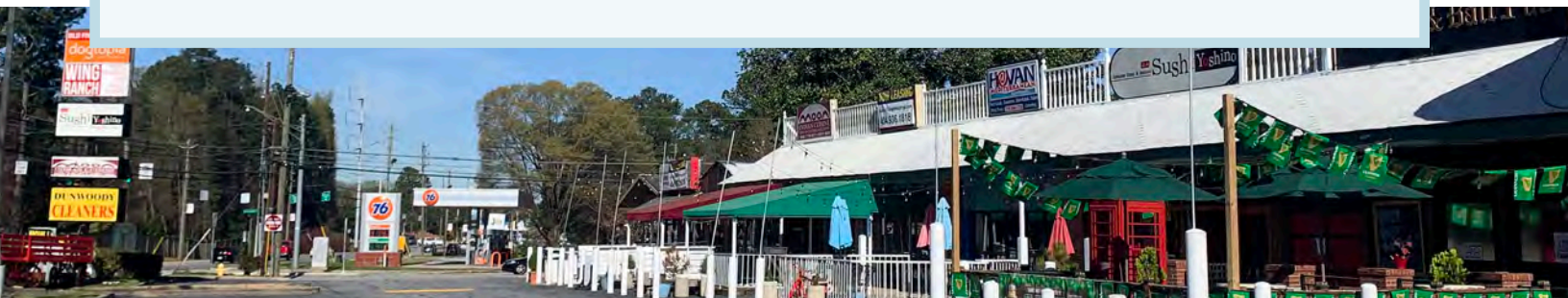
Repurposing strip malls as critical sites for mixed-use redevelopment is a critical component to Brookhaven’s long-term, sustainable growth. Strip malls not only offer ample surface lots that can be redeveloped into more productive uses, but space where mixed-use, denser developments may take form. Enterprise Community Partners, a nationally renowned nonprofit affordable housing development group, claims that repurposing just 10 percent of the nation’s strip malls into housing developments could result in 700,000 new homes across the country. Communities across the country have sought to increase density and housing options through these redevelopments, while also keeping businesses and the natural environment in the area through requirements

for ground-floor retail and robust tree canopies.

Brookhaven can leverage its ample strip mall space along Buford Highway and other key corridors to catalyze both housing and commercial development, striving for affordable, attainable mixed-use options. The City can work with and encourage the private sector maximize the use of strip malls to achieve both economic and social goals. By advancing the City’s identified goal to create a Cultural Center on Buford Highway, as discussed in Chapter 6, the City can help demonstrate that it is invested in these same goals and a strong partner.

BEST PRACTICE

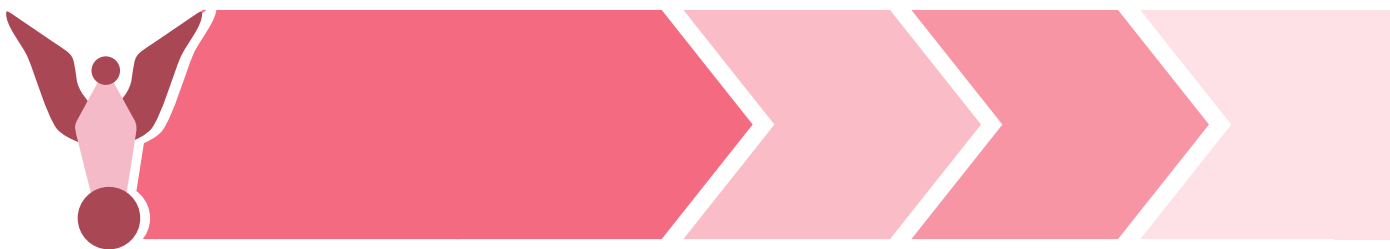
La Placita Cinco in Santa Ana, CA provides a successful example of strip mall redevelopment. Once an underused shopping center in the suburban City, a team of City officials and private developers were able to create a 51-unit affordable housing community, targeting families with 30-60 AMI. The \$38.3 million project became feasible with the support of a 9 percent City tax credit and a cooperative lender, along with debt from Freddie Mac and private construction capital. Shortly after its completion, La Placita Cinco won a Jack Kemp Excellence in Affordable and Workforce Housing Award from the Urban Land Institute.





06 CULTURE & PLACE

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6.1 Overview

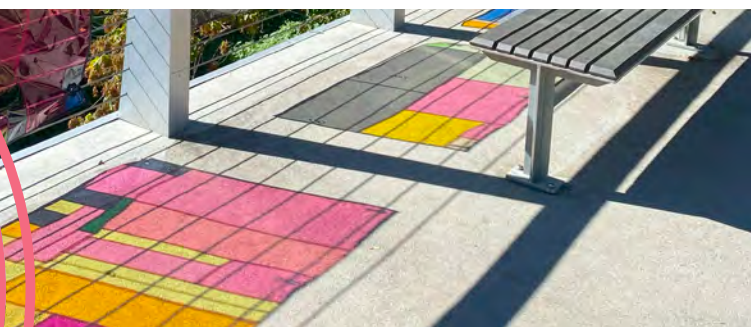
The Culture and Place (CP) focus area highlights the continued importance of celebrating and advancing Brookhaven’s unique qualities and cultural resources as a priority to the community’s sense of place. In recent years, Brookhaven has advanced arts and culture efforts by coordinating with external organizations to hold festivals, farmers markets, and create opportunities for local artists. Brookhaven is also taking steps to integrate arts and culture in its planning initiatives. In 2021, the Brookhaven Arts Commission was formed to carry out the action items from the 2020 City of Brookhaven Arts and Culture Strategic Plan. Having a commission dedicated to leading these initiatives is important. Continued execution of new strategies will require the involvement of multiple City departments.

While actions are underway to celebrate Brookhaven’s identity, the priorities in this element ensure that all cultures integral to Brookhaven are celebrated in public spaces in the City.

6.2 Short-Term Priorities

The following section details short-term priorities (needs and opportunities) and actions for Culture and Place (CP), which are tied directly to the 2024-2029 Community Work Program presented in Chapter 9.

The Culture and Place focus area establishes five short-term priorities, which will guide the City’s actions regarding culture and placemaking through the next five years. These priorities were identified by categorizing themes from the existing conditions analysis and public input to understand the community’s main interests and ideas. These themes were then aligned with previous plans, such as the 2034 Comprehensive Plan and the 2020 Arts and Culture Strategic Plan, to solidify priorities and initiatives for culture and placemaking in Brookhaven.



CP.1 Build Out a Vibrant Town Center

“Establish a Town Center” is a priority carried over from the 2034 Comprehensive Plan, which called for a central area that provides a sense of place and identity, civic buildings, mobility improvements, and a major drive for future development. The Peachtree Road corridor was identified as the preferred location for a Town Center in the previous plan, featuring a City hall and government complex.

Action items associated with this priority in the 2019-2024 Community Work Program included creating a detailed strategy for the Town Center’s contents and undertaking a master planning process. These actions were accomplished in the Summer of 2022 with the completion of the Brookhaven City Centre Master Plan. This plan identified implementation funding and catalytic projects, the primary project being the new City Hall. With its construction well underway,

“Establishing a Town Center” has moved from a long term to short and mid-term priority for this 2044 Comprehensive Plan. This will take advantage of the City’s ongoing momentum and add new actions that can focus on the creative placemaking aspects of establishing the Town Center.

The City Centre Master Plan guides how this area can enhance Brookhaven’s identity as a unique and iconic destination through a Public Art Plan, which called for various public art types to be erected in strategic locations throughout the City Centre corridor that correspond to the framework plan.

This program supplements the proposed initiatives of the 2020 Arts and Culture Strategic Plan. Iconic and bold sculptures (A), bridges as art (B), human scale pieces (C), and temporary installations (D) are intended to be carefully curated.



Public Art Plan from the City Centre Master Plan (pages 47-48).

The goal for each of these art pieces is to be cohesive yet contextualized to each specific location to elevate and enrich new public spaces, invoke meaningful discussion, and become unique destinations in the region. This program will also be an opportunity to represent a diverse array of artists while reflecting the history and values of the City.

Short-term code adjustments to support this plan include the following:

- Updating the zoning code to facilitate the implementation of the City Centre Framework plan in the Peachtree Road Districts and Peachtree Road Overlay codes (**Action CP.1.1**).
- Consolidating the Peachtree Road Special Purpose Districts into one uniform document for ease of understanding would further spark redevelopment in the corridor, and with it, additional space for cultural activities and public art (**Action CP.1.2**).
- Incentivizing public art through parking requirement reductions would also make progress toward implementing the City Centre Public Art Plan (**Action CP.1.3**).

Coordinating the design and construction of Peachtree Road streetscape improvements (**Action CP.1.4**) could potentially spark further private investment in the area and add to the unique aesthetic of Brookhaven’s future Town Center. To make further space for implementing the City Centre Master Plan, Brookhaven can also begin discussions with Apple Valley District property owners to better understand their level of interest in selling or redeveloping property into multi-family and greenspace (**Action CP.1.5**).

CP.1 Build out a Town Center

CP.1.1 Update zoning code to facilitate the implementation of the City Centre Framework Plan in the PR Districts and Peachtree Road Overlay Codes.

CP.1.2 Consider consolidating the PR Districts Zoning Code and Peachtree Road Overlay Code into one uniform document for ease of understanding code requirements in this district (see SG.1.1).

CP.1.3 Consider additional code updates based on recommendations of the City Centre Master Plan and to better align with character area policy and comprehensive plan goals.

CP.1.4 Coordinate design and construction of Peachtree Road streetscape improvements.

CP.1.5 Begin discussions with Apple Valley District property owners to better understand their level of interest in selling or redeveloping property into multi-family and greenspace per the City Centre Master Plan.

CP.2 Complete a strategic wayfinding and branding study for the City.

“Complete a strategic wayfinding and branding study for the City that considers signage, lighting, and landscaping unique to Brookhaven” is a Culture and Place priority to be carried over from the 2034 Comprehensive Plan. The objective is to set a unique tone for Brookhaven and create a physical sense of community and distinguish it from surrounding communities. To execute this priority, the 2034 Comprehensive Plan identified key entry points to Brookhaven where gateway features should be constructed.

Several of the action items from the previous plan have been completed. Streetscape standards were initially completed in 2018. Additionally, a strategic lighting and landscaping study for the City’s right-of-way (ROW) was initiated in 2019. Subsequently, a gateway monument has been designed and has been installed at several key entry points.

Several actions to further advance this priority include continuing to install the gateway monuments at all key entry points, particularly on Buford Highway (**Action CP.2.2**). Furthermore, the ROW study initiated in 2019 should be updated to incorporate direction on wayfinding and branding to ensure Brookhaven is visually distinctive from neighboring cities (**Action CP.2.1**).

A potential opportunity of this priority is that the findings of the study can be used to grow Brookhaven’s arts and culture offerings. Private and public partnerships will be vital to provide cohesive, distinctive signage, lighting, and landscaping throughout Brookhaven that residents can be proud of.

Providing incentives for private development to deliver these improvements will be vital. This could include grant programs to support businesses and developers with implementing incentive zoning practices targeting public art in key overlay districts, such as the Peachtree Road Overlay District or BuHi Cultural Overlay District.

CP.2 Complete a strategic wayfinding and branding study for the City that considers signage, lighting and landscaping unique to Brookhaven.

CP.2.1 Complete strategic lighting and landscaping study for City Rights of Way.

CP.2.2 Install Gateway signage at key entry points to Buford Highway.

CP.2.3 Establish public art gateways at key points in historic or cultural neighborhoods that reflect the historic culture or existing culture there.

CP.3 Celebrate and promote City diversity through arts and cultural programming.

Brookhaven residents identified the need to support, celebrate and promote the City's diversity through arts and cultural initiatives first during the process for the City of Brookhaven Arts and Culture Strategic Plan in 2020. Throughout the 2044 Comprehensive Planning update process, citizens continued to demonstrate their desire to honor their diversity creatively through programming and events.

Several of the actions related to this priority within the Arts and Culture Strategic Plan have been achieved, including designating Buford Highway as a Cultural Corridor and regularly hosting an international cultural festival. This 2044 Comprehensive Plan's corresponding action items need to capitalize on the successes of these initiatives and further attract residents and visitors to these spaces. In the public realm, Brookhaven can identify City-owned buildings and facilities that could serve as canvases and catalytic projects for showcasing art. These could be either temporary or permanent installations (**Action CP.3.3**). The City should also work with partners to initiate a Brookhaven culture and dining shuttle, which was explored in-depth in the Arts and Culture Strategic Plan (**Action CP.3.4**).

The City can also leverage partnerships with nonprofits and private developers to enhance arts and culture offerings outside the City-owned property. Private entities and businesses will need guidance and assistance from the City to ensure that privately developed public space is equitable and adds to the cohesive sense of space across the City rather than being distinctive from it (**Action CP.3.5**). To bring these private partners to the table, the City must identify appropriate incentives for incorporating public art in private development (**Action CP.3.1**).

Current best practices outside of zoning incentives include City-operated grant programs for wayfinding, signage, public art, commercial façade improvements, and other placemaking. The Brookhaven Arts and Culture Commission should consider opportunities to partner with private or non-profit groups to target state and Federal-level grants.

CP.3 Support, celebrate, and promote City diversity through arts and cultural initiatives.

CP.3.1 Identify incentives for incorporation of public art in private development.

CP.3.2 See Action SG.6.4 Develop new resident and business guides.

CP.3.3 Establish a program for temporary art installations at City facilities.

CP.3.4 Initiate a Brookhaven culture and dining shuttle.

CP.3.5 Provide guidance and assistance to private entities and businesses in support of enhanced arts + culture offerings.

CP.3.6 Introduce an option for residents to donate to arts initiatives through utility bills.





Another option for the City is to explore establishment of a sculpture leasing program, a program which would offer the ability to bring a variety of artwork to multiple areas in the community while helping with the costs for smaller businesses. Overtime, these partnerships could continue to inform other ways the City could incentivize private developers incorporating public art.

Additionally, there is a strong desire for the City's youth, including high school students, to be better engaged in City initiatives. Incorporating their talents and interest in arts, music, and the area's culture heritage in City events and public as well as private spaces can help raise up these important voices of the City's future. Some cities, such as Springfield, IL, host student visual art competitions each year, showcasing winning pieces in City publications and on display in their civic buildings (**Action CP.3.3**). These competitions can also be adapted to encourage students to highlight their personal diversity through their artwork.

Subsequent arts and culture initiatives from the City's work, both on its own and with partners, will need to be accessible to all members of the community and equitably celebrate the diverse cultures that call Brookhaven home. Continuing to engage the public can help ensure this accessibility and equity.



CP.4 Strengthen and increase Brookhaven’s cultural spaces and facilities.

The need to strengthen and increase Brookhaven’s cultural spaces and facilities was identified in the Arts and Culture Strategic Plan and reaffirmed through this current planning process. This priority complements priority CP.3 in that cultural initiatives need physical spaces to operate in. There is a wide variety of space needs from outdoor venues for festivals and concerts to larger indoor performance centers and small-scale classrooms or maker spaces. Increasing the number and types of spaces for creative public programming will ensure equitable access to these resources for all residents.

The actions from the Arts and Culture Strategic plan that were outlined to accomplish this priority are still relevant and have not yet been accomplished. These include revising the existing Buford Highway Overlay to include more entertainment and cultural components (**Action CP.4.3**) and modifying existing zoning overlays to consider arts and culture.

This plan identifies several further actions that would also work toward achieving this priority in the short term. One impediment toward expanding cultural spaces and facilities is funding. Brookhaven should institute a public space activation and programming fund to create more facilities that support community events and activities (**Action CP.4.1**).

CP.4 Strengthen and increase Brookhaven’s cultural spaces and facilities.

CP.4.1 Create a public space activation and programming fund to support community events and activities.

CP.4.2 Enhance Northeast Plaza as a community gathering space, particularly at spaces such as the location of the new “Mi Gente” mural on the wall of the new cinema in the plaza. Host events, encourage public art, and institute temporary arts and creative uses for vacant storefronts.

CP.4.3 Revise the existing Buford Highway Overlay to include more entertainment and cultural components.

CP.4.4 Seek opportunities and partnerships to develop a cultural center on Buford Highway.

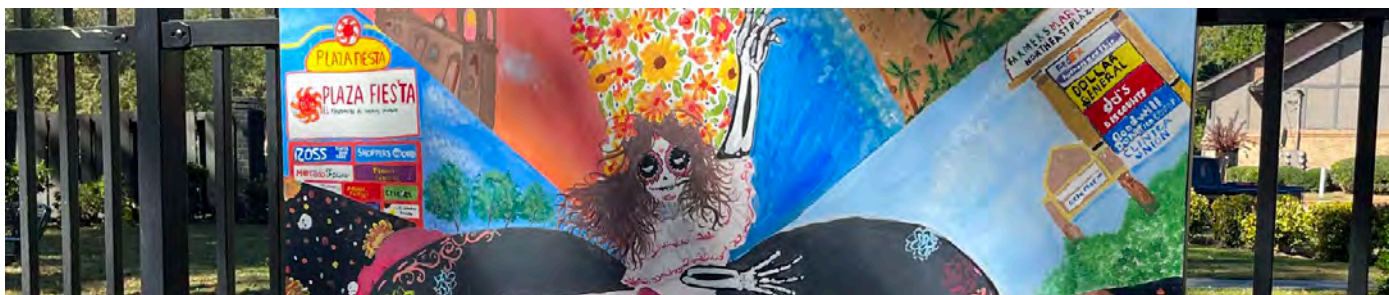




Another strategy the City should explore is enhancing existing spaces. One such space is Northeast Plaza. This area is already considered a community gathering space and home to notable public art. Enhancing the space could allow for events and encourage more public art. For the time being, temporary arts and creative uses for vacant storefronts could also begin to fill in the facilities gaps for cultural programming in the City (**Action CP.4.2**).

Buford Highway is a natural area for this center to be located given the diversity of cultures within the corridor already and potential for future investment and redevelopment. This center would provide an invaluable public meeting space for community members and businesses to convene and help fill the void of public spaces in this area of the City.

Finally, the City should seek opportunities and partnerships to develop a cultural center on Buford Highway (**Action CP.4.4**). While previous plans have identified the need for a Latino-specific center, Brookhaven residents have begun to emphasize the need for a center inclusive of all cultures within the City.



CP.5 Recognize and cultivate the many international cultures that contribute to the vibrancy of Brookhaven.

Recognizing and cultivating the many international cultures that contribute to the vibrancy of Brookhaven is a new priority related to Culture and Place that has come out of the 2024 Comprehensive Planning process. Though it reflects longstanding values of Brookhaven, the recent public input process led to a more formalized prioritization for promoting and encouraging the diversity of Brookhaven within this plan.

One action the City can take toward this priority is recruiting or supporting the creation of a Metro Atlanta Center for Latino Culture (**Action CP.5.2**). A Latino Culture center is a long-established need for the region. Establishing such a center would offer unique partnership opportunities for Brookhaven with nonprofits and developers to creatively collaborate to increase Brookhaven’s cultural facilities and continue to celebrate the vibrant Latino community of both Brookhaven and the Atlanta Metropolitan Region. To accomplish this, Brookhaven should act as a convener for potential partners and advocates, including the LAA, Contrapunto, and others with an interest in business and cultural groups. The City could then use this as a model for working with other cultural groups within the City and region to provide needed resources while promoting economic development, a unique sense of place, and celebrating those cultures far into the future (**Action CP.5.3**).

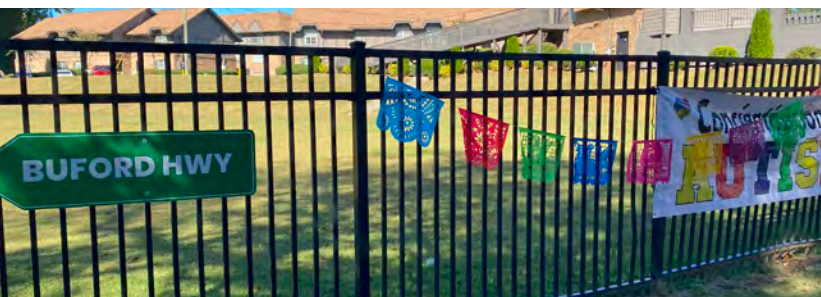


CP.5 Recognize and cultivate the many international cultures that contribute to the vibrancy of Brookhaven.

CP.5.1 Continue coordination efforts with Chamblee and Doraville to further the BuHi Cultural Corridor. Coordinate events, signage, and marketing. .

CP.5.2 Recruit and/or support the creation of a Metro Atlanta Center for Latino Culture in Brookhaven.

CP.5.3 Create & Implement Media Campaign Promoting Local Cultural Arts Targeted Both to Residents & Businesses (Including Testimonials from Residents & Businesses Regarding Value of Cultural Arts in Brookhaven).



6.3 Related Policies

Several other related policies recommended throughout the plan will also have a positive impact on the Culture and Place theme. These include the following:

- Continue Code Enforcement efforts to address visual clutter in the community.
- Promote community festivals and events as an opportunity to celebrate diverse cultures and promote local businesses and people.
- Promote policies and programs that maintain the diversity of ages and ethnicities in Brookhaven.
- Provide a supportive environment for community events and activities.
- Further the development of small public spaces such as squares and passive parks throughout our community.
- Promote united character among our City's parks and facilities by using similar signage and other aesthetic treatments such as stone walls and similar vegetation.
- Utilize events to provide an avenue for local business promotion. An event like "Taste of Brookhaven" can highlight the unique restaurants and catering services in town.
- Continue to identify and document cultural and historic resources.



Painted butterfly statues are installed around Hapeville's downtown area as a part of a revitalization project. Artist: Tanya Downin | Image Source: Rough Draft Atlanta

CASE STUDY

Hapeville Town Center

Hapeville is located approximately 10 miles south of downtown Atlanta and is in close proximity to the Hartsfield-Jackson Atlanta Airport. In recent years, the City of Hapeville has focused on concentrating new development in the downtown area and preserving the historic buildings. This work has led to Hapeville being known for their unique local businesses and having a vibrant arts district.

In partnership with the Hapeville Main Street Board and Hapeville Arts Alliance, new murals frequently are installed to create a visual impact and invest in main street revitalization. The Alliance's goal is to bring more public art and arts events to the community and to make the City a street art hotspot.

Outside of public art, there are several outlets in Hapeville's downtown for residents and visitors to experience the local culture, like the Academy Performing Arts Theatre, the Hapeville Depot Museum, and the Hapeville Maker Space. By investing in a designated town center, Hapeville has created an active and culturally rich downtown that benefits its residents.



Commissioned mural by a local Suwanee Artist that resulted from Suwanee's Private Developer Public Art Ordinance. Image Source: Jason Watts (<https://jwattsart.com/#/reviews/>)

CASE STUDY

Supporting Arts & Cultural Initiatives

Suwanee, GA Private Development Public Art Initiative

The City of Suwanee successfully implemented an ordinance to encourage the creation and placement of art in the City in public and private developments. The ordinance requires all new developers to meet with the Public Arts Commission to discuss plans for incorporating art in their projects. During this meeting, the request is made to all developers to voluntarily include public art in their private construction projects with a value equal to 1 percent of the total project cost.

The Public Arts Commission offers three options of participation for developers:

1. Provide public art on the development site
2. Provide public art on City-owned property
3. Contribute to the Public Art Fund

Suwanee's decision to not make the donation of funds to public art a requirement was a strategic move to create a less combative atmosphere around the development of public art within the City. This ordinance has resulted in the installation of more public art in Suwanee that promotes and celebrates the community. Since its adoption, there have been 13 new public art projects installed through Suwanee's private developer 1 percent for art initiative. These installations include sculptures and murals carried out by local artists.

CASE STUDY

Strengthening Cultural Spaces

El Sereno, CA Community Art

The El Sereno community in California is committed to creating public art in its neighborhoods that reflect the values and cultures of its residents. As a part of this effort, the City of Los Angeles installed a mosaic that highlights the community and acts as a gateway and cultural marker for the El Sereno neighborhood. The mosaic features 2,800 8 inch by 8 inch ceramic tiles with silkscreened images that portray residents, significant landscapes, and stories from the community. In addition, the colors selected for the mosaics represent the Tongva people who originally inhabited the area.

The local artist, Sonia Romero, submitted a call for photo submissions as a part of the community engagement process. For the unveiling of the project, the City hosted a public event and invited all the residents who submitted photos where they received an extra mosaic tile of their submission that matches that wall. This public art initiative serves as an excellent guide for other communities, demonstrating public art that celebrates its diverse cultures and creates a sense of place.



For above and below, Image Source: Sonia Romero (<https://www.soniaromero.net/el-sereno-sarape>)



CASE STUDY

Celebrating International Cultures

Clarkston, GA Culture Festival

The City of Clarkston is recognized as the most diverse and culturally rich City in the state of Georgia and has a little over 12,000 citizens. In April every year, the City celebrates its international residents with their annual Clarkston Culture Festival. The festival includes a 'Culture Village' that is made up of interactive booths celebrating the diverse cultures in the community and are staffed by Clarkston residents to educate attendees about the traditions, customs, food, and dress of each culture.



Eritrean booth at the Clarkston Culture Festival
(Image Source: <https://gcdd.org/blogs/making-a-difference-blog/3219-real-communities-clarkston-celebrates-community-diversity-during-annual-culture-festival.html>)

CASE STUDY

Wayfinding and Activation Strategy through Public-Private Partnerships:

Gwinnett County, GA and Children's Healthcare of Atlanta Raising Resilience Programming

The Gwinnett Trails Team (Gwinnett County, GA) partnered with Children's Healthcare of Atlanta on a wayfinding and activation strategy targeting local youth to build resilience, manage stress, and cope with challenges. The campaign installed scannable signs along walking paths to create an interactive experience that virtually introduces children and families to healthy habits and coping skills. The Raising Resilience Program, a function of Children's Healthcare of Atlanta Strong4Life Campaign, demonstrates that public and private partners can contribute to wayfinding in the area by focusing on similar equity considerations, public benefit values, and implementation timelines.

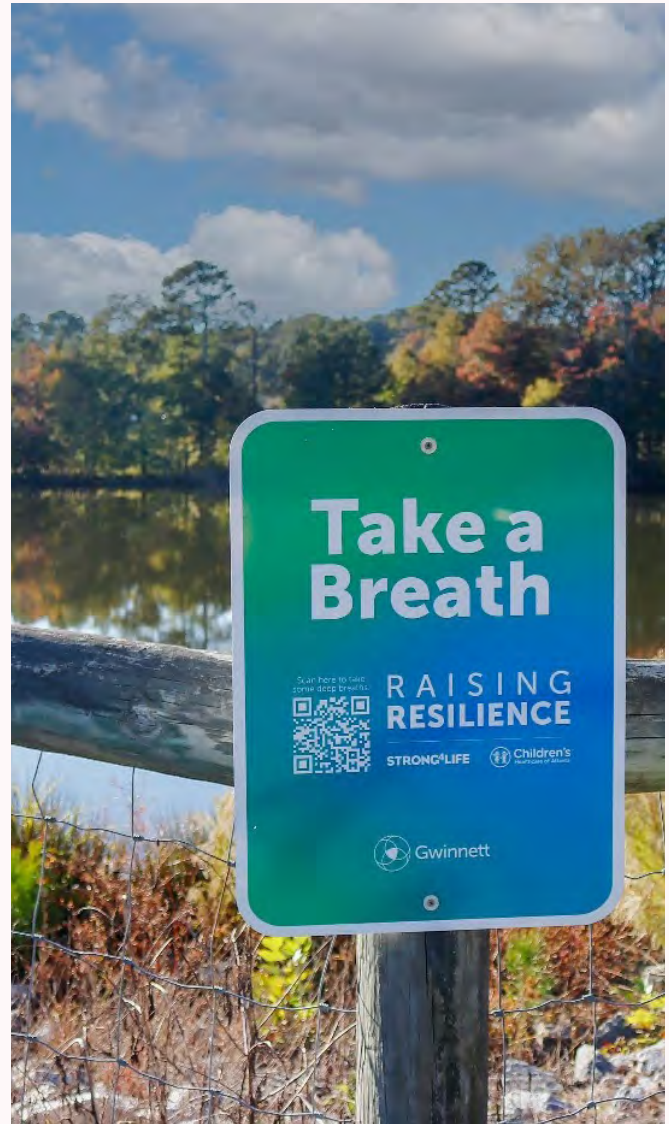


Image source: Atlanta Journal Constitution



07 SUSTAINABILITY

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7.1 Overview

Sustainability is a core value conveyed through Brookhaven’s mission statement. Community members who participated in this 2044 Comprehensive Plan validated its importance as a priority topic for land use planning. The community was vocal about a range of needs and opportunities in the sustainability realm that have a bearing on future growth and development.

Brookhaven has a consistent track record of advancing sustainability efforts. Since 2019, the City has published annual commitments through its Sustainable Brookhaven framework. This framework helps the City to address sustainability holistically. Sustainable Brookhaven encourages Brookhaven’s leaders to consider decisions through the lens of five key elements: Natural Environment, Built Environment, Civic Governance, Financial, and Organizational. This approach to sustainability emphasizes that planning requires systems thinking; for instance, changes to the built environment will inevitably have impacts on the natural environment, as well as financial and social implications for the population.

The five elements of Sustainable Brookhaven are cross-referenced in this section and in the 2024-2029 Community Work Program because doing so will: 1) help the City advance these action items through its budgeting and capital improvement planning processes, and 2) carry forward consistent terminology that Brookhaven’s leaders and community members are accustomed to seeing.

In 2024, Brookhaven achieved the ARC’s Green Communities certification at the Gold level. Green Communities is a prestigious program that encourages local governments in the Atlanta region to adopt policies and implement initiatives across different sustainability impact areas, such as energy & water efficiency, trees, greenspace, recycling, and waste reduction. This achievement highlights that the Sustainable Brookhaven strategy has been a successful tool for furthering crosscutting sustainability initiatives.

Five Elements of Sustainable Brookhaven

-  Natural Environment
-  Built Environment
-  Civic Governance
-  Financial
-  Organizational

The City adopted several new sustainability policies in 2023, which contributed to its certification. These new policies include:

- **Green Building Policy:** Requires all new or renovated buildings owned by the City to be LEED and/or ENERGY STAR certified.
- **Environmental Preferable Purchasing Policy:** When determining goods, capital assets, and services to purchase, the City will consider environmental factors in its decision-making, when available and commercially practicable in the reasonable discretion of the user.
- **Lights Out/Power Down Policy:** Reduces energy use in City buildings from lighting and electronics when not in use.
- **Ultra-high Efficiency Plumbing Policy:** Requires installation of water-saving products, including WaterSense labeled, whenever practicable, including but not limited to, high performance fixtures such as toilets, urinals, low flow faucets, aerators, and upgraded high-efficiency irrigation systems.
- **No Idling Policy:** Restricts the allowed time that local government vehicles may idle when not directly engaged in the line of duty.



Community involvement is essential for the protection of our natural resources. Brookhaven’s Parks and Recreation Department coordinates with other entities such as Chattahoochee Riverkeeper and Peachtree Creek Greenway, Inc. to promote volunteer opportunities in stream cleanups and other stewardship activities.



As of 2024, Brookhaven has a greenspace ratio of 5.8 acres per 1,000 population. With its recent greenspace purchases—Rebecca Chase Williams Park (2022 purchase) and the Morrison Farms Property (2024 purchase)—the City is advancing toward the goal of 8 acres of greenspace per 1,000 population, identified in the 2014 Comprehensive Parks & Recreation Master Plan.



In early 2024, Brookhaven broke ground on a new Athletic Field located right off the Peachtree Creek Greenway (at Buford Highway and North Druid Hills Road). This project will create a functional greenspace in an area of the City where access to parks has been limited.

7.2 Short-Term Priorities

The following section details short-term priorities (needs and opportunities) and actions for Sustainability, which are tied directly to the 2024-2029 Community Work Program presented in Chapter 9.

S.1 Leverage City's creek system for greater access by community, while protecting its long-term health and viability. (Natural Environment)

Brookhaven's creek system is a vital asset that contributes to the County's drinking water supply, supports biodiversity, and maintains the functioning of the entire ecosystem. The major creeks in Brookhaven are Nancy Creek, which is located in the Lakes District, and the North Fork Peachtree Creek, which runs parallel to Buford Highway.

Healthy buffers around our creeks and streams are particularly important for filtering pollutants and managing flood volumes. Establishing trails adjacent to creeks, such as the Peachtree Creek Greenway, has proven to be successful in encouraging recreation and exercise, but also ensuring that more intense uses do not infringe upon the buffer areas needed to sustain the creek's natural processes. The City can foster the community's connections to nature and sense of stewardship by continuing to expand access to the creek system.

The City's Parks and Recreation Plan Master Plan and Watershed Improvement Plans emphasize the criticality of protecting greenspace and water resources. The City of Brookhaven should continue its annual budget allocations to support parks and watershed protection initiatives (**Action S.1.1**). The Parks Bond has been a successful tool for moving several projects forward such as the Peachtree Creek Greenway Athletic Field (rendering



shown on the preceding page). The City should consider an additional parks bond in the future.

The significance of the creek system in Brookhaven has been elevated since the opening of the first segment of the Peachtree Creek Greenway. The Brookhaven community consistently desires greater connections to nature and ongoing greenway development can facilitate that connection. As implementation moves forward to build paths along the creeks, it is necessary to further invest in creek protection as well. Brookhaven should continue to explore cost-share opportunities with neighboring jurisdictions, City of Chamblee and City of Atlanta, as the additional segments of the Peachtree Creek Greenway are built (See Chapter 8 Connectivity & Active Transportation).

Stream restoration projects can often be difficult to implement since streams flow through private property; however, since many of Brookhaven's streams are located within the City's parks, it will be easier to deploy best management practices (BMPs) on these properties (**Action S.1.2**). The Lower North Fork Nancy Creek Stream Restoration Project, completed at the end of 2021, included work to restore the streambank downstream of the Murphey Candler Dam.

Another project recommended by the Nancy Creek Watershed Improvement Plan, the Upper North Fork Nancy Creek Stream Restoration Project, is set to commence in 2024. This project will carry out additional streambank restoration upstream of the Murphey Candler Dam. Both of these projects were partially funded through the Georgia Environmental Protection Division's (EPD) Section 319(h) Water Quality Cost Share Grant Program. There is more work to be done, as identified in the Nancy Creek and North Fork Peachtree Creek Watershed Improvement Plans. The City of Brookhaven should consistently monitor opportunities to conduct stream rehabilitation activities in tandem with other parks initiatives (**Action S.1.3**). Brookhaven should continue seeking grant opportunities to advance projects that align with regional and state priorities for watershed protection, as identified in the Metropolitan North Georgia Water Resources Management Plan and the Georgia Statewide Nonpoint Source Management Plan.

Community members who own properties or develop properties with streams flowing through them are required to carry out maintenance activities. The City's code requires a 50-foot undisturbed buffer, as well as an additional 25-foot impervious setback on either side of stream channels. As property owners or developers seek to make modifications to the land, the City should continue to consistently enforce its policies to uphold its commitment to stream protection (**Action S.1.4**).

Murphey Candler Bandalong Litter Trap



S.1 Leverage City's creek system for greater access by community, while protecting its long-term health and viability.

S.1.1 Implement recommendations of City's Parks and Recreation Master Plan and Watershed Improvement Plans.

S.1.2 Evaluate stream bank restoration on park property.

S.1.3 Deploy stream bank restoration projects per the Nancy Creek and North Fork Peachtree Creek Watershed Improvement Plans.

S.1.4 Evaluate stream buffer policies and management practices to mitigate variances and ensure that property owners understand their responsibilities.

S.1.5 Complete Murphey Candler Park Lake House project.

Brookhaven’s Public Works Department periodically publishes Public Service Announcements to remind the community of its role in watershed protection. Additionally, the Public Works Department’s section of the City of Brookhaven website includes resources for residents, including a brochure titled, “Introduction to Stream Buffer Management: What Can You Do to Care for Stream Buffers?”

The City should work to expand community educational offerings and methods of getting the word out to ensure property owners understand their responsibilities. Additionally, maintenance of stormwater best management practices is often the onus of the Homeowners Association (HOA), which can cause issues as leadership at HOAs changes over time. The City should ensure that it regularly engages with the HOAs across the City that have maintenance responsibilities.



Murphey Candler Park Lake House

The Murphey Candler Park Lake House project (**Action S.1.5**) has been an ongoing planning initiative for many years. It is envisioned to be a community building on Murphey Candler Lake, where anyone can reserve multi-purpose meeting rooms, access public restrooms, and gather on the deck space to enjoy the surrounding natural views. It is a priority for the City to complete construction with previously allocated funds from the Parks Bond.



S.2 Establish additional incentives, zoning, and other policies and programs to encourage sustainable development in the City. (Built Environment)

A comprehensive approach to sustainable development includes standards and incentives for incorporating sustainable principles in public and private developments, as well as initiatives and programming for day-to-day services and activities offered to residents. By being transparent with the public about its goals and commitments to make its facilities greener and more energy-efficient, the City of Brookhaven leads by example and holds the development community accountable for delivering high-quality projects that align with the community's values.

Maintenance of the ARC Green Communities certification requires that the City is diligent about "walking the talk" of sustainability (**Action S.2.1**). Brookhaven must honor its commitments and be prepared to report on various measures to show the efficacy of its policies and programs. In addition, the City should continue pushing the envelope by seeking to obtain the highest certification level of the Green Communities Program, the platinum level. This will require setting ambitious goals for water and energy usage to ensure that conservation is a priority across government facilities (**Action S.2.2**).

GEFA provides energy planning guidance through its webpage for the new Energy Efficiency and Conservation Block Grant Program (a federal Department of Energy program that GEFA administers). The City should consider applying for this grant program to advance its sustainability planning and initiatives (**Action S.2.3**). In addition, Brookhaven should remain engaged with ARC to ensure that it is privy to grant announcements and collaboration opportunities that may present themselves

S.2 Establish additional incentives, zoning, and other policies and programs to encourage sustainable development in the City.

S.2.1 Maintain ARC Green Communities certification.

S.2.2 Set reduction goals for water and energy usage at government facilities, parks, and streetlights.

S.2.3 Coordinate with regional and state partners to pursue grant opportunities related to energy efficiency.

S.2.4 Update economic incentives policy related to energy efficiency.

S.2.5 Partner with local businesses to promote sustainable practices and initiatives.

S.2.6 Expand opportunities for residents to get involved with environmental protection.

S.2.7 Offer incentives and educational programming about residential energy efficiency and weatherization upgrades.

S.2.8 Continue special item recycling program.

S.2.9 Continue to plan for a biochar composting program at City parks.

through new state and federal initiatives, such as the Climate Pollution Reduction Grant (for which an ARC-led planning process is ongoing as of the writing of this plan).

The City's sustainability efforts have been supplemented for the past few years by a student from Oglethorpe University that has worked with the City of Brookhaven as an intern. The Sustainable Brookhaven program views this internship program as a key strategy for developing a talent pipeline for City operations and planning.

The sustainability intern has worked closely with the Departments of Economic Development and Community Development to identify potential ways to incentivize energy efficient construction through land use and zoning policy (**Action S.2.4**). The City has implemented permit fee reductions and expedited development reviews to facilitate projects with sustainability components.

To expand upon its existing tools, the City should leverage relationships with local businesses to learn how additional sustainability incentives and programs would be mutually beneficial and work to advance those new incentives or programs that have mutual support (**Action S.2.5**).

In the Comprehensive Plan update process, community members expressed interest in becoming more involved in the stewardship

activities that Brookhaven has underway. The City's Communications Department, Parks & Recreation Department, and Public Works Department should collaborate on ways to improve the City's website with additional environmental educational content as well as easy-to-find volunteer opportunities (**Action S.2.6**).

The sustainability intern contributed to the following reports and initiatives in 2023:

- Bandalong Litter Trap System at Murphey Candler Lake
- Energy efficiency policies and incentives
- Colonial Bridge maintenance
- Dresden-Apple Valley open space
- Requests for riprap installation on private property
- City cameras
- EV charging stations
- Tree rights on private property
- Historic resources
- Leaf blowers (gas-powered)s
- Various property specific stormwater issues

In 2024, the intern will help organize community volunteers to assist with removing trash collected through the Bandalong trash rack. This effort supports the action item to develop a program to involve high school students in the City of Brookhaven's programs and operations (Chapter 5 Equitable Development & Investment).



Another area where the City can seek to expand citizen participation in sustainability programs is energy conservation/efficiency. GEFA offers programs for eligible households (eligibility based on household income) to increase the energy efficiency of their residence through weatherization techniques and other energy-saving retrofits.

The City of Brookhaven should advertise that these programs are available through the Brookhaven Blast newsletter, City website, and other City educational outlets. In addition, the City should consider starting its own program with a dedicated funding source so that it can aid households that are not eligible for GEFA's assistance (**Action S.2.7**).



Brookhaven Waste Diversion and Composting Initiatives

- 1 Since 2020, the City has participated in a successful partnership with City of Chamblee, Keep Chamblee Beautiful, and Center for Hard to Recycle Materials (CHaRM) to hold community recycling events focused on collection of various types of materials that can be diverted from landfills and water systems (**Action S.2.8**). Some Brookhaven community members have called for expansion of the City's recycling efforts. The City should continue working with partners to expand the reach and scope of its recycling events.
- 2 The City of Brookhaven has a unique partnership with UGA to evaluate the feasibility of a composting operation that would incorporate biochar at park properties to improve Brookhaven's waterways (**Action S.2.9**). Biochar is a black residue that is produced by burning biomass sources, such as wood chips or other agricultural/plant waste products. The City should work closely with UGA and other partners to expand the program incrementally so that its impacts can be reviewed over time and adjusted accordingly.



S.3 Further health and exercise in the community through supportive infrastructure and design. (Built Environment)

Sustainable design has direct implications on the population's long-term health. There are various strategies that can be taken to better achieve a healthy community. This includes allowing for uses like community gardens and farmers markets as well as ensuring access to parks and paths within a reasonable distance of all residential areas. The City's investments in location-efficient infrastructure will support a population that is less dependent on cars and more inclined to traverse the community using more sustainable modes of transportation.

The Parks and Recreation Department has an ongoing program to create community gardens at Brookhaven parks (**Action S.3.1**). For instance, the Briarwood Park upgrade project includes construction of a larger community garden. The City also has plans to improve the community gardens at Blackburn Park and Brookhaven Park. In addition, the City regulates community gardens on private property through the zoning code. Community gardens are permitted in all zoning districts, but the zoning code clarifies specific use regulations for topics such as sales of food products and maintenance of the property.

Another way that the City could promote exercise through community design is by facilitating the provision of bike parking infrastructure as part of private developments.

The Community Development Department should evaluate whether its policies could be strengthened to incentivize more bike parking within non-residential or mixed-use zoning districts (**Action S.3.2**). Additionally, the evaluation should include an assessment of other policies that would make cycling safer and more convenient. A comprehensive assessment would engage key stakeholders, such as the Brookhaven Bike Alliance, Oglethorpe University, and the City's youth, such as Cross Keys students. This initiative should be coordinated with policies around the development of multimodal hubs and and consider an array of grant programs that may help advance easy-to-implement initiatives.



S.3 Further health and exercise in the community through supportive infrastructure and design.

S.3.1 Implement community garden program.

S.3.2 Review Zoning Ordinance for opportunities to increase bike parking provision in non-residential zoning districts.



**CASE STUDY
Smyrna Jonquil Park
Outdoor Gym**

Brookhaven community members have voiced needs for more park features that support exercise activities for adults. Smyrna’s Jonquil Park provides a great example of an outdoor gym that community members can access for free. This type of facility supports community wellness for all age groups.



Image Source: Atlanta Area Parks

S.4 Protect and expand tree canopy, particularly in underserved areas. (Natural Environment)

A full and lush tree canopy is a defining characteristic of the City of Brookhaven; however, not all neighborhoods and commercial areas have equitable access to the benefits provided by trees. Through its policies and programs, Brookhaven has established mechanisms to support tree preservation and new growth. The City should evaluate its programs to ensure that public resources are directed toward areas with disparities and that policies are not putting undue hardship on segments of the population.

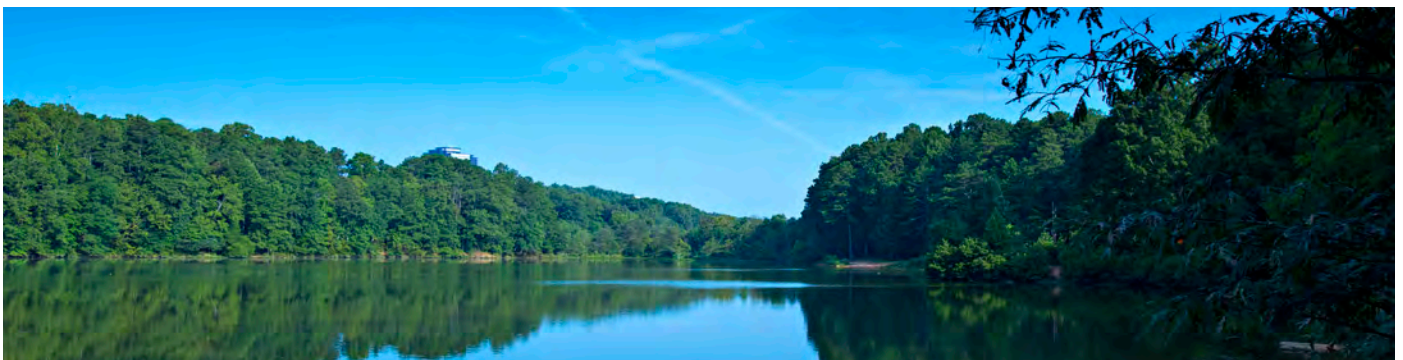
In 2021, the City Council adopted an updated Tree Preservation and Maintenance Ordinance, which was developed through an extensive community engagement effort. The Tree Fund, which is funded by one percent of annual building permit revenue, helps the City to maintain trees and install new trees on City owned or leased property. For instance, the Front Yard Tree Program has been a successful partnership with Trees Atlanta to plant new trees across different neighborhoods in Brookhaven. As the City continues to advance this program, every effort should be made to improve tree equity in areas where the canopy is deficient (**Action S.4.2**).

The City of Brookhaven has monitored its tree canopy over time to reflect how different initiatives are helping with increased canopy cover, even in the midst of new construction. The latest study, published in 2021, reported

that 3,721 acres, or 48 percent of the total land area in the City is canopy cover. The tree canopy coverage within City parks is 57 percent. Brookhaven's tree canopy coverage is shown in **Map 19**.

As parks improvements are planned and implemented, it is important to prioritize the preservation of specimen trees and invest in their care. Park-specific tree management plans are helpful for documenting the existing trees and ensuring that proper maintenance is addressed (**Action S.4.1**). Brookhaven's 2021 Tree Canopy Study included a recommendation that the City continue the two-year cycle for tree canopy studies, following the U.S. Department of Agriculture/ Forest Service's schedule.

Protection of the tree canopy was among the most discussed topics in every community input activity carried out in this planning process. The City's arborists should periodically engage with a community advisory committee (with a diverse makeup representing the Brookhaven community) to identify if policies and programs for tree care are adequately protecting the canopy (**Action S.4.3**). In addition, the arborists should have a regular protocol for engaging with commercial property owners to ensure that proper maintenance is conducted for trees on their properties.





Brookhaven's Tree Canopy Goal

The City of Brookhaven has established a new goal for tree canopy coverage of 50%. The previous goal of 45% was exceeded as of the 2021 Tree Canopy Study.

S.4 Protect and expand tree canopy, particularly in underserved areas.

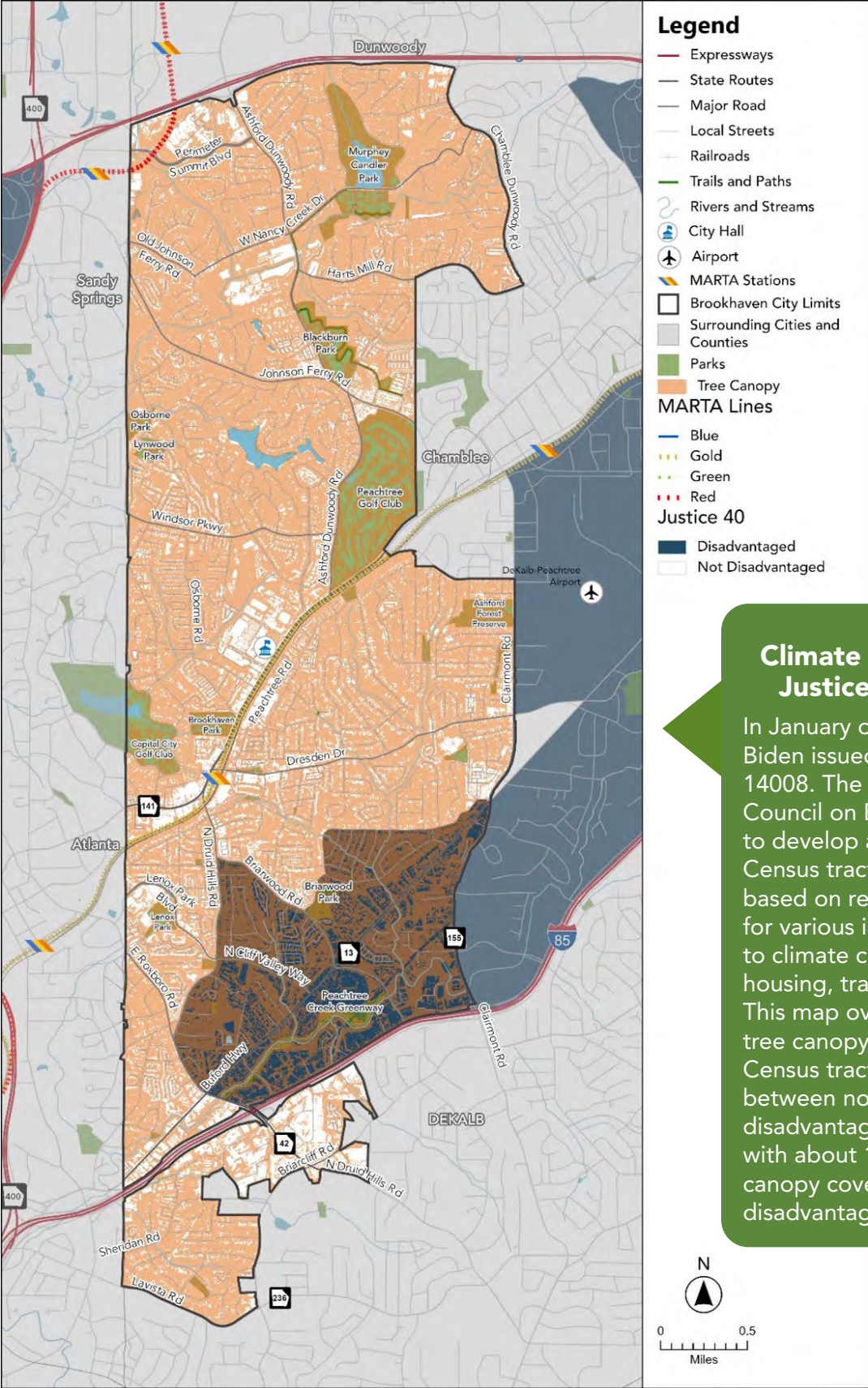
S.4.1 Continue tree canopy management plans for City Parks.

S.4.2 Continue front yard tree planting program and maintenance program.

S.4.3 Review existing tree care policies to ensure a healthy tree canopy.



Map 19. Tree Canopy and Justice 40 Equity Areas



Climate & Environmental Justice Screening Tool

In January of 2021, President Biden issued Executive Order 14008. The order directed the Council on Environmental Quality to develop a tool that defines Census tracts as “disadvantaged” based on relative measures for various indicators related to climate change, pollution, housing, transportation, and more. This map overlays Brookhaven’s tree canopy with the Justice 40 Census tracts. There is a disparity between non-disadvantaged and disadvantaged Census tracts, with about 12 percent more tree canopy coverage in the non-disadvantaged tracts.

Source: Council on Environmental Quality, Climate & Environmental Justice Screening Tool, City of Brookhaven Tree Study 2021

S.5 Promote green infrastructure investments in areas susceptible to urban heat island effect. (Built Environment)

Green infrastructure (which includes but is not limited to trees) is a key tool for making Brookhaven more resilient to the impacts of climate change. Green infrastructure technology, such as bioswales and landscape strips, not only beautify the built environment, but also serve many environmental functions, including purifying the air, managing flooding, and mitigating the urban heat island effect. Heat islands are high concentrations of infrastructure such as buildings, roads, and parking lots that absorb and re-emit the sun's heat at a greater rate than a more natural environment like tree canopy or streams.

Map 20 shows areas of Brookhaven that are hotter than the average temperature for the City as a whole. The severity scale goes from 1 to 5 with 1 being a mild heat area, and 5 being a severe heat area. The majority of the most severe heat areas are located along Buford Highway, specifically around Northeast Plaza and along Peachtree Road near the Brookhaven MARTA station and the Town Brookhaven shopping center. Large parking lot surfaces and limited tree canopy contribute to the heat severity of these areas.

Proactive investments from the City, as well as incentives to encourage the private sector to make green infrastructure improvements, will go a long way toward making Brookhaven a more livable and economically viable place.

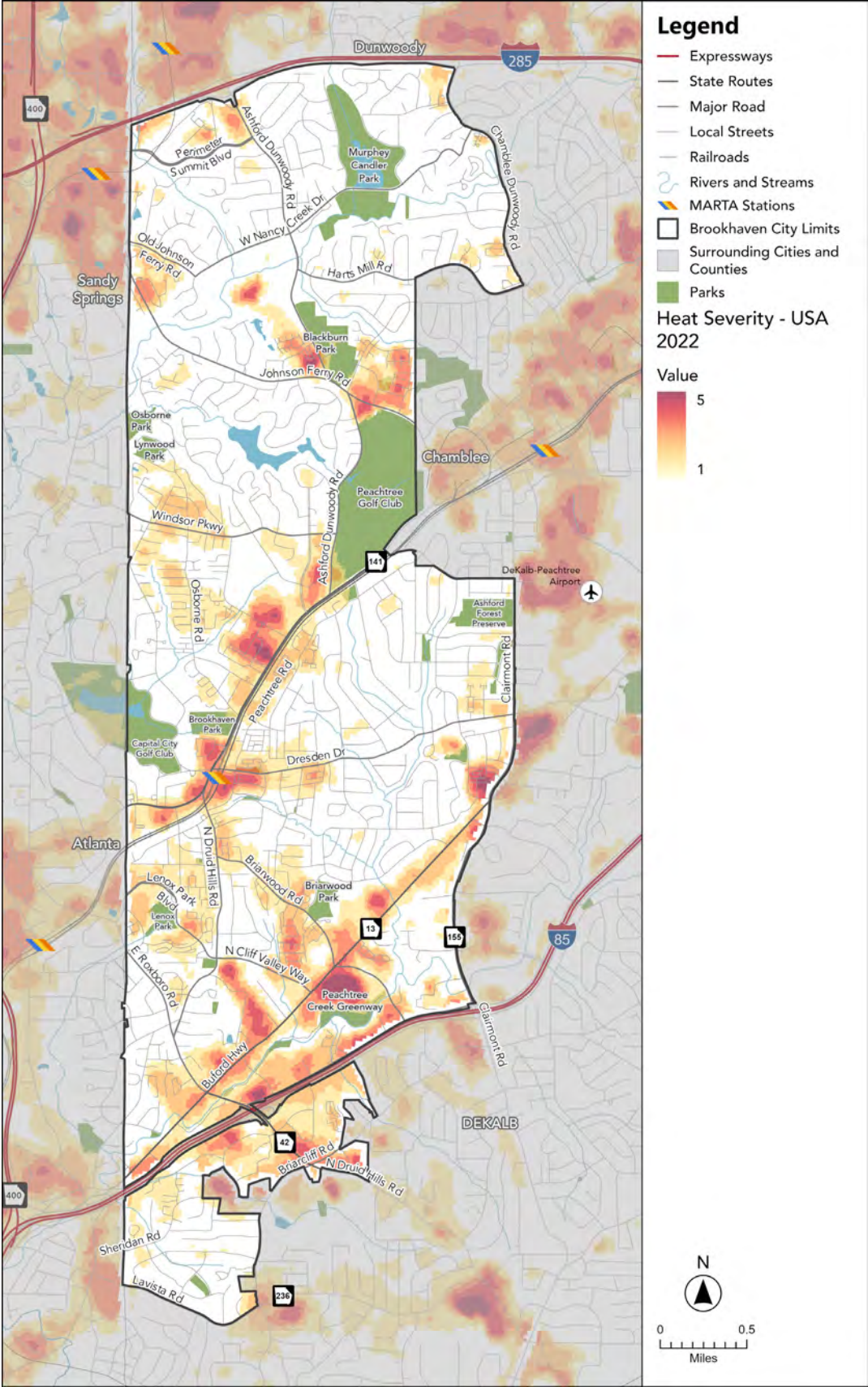
S.5 Promote green infrastructure investments in areas susceptible to urban heat island effect.

S.5.1 Implement City Hall water quality enhancements including a green roof, water quality facilities, and permeable pavers.

S.5.2 Implement bioretention or other green infrastructure projects at local schools and provide educational programming (in coordination with schools).

S.5.3 Partner with local organizations to implement green infrastructure retrofits (e.g., cool pavement, street trees, landscape strips, etc.), particularly in areas with large swaths of impervious surfaces.

Map 20. Urban Heat Severity



Source: Trust for Public Land



Green Features of the New City Hall

Brookhaven's new City Hall (**Action S.5.1**) has been designed to meet the standards of LEED for New Construction (at the Gold level). Several water quality elements are incorporated into the design to provide for a range of benefits, including:

- A green roof will filter stormwater, support biodiversity, and provide a natural insulation layer for the building.
- Rainwater cistern will collect 10,000 gallons of runoff and be reused for irrigation on-site.
- A Crystal Stream Water Quality device will filter and purify runoff before it is discharged to an underground detention system.
- Engineered soils and permeable pavers will enhance the site's ability to infiltrate stormwater.

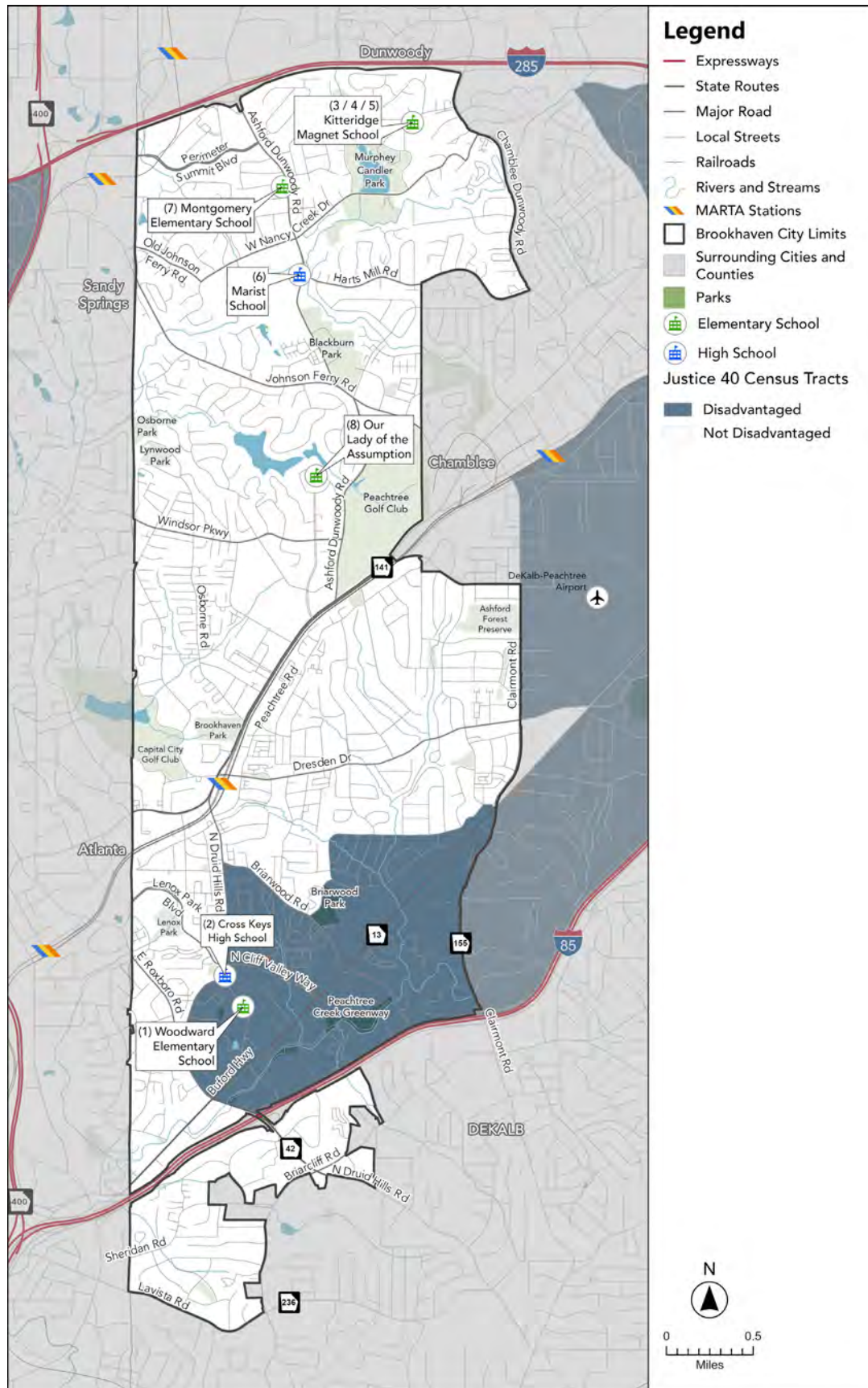


The Nancy Creek and North Fork Peachtree Creek Watershed Improvement Plans (WIP) outline several recommendations for new or retrofitted Best Management Practices (BMPs) on school properties in Brookhaven including Cross Keys High School, Kittredge Magnet School, and others shown in **Map 21 (Action S.5.2)**. These projects present unique opportunities to pull support from philanthropies or community-based fundraising and otherwise build and enhance relationships with the DeKalb County School District and private schools.

Table 4 consolidates the school-related recommendations from these two plans. While these are all needed projects, the City can demonstrate equitable prioritization by first focusing its resources on the schools located in Justice 40 Census Tracts. Additionally, with the federal government's commitment to direct climate-related funding to Justice 40 areas, Brookhaven should monitor notices of funding availability (NOFAs). City staff should join listservs or stakeholder lists of entities that may publicize these opportunities, such as ARC, Georgia EPD, GEFA, GEMA, and the EPA.

Map 21 portrays where the WIP-recommended projects are located with respect to the Justice 40 areas. As green infrastructure projects are implemented, Brookhaven should work with the schools to take advantage of the opportunity to educate students on how green infrastructure works. Georgia Project WET, a chapter of the international Project WET program, is a great resource for teachers to gain access to trainings and materials for water-related education.

Map 21. Local Schools in Context with Justice 40 Equity Areas



Source: Nancy Creek Watershed Improvement Plan, North Fork Peachtree Creek Watershed Improvement Plan

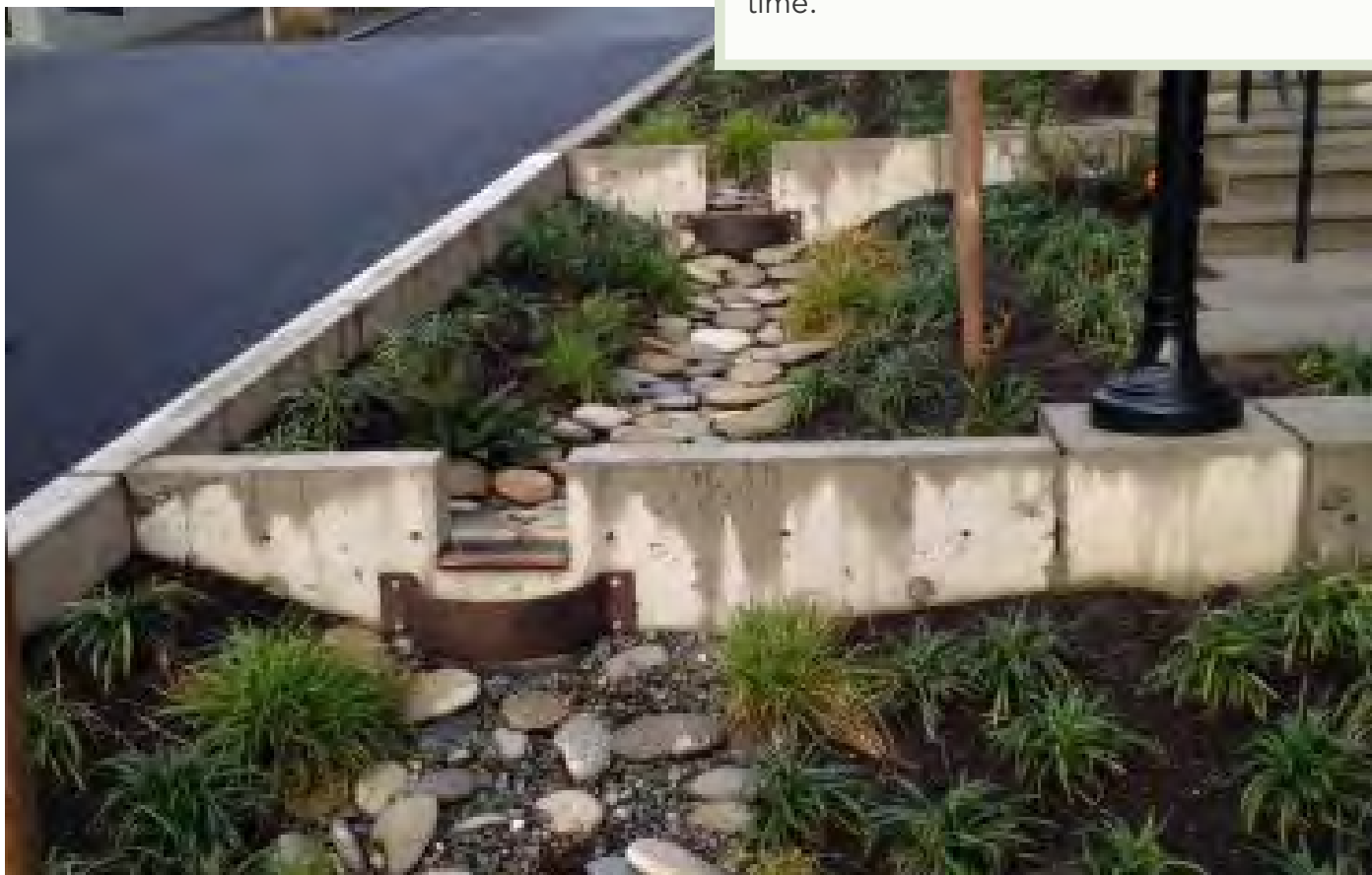
Table 4. Watershed BMP Projects Recommended at Schools

Plan	Map ID	Recommendation	Located in a Justice 40 Census Tract?
North Fork Peachtree Creek WIP	1	Create a series of interconnected bioretention areas in a low-lying nature trail associated with Woodward Elementary School to treat and infiltrate stormwater from the school and streets. Integrate with academic learning at the school.	Yes
North Fork Peachtree Creek WIP	2	Create a bioretention in the frontage along N Druid Hills and N Cliff Valley Way to minimize drainage toward the north side of N Cliff Valley Way at Cross Keys High School.	Yes
Nancy Creek WIP	3	Restoration of 390 linear feet of eroding drainage channel at Kittredge Magnet School leading into a tributary to Murphey Candler Lake.	No
Nancy Creek WIP	4	Provide stormwater management through underground detention associated with upgrades to the existing recreational field and repair to existing drainage at Kittredge Magnet School.	No
Nancy Creek WIP	5	New bioretention or enhanced swale area in front of Kittredge Magnet School.	No
Nancy Creek WIP	6	Support ongoing restoration of the stream buffer along the Marist campus.	No
Nancy Creek WIP	7	Integrate stormwater improvements and recreation field enhancements at Montgomery Elementary School. Underground detention under field an option.	No
Nancy Creek WIP	8	Opportunities to integrate one or more bioretention facilities at the Our Lady of the Assumption Catholic Church. Can be integrated into science curriculum.	No

Green infrastructure is most often delivered through new construction projects in order to meet water quality and stormwater management requirements. The City has a stormwater utility fund that can support public retrofit projects on priority sites, such as properties with recurring flooding.

In addition, Brookhaven should explore new ways to incentivize retrofits on private property. For instance, the City could proactively approach commercial property owners and highlight the available stormwater utility credits (discounts) that would be applied if the property owner installs green infrastructure facilities that meet performance criteria set by the City (**Action S.5.3**).

Photo Source: [StreetsIllustrated.seattle.gov](https://streetsillustrated.seattle.gov)



CASE STUDY

Green Streets

“Green streets” refers to the incorporation of landscaping and green infrastructure within the public right-of-way. These facilities not only help with beautification and stormwater management, but they can also help with slowing vehicle speeds so that the community is safer for multimodal users (cyclists, pedestrians, people in wheelchairs, etc.).

The City of Brookhaven should leverage the National Association of City Transportation Officials’ guidance on policies, partnerships, and green infrastructure configuration examples. The City could establish goals for conversions to “green streets,” as well as performance goals so that the benefits of green streets can be quantified and measured over time.

S.6 Create opportunities to expand play places for underserved youth. (Built Environment)

Brookhaven's parks are found mainly in the northern half of the City, though access to recreational resources is growing with the Peachtree Creek Greenway that runs parallel to Buford Highway. The lack of developable land presents a barrier for expanding larger parks in southern Brookhaven; however, pocket parks and play spaces should be prioritized through City policy and partnerships to improve the quality of life of underserved youth and families.

Playgrounds and other types of play spaces are currently not evenly distributed across the City. Families desire access to community recreation and gathering spaces so that kids can have safe environments to mingle and play. Members of the community have also raised concerns about the lack of play spaces for kids with disabilities. Nonprofit organizations such as Kaboom! and Resurgens Charitable Foundation (which partially funded the inclusive playground at Murphey Candler Park) offer grant assistance to help communities expand play spaces, particularly spaces with universal accessibility and programming for people of all ages and abilities (**Action S.6.1**).

S.6 Create opportunities to expand play places for underserved youth.

S.6.1 Apply for grant funding from Kaboom! or other similar programs to implement new play spaces.

CASE STUDY

Decatur's Legacy Park & Child Friendly Cities Initiative

The City of Decatur's Legacy Park Inclusive Playground Project, which was jointly funded by the City and DeKalb County's Community Development Block Grant, is a renowned example of a playground that exceeds minimum accessibility standards by incorporating equipment designed for all ages and abilities to enjoy.

The initial idea for this playground was developed through engagement with elementary students in the master planning process for Legacy Park. These discussions also informed the City's future goals for youth programming. The City of Decatur is one of six cities across the country participating in the Child Friendly Cities Initiative pilot program, a program of UNICEF USA.

This Bound for 2044 planning process collected significant input about desires for new youth programming, so the City of Brookhaven should consider following City of Decatur's example and pursuing this initiative.



7.3 Related Policies

- Preserve the tree cover of the City as new development occurs.
- Protect natural drainage ways in the City.
- Support ecological/best management practices for landscaping and stormwater management.
- Implement the goals and strategies of the Parks and Recreation Master Plan.
- Continue Code Enforcement efforts to address tree protection and maintenance.
- Collaborate with DeKalb County regarding water and sewer capacity upgrades that are needed to support the City's Future Land Use Plan (Chapter 3).

7.4 Mid to Long Term Considerations

Create one large or multiple small stormwater controls to infiltrate stormwater runoff from the local roads and houses on FEMA lots. (North Fork Peachtree Creek Watershed Improvement Plan recommendation)

As discussed in the Progress + Trends Report (Appendix A), the City has made strategic purchases to convert properties in the floodplain to permanent greenspace. On the lots acquired through the FEMA Voluntary Buyout Program, Brookhaven should evaluate the feasibility of implementing a regional stormwater facility. This facility could be designed not only to manage the area's flooding, but with excess capacity as well. A mechanism could then be established whereby new developments contribute financially to pay for a portion of the regional facility in lieu of providing onsite stormwater facilities. There is a growing body of research that supports regional stormwater solutions rather than the traditional approach of decentralized, piecemeal facilities.

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08

**CONNECTIVITY
& ACTIVE
TRANSPORTATION**

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8.1 Overview

Connectivity & Active Transportation are key components to Brookhaven's desired future. The Bound for 2044 Vision Statement directly references well-connected neighborhoods and activity hubs, and throughout this plan's update process, stakeholders and the public repeatedly expressed their wishes for more multimodal transportation infrastructure.

Brookhaven has repeatedly demonstrated its intent to increase connectivity and opportunities for active transportation. Since its incorporation in 2012, Brookhaven has completed many planning efforts to improve connections within the City, particularly for people, outside of cars. Through its Comprehensive Transportation Plan (CTP) and related corridor studies, Brookhaven has laid out a vision and implementation strategies for a transportation network that enhances mobility, access, and safety for pedestrians, cyclists, and motorists alike. Progress in these areas help further the City's goals for increased human-scale commercial districts, infill development, and redevelopment of existing automobile-oriented properties into denser activity centers.

Along high-volume corridors, large-lot single-family homes may redevelop into medium-intensity multifamily housing or commercial properties. Transit-oriented development (TOD) at the Brookhaven/Oglethorpe MARTA station will transform several acres of surface parking lots into a new City Centre. Planned vehicular and pedestrian bridges over I-85 to the area surrounding Children's Healthcare

of Atlanta and Emory at Executive Park underscore the City's commitment to roadway safety and connectivity.

The City's transportation network, including roadways, transit systems, and bike and pedestrian facilities, is essential for the movement of people and goods and has a significant bearing on future land use and development. Brookhaven residents enjoy quick access to metro Atlanta thanks to the extensive road network:

- I-285 forms the northern border of the City, connecting to cities and neighborhoods on and outside the Perimeter.
- I-85 comprises much of the southern border, providing direct access to Midtown and Downtown Atlanta as well as Gwinnett County.
- GA-400 lies just beyond Brookhaven's western border, tying it to Atlanta and several North Fulton communities.
- GA-141, Peachtree Boulevard, runs through the heart of the City and connects to neighboring Buckhead and Chamblee.
- GA-13, Buford Highway, runs as a seven-lane highway through the southern reaches of the City and represents major opportunities for infill and redevelopment.



MARTA operates the Brookhaven/Oglethorpe rail station. From Brookhaven, the Gold Line runs northwest to neighboring Chamblee and Doraville and southeast through Buckhead, Midtown, Downtown, and Southwest Atlanta before reaching its terminus at Hartsfield-Jackson Atlanta International Airport. The Peachtree Creek Greenway, when fully realized, will provide active transportation users with regional access via connection to the Atlanta Beltline.



Left: Brookhaven's new City Hall will take shape on the site of a current MARTA parking lot and tie directly into the Brookhaven/Oglethorpe rail transit station. Large surface parking lots abut the site on both sides of the rail line, where additional mixed-use development is anticipated. Creating a pleasant central district will require intentional planning to ensure that people who walk, bike, and roll can safely and conveniently access the area, a key focus of the City's Multimodal Study.



The Peachtree Creek Greenway is a multi-use trail envisioned to connect communities from Doraville to the Atlanta Beltline. Brookhaven has led the charge to bring the greenway to life, opening Phase I, its "Model Mile," in 2019. Two more phases are underway and will complete the City's segment of the trail. Beyond recreation opportunities, the greenway has proven to be a beautiful and dynamic gathering space for community events; when finished, it will become a vital asset for mobility and connectivity for people using active modes of transportation. Image Source: KAIZEN Collaborative.

8.2 Short Term Priorities

The following section details short-term priorities (needs and opportunities) and actions for Connectivity & Active Transportation (CT), which are tied directly to the 2024-2029 Community Work Program presented in Chapter 9.

CT.1 Enhance connectivity and multimodal access to key destinations.

Brookhaven incorporated as a City to have more say in defining its own identity and path forward. More than a decade later, a community survey conducted during this planning process has confirmed that community members still highly value establishing a unique culture and identity for the City, ranking it as their number-one priority. Improving walkability and connectivity between neighborhoods and community resources came in second. These two goals overlap significantly. Creating spaces that welcome people in and invite people to linger requires that the spaces be designed to be pleasant and easily accessible. Brookhaven understands this, as evidenced by the spaces envisioned in its 2022 City Centre Master Plan, which aims to guide the development surrounding the planned new City Hall.

The City Centre Master Plan is just one of many valuable transportation planning efforts Brookhaven has completed in recent years. The Comprehensive Transportation Plan and Parks and Recreation Master Plan contain vital recommendations for meeting the mobility needs of residents, employees, and visitors; the City is also completing its Multimodal Study in tandem with the development of the 2044 Comprehensive Plan. The Multimodal Study groups its recommendations using the framework of Building Blocks for a Cohesive

Network, which are listed in the graphic below. A map of the Multimodal Study's short- and long-term recommendations is shown in Map 22. Carrying forward the actions identified in these plans will be crucial to enhancing multimodal connectivity (**Actions CT.1.1 and CT.1.2**).

Building Blocks



- Shared Use Paths and Side Paths
- Bike Lanes
- Neighborhood Bike Boulevards
- Sidewalks to Transit
- Pedestrian/Bicycle Bridges
- Roadway Crossing Improvements
- Micromobility Hubs
- Visionary Trails

Brookhaven's Public Works Department advances crucial bicycle and pedestrian infrastructure projects as part of the annual budget process and is poised to continue doing so (**Action CT.1.3 and Action CT.1.4**).

Regionally, the popularity of the Atlanta Beltline has revealed the desire for connective infrastructure centered around active transportation. Brookhaven has pursued its own version of this through the Peachtree Creek Greenway. The City has become the leading municipal champion of the multi-jurisdictional trail. The first of three phases opened in 2019. Right-of-way acquisition is underway for the second phase. The third phase is in preliminary design and engineering. Support for the greenway has been widespread and vocal, which, along with its value as a community gathering space, has helped the City to see it through to completion (**Action CT.1.5**).

Right: Dresden Drive has developed into a neighborhood-scale commercial corridor on its approach to Peachtree Road, with narrower vehicle lanes, a pedestrian buffer that includes street trees and on-street parking, and designated bike lanes in several areas. (Source: City Centre Master Plan)



Expanding Brookhaven's network of sidewalks, multi-use paths, trails, and greenways is the most effective way to enable people who cannot or choose not to drive to access the services and enjoy the amenities offered by the City (**Actions CT.1.6 – CT.1.12**).

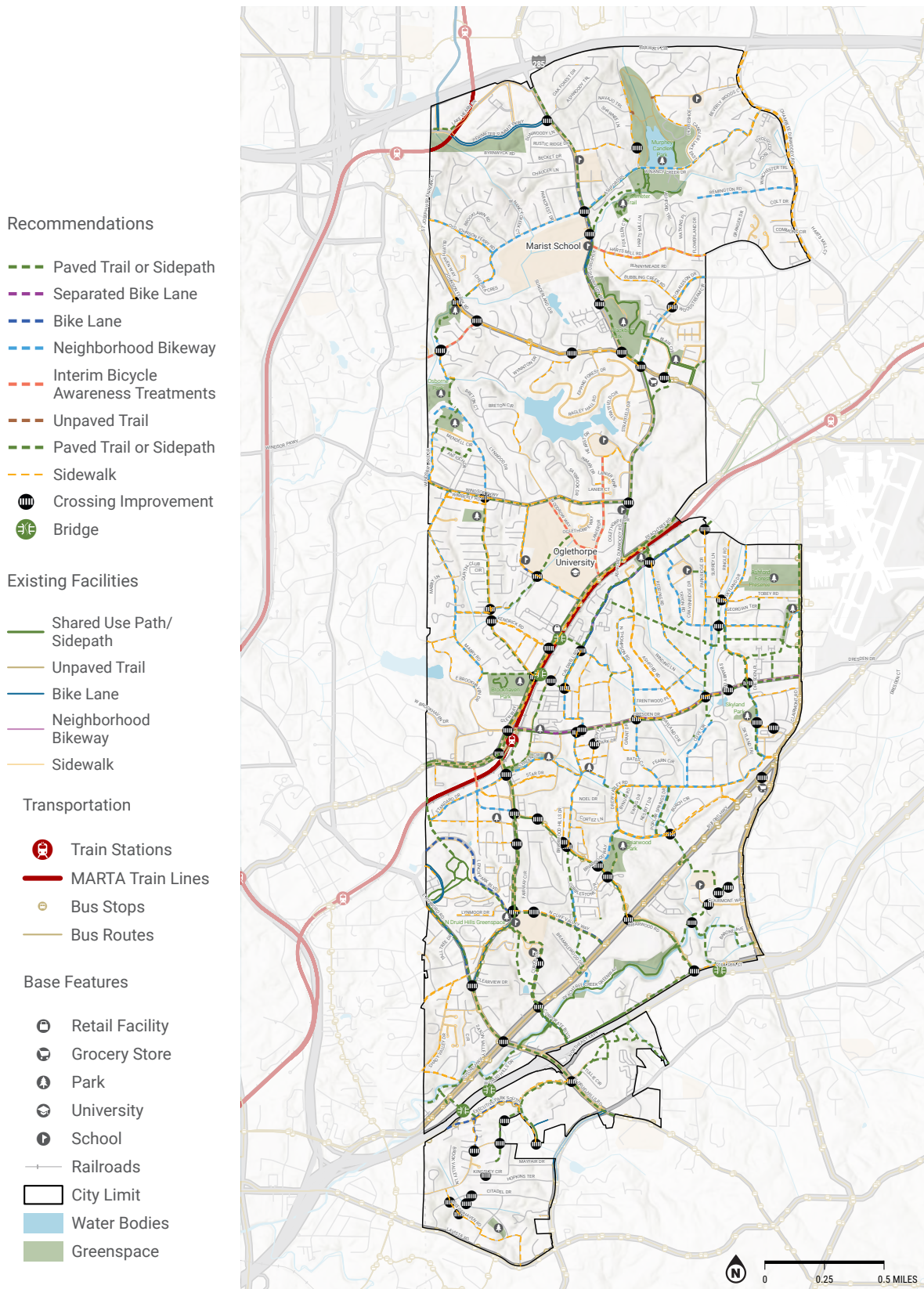
High-priority projects to advance are listed in Brookhaven's Capital Improvement Plan. Funding for these projects comes from one of three sources: the Capital Improvement Program (CIP) Fund, the Special Purpose Local Option Sales Tax (SPLOST) Fund, or the Special Services District (SSD) Fund.

For successful multimodal planning, getting around via active modes must not only be possible, but pleasant. Streetscape improvements such as wider sidewalks, street trees, and additional buffers between vehicular traffic and cyclists, pedestrians, or wheelchair users can accomplish this. The City Centre Master Plan emphasizes the importance of implementing these and other elements in the future downtown area, and the City should closely follow its recommendations (**Action CT.1.13**). The Multimodal Study's recommendations, as shown on Map 22, will move Brookhaven closer to having a connected multimodal network throughout the city.



Source: City Centre Master Plan

Map 22. Multimodal Network (Long-Term)



Source: Brookhaven Multimodal Study. See study document for short-term network and additional context.

CT.1 Enhance connectivity and multimodal access to key destinations.

- CT.1.1 Implement recommendations for new parks, trail systems and improvements to existing parks identified in the Parks and Recreation Master Plan.
- CT.1.2 Advance pedestrian safety and multimodal options through implementation of the Comprehensive Transportation Plan and Multimodal Study.
- CT.1.3 Continue annual budget for sidewalk ADA compliance and capital maintenance.
- CT.1.4 Continue annual budget for bike and pedestrian safety improvements.
- CT.1.5 Continue Peachtree Creek Greenway design.
- CT.1.6 Complete construction of Briarwood Road multi-use path.
- CT.1.7 Coordinate land acquisition, design, and construction of the Ashford Dunwoody multi-use path.
- CT.1.8 Coordinate land acquisition, design, and construction of the Apple Valley Road Multiuse Sidewalk.
- CT.1.9 Coordinate land acquisition, design, and construction for the Dresden Drive sidewalk.
- CT.1.10 Coordinate design and construction for the North Druid Hills multi-use path.
- CT.1.11 Coordinate construction of the Chantilly Drive sidewalk.
- CT.1.12 Coordinate land acquisition, design, and construction of the Nancy Creek multi-use trail.
- CT.1.13 Advance streetscape enhancement recommendations of the City Centre Master Plan.

CT.2 Install bicycle and pedestrian bridges at strategic locations.

In addition to expressing a desire for improved walkability and connectivity, community members expressed the specific desire for safer ways to cross busy roads and access key destinations, including bridges specifically for pedestrians, bicyclists, and wheelchair users.

The construction of the new City Hall and the accompanying TOD will transform the area surrounding the Brookhaven/Oglethorpe MARTA Station from a large swath of underutilized parking lots to a vibrant, mixed-use district. In its City Centre Master Plan, Brookhaven has created a document to guide the development of the new civic and activity center.

Brookhaven's ambitious plans for greenspace envision a linear park through the Apple Valley district, connecting the MARTA station to nearby neighborhoods. To ensure pedestrians have a safe way to access this amenity, the City plans to construct a bicycle and pedestrian bridge over Peachtree Road (**Action CT.2.1**).

Active transportation bridges are valuable for more than just safety reasons. Such infrastructure also presents an excellent opportunity to incorporate public art, creating a stronger sense of place and identity. The City's Arts and Culture Strategic Plan identified the opportunity to incorporate a mural or LED art lighting installation on the MARTA bridge on North Druid Hills Road (**Action CT.2.2**).



Source: City Centre Master Plan

CT.2 Install bicycle and pedestrian bridges at strategic locations.

CT.2.1 Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road to the proposed green space at Apple Valley.

CT.2.2 Incorporate public art into the MARTA bridge on North Druid Hills Road.

CT.2.3 Install a bicycle and pedestrian bridge across I-85 to connect Emory at Executive Park and the Peachtree Creek Greenway.

CT.2.4 Install a bicycle and pedestrian bridge across North Druid Hills Road near Children's Healthcare of Atlanta/Emory.

Image Source: Peachtree Creek Greenway



CT.3 Work with MARTA and other partners to make transit improvements, including safety enhancements and service improvements.

Population growth in the Atlanta Metro area, including in Brookhaven, will increase the strain on roadways. Addressing congestion will require innovative ideas, including transportation demand management (TDM), which seeks to alleviate traffic through a wide range of strategies, including incentivizing motorists to shift to other modes such as transit. Making transit an attractive and viable option for commuters will require focusing investment on improving the quality, frequency, and safety of service. Community members repeatedly referenced increased transit options and improved transit accessibility as ways for Brookhaven to adapt to support its diversifying population.

While the MARTA heavy rail connection is critical to Brookhaven's future, the bus should not be overlooked. Route 39, which serves the Buford Highway corridor, has the highest ridership in the entire MARTA system. As such, Buford Highway is an excellent candidate for enhanced bus transit service. MARTA is exploring several options for improving service along its highest-ridership routes, including Arterial Rapid Transit (ART), described in the callout box to the right. Implementing ART service in coordination with GDOT and MARTA would significantly benefit Brookhaven residents and employees alike and possibly entice current motorists to switch to the bus (**Action CT.3.1**). Recent upgrades to the fare payment system, including the option to manage transit funds in a mobile app instead of a card, have also improved the ridership experience; Brookhaven should look for ways to partner with MARTA to continue to make riding the train or bus as seamless as possible (**Action CT.3.3**).



Arterial Rapid Transit (ART)

MARTA is preparing to launch its first ART routes in Atlanta. Below are some characteristics of this new type of transit service.

- Buses run every 15 minutes or less during busiest hours.
- "Queue jump" lanes on the approaches to intersections allow buses to get ahead of other traffic.
- Transit signal priority at intersections allows buses to go before other vehicles.
- Boarding occurs at enhanced stations for a more pleasant experience.

Aside from convenience and reliability, transit ridership is often impacted by awareness, or lack thereof, of available transportation services. Georgia Commute Options (GCO) is the TDM organization for the Atlanta region, supplying free consultations with employers to educate them on how to commute more sustainably. GCO also offers employees incentives and rewards for taking cleaner commutes and offers helpful services like the Guaranteed Ride Home program. By partnering with GCO to educate City employees and connecting citizens and local employers with this valuable resource, Brookhaven can promote transit ridership among residents and employees alike, alleviating traffic while also improving air quality (**Action CT.3.2**).

CT.3 Work with MARTA and other partners to make transit improvements, including safety enhancements and service improvements.

CT.3.1 Coordinate with MARTA and GDOT on implementation of Buford Highway Arterial Rapid Transit.

CT.3.2 Coordinate with MARTA, GA Commute Options, and local employers to educate residents/employees about transit options.

CT.3.3 Work with MARTA to make technology enhancements to improve the customer experience.



Image Source: Peachtree Creek Greenway

CT.4 Create policies and infrastructure to support new transportation technologies, including vehicle electrification and automation.

Electric vehicles (EVs) and automated vehicles (AVs) continue to drive discussions of the future of mobility for communities. EVs are expected to begin outselling gasoline-powered vehicles in the near future. Accommodating widespread EV deployment will depend in large part on the availability of public charging infrastructure, which may prove crucial for employees who commute into Brookhaven and cannot rely solely upon their home chargers. Anticipating this, Brookhaven passed an ordinance in 2019 requiring the provision of EV chargers with all commercial and multifamily housing properties; it has also installed 19 free EV chargers throughout the City. For its actions to date, Brookhaven received the 2023 City of the Year award from the Electric Vehicle Association.

Brookhaven can lead the way in EV adoption by continuing to replace its fleet of gasoline-powered vehicles, as they near the end of their useful lifespans, with electric and hybrid vehicles (**Action CT.4.1**). While the City already has strong policies in place to support EV charging infrastructure, it should also look to case studies and examples from other cities to incentivize greater EV adoption and incorporate best practices wherever possible (**Action CT.4.2**).

CT.4 Create policies and infrastructure to support new transportation technologies, including vehicle electrification and automation.

CT.4.1 Continue energy-efficient fleet conversion.

CT.4.2 Monitor peer communities to identify opportunities to expand incentives and/or requirements for public electric vehicle charging infrastructure.

CT.5 Improve safety on City's roadways.

Brookhaven's major interior roadways, particularly Peachtree Road and Buford Highway, are the corridors most likely to experience significant redevelopment. Other recent planning studies reinforce this and envision nodes of development to enhance the existing built environment and create activity centers that serve as destinations for people, particularly those outside of motor vehicles. Placemaking efforts in these areas will require the appropriate bodies to act to ensure that all users of the transportation network can move safely through the City.

Sidewalks along Peachtree Road and Buford Highway, as well as Ashford Dunwoody Road, North Druid Hills Road, and Dresden Drive, are often discontinuous or absent altogether. This results in users having to cross the road multiple times to avoid walking along the shoulder of the road or in the grass.

Redevelopment opportunities and pressures exist to varying degrees along these corridors; a proactive approach to increasing pedestrian safety as redevelopment occurs could involve revising development regulations within the City's zoning ordinance to require additional pedestrian safety measures (**Action CT.5.1**).

Intersections are often a focus of targeted roadway safety improvements due to the potential for conflict between users and modes. Severe angles between intersecting roadways, in contrast with more conventional perpendicular alignments, can impair visibility and increase the risk of traffic collisions.

Streetscape improvements are another means to make the pedestrian experience along corridors safer and more pleasant; in the latest CIP, Public Works has allocated SSD funding for planning or conceptual design of several such projects. Buford Highway and North Druid Hills are priority corridors for such improvements (**Actions CT.5.2 and CT.5.3**).

CT.5 Improve safety on City's roadways.

CT.5.1 Review Zoning Ordinance to determine if additional pedestrian safety measures should be included in development regulations.

CT.5.2 Coordinate design and construction of North Druid Hills streetscape improvements.

CT.5.3 Coordinate design for Buford Highway streetscape improvements, planted median, lane reduction, bus-only lanes, and beautification.

CT.5.4 Coordinate with GDOT's Safe Routes to School program to provide safety education and programming.



Source: City Centre Master Plan

8.3 Related Policies

- Encourage good health and an active community by promoting urban design that provides connectivity among uses.
- Ensure sidewalks are included as a part of public improvements associated with new development activity.
- Partner with regional jurisdictions to further multi-use trail development along creek corridors and other strategic routes.
- Collaborate with economic development partners and City businesses to promote transit use of area workers.
- Work with Georgia Power to bury utilities when roadway projects occur.
- Maintain Bicycle-Friendly Community Status as recognized by the League of American Bicyclists.
- Coordinate with GDOT's Safe Routes to School program to provide safety education and programming.

8.4 Mid to Long Term Considerations

Coordinate with MARTA and GDOT to implement Bus Rapid Transit (BRT) on Buford Highway.

If the Buford Highway ART service proves successful at improving transit service while maintaining the same level of service for motorists, the corridor may be a good candidate for BRT service. BRT features many of the same benefits of ART, with the addition of dedicated bus-only lanes, safer and more robust stations, and the ability to pay your fare before boarding. All of these characteristics make BRT a faster, safer, higher-quality transit service, similar to light rail. Buford Highway's excess capacity of vehicle travel lanes, relative to its daily traffic volumes, present the opportunity to implement BRT, maintaining or increasing mobility while also addressing some of the current safety issues along the corridor.

Create and adopt Complete Streets and Vision Zero policies.

Complete Streets are designed to accommodate all road users, whether they travel by driving, walking, biking, rolling, or riding transit.

Vision Zero prioritizes and identifies ways to reduce the number of roadway crashes resulting in deaths or serious injuries to zero.

Establish micromobility hubs at strategic locations throughout the City, primarily near activity centers.

Develop and implement a downtown circulator pilot project.



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09

**COMMUNITY
WORK PROGRAM**

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COMMUNITY WORK PROGRAM

9.1 Overview

The five priority focus areas of the 2044 Comprehensive Plan provide a framework for the Community Work Program’s organization: Strategic Growth (SG), Equitable Development and Investment (EI), Culture and Place (CP), Sustainability (S), and Connectivity and Active Transportation (CT).

Chapters 4 through 8 describes and expands upon needs and opportunities associated with each priority area, including corresponding actions and policies needed to advance them. This section incorporates all of these actions in a comprehensive five-year Community Work Program table in alignment with state requirements for local comprehensive plans. **Figure 5** shows how the priority areas, needs and opportunities, and actions are denoted within the Community Work Program table.

The 2024-2029 Community Work Program table includes the following columns, which assign implementation details, including timing, responsible parties, estimated costs, and funding:

- **Targeted Implementation Timing**
Some actions span multiple years.
- **Implementation Responsible Party**
Some actions have multiple departments and/or organizations involved.
- **Estimated Cost**
Staff time indicates that the action should be implemented in-house by City departments, so the effort should be incorporated into the City’s workload planning and staff responsibilities.
- **Funding Sources**
The next few pages provide additional information about funding sources.

Figure 5. Example from Community Work Program

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
STRATEGIC GROWTH (SG)										
SG.1	Carryout planning efforts that refine and implement the vision and recommendations of the 2044 Comprehensive Plan.									
SG.1.1	Update City’s zoning and related codes to facilitate alignment with comprehensive plan policies and recommendations.	X	X	X				Community Devt	Staff	Gen Fund

Priority Focus Area

Need or Opportunity

Action

Report of Accomplishments

The Report of Accomplishments, available in Appendix D, documents the status of each action item included in the 2034 Comprehensive Plan's 2019-2024 Community Work Program. This plan carries forward several actions that were deferred or underway but are not yet complete. Those 2019 to 2024 action items that serve as general policy statements about Brookhaven's way of doing business have been converted to policies. These policies can be found in Chapters 4 through 8.

9.2 Funding Opportunities

Local Funding

Beyond the General Fund, Brookhaven has several funding tools in place to support infrastructure projects and other initiatives, as shown in **Table 5**.

Table 5. City of Brookhaven Local Funding Sources

Funding Tool	Applicability
Special Services District	The Special Services District applies a property tax millage rate to all commercial and exempt property within the City. The City Council determined boundaries, definitions, and the initial millage rate in 2022. The project list for the SSD proceeds includes bridge replacements, sidewalks, multi-use paths, and streetscape improvements identified in the City Centre Master Plan. The SSD-funded projects are included in the 2024-2029 Community Work Program.
Parks Bond	The Parks Bond is \$40 million total value and was approved by voters in 2018. Proceeds have been allocated to projects, so a new Parks Bond may be up for reconsideration in the next election.
Hotel Motel Tax	This money can typically be utilized to help pay for tourism related improvements including promoting conventions and trade shows, funding and improving performing arts centers or conference centers.
Special Purpose Local Option Sales Tax (SPLOST)	In November 2017, voters approved a referendum to implement a one-cent SPLOST for the totality of DeKalb County, including Brookhaven. The purpose of the SPLOST is to fund specified types of capital projects. Unlike other SPLOST programs in the state, the DeKalb SPLOST contains a requirement that 85 percent of the funding generated must be spent on transportation-related or public safety projects.
Stormwater Utility	Adopted in 2013, this enterprise fund collects service fees from all property owners (both residential and commercial).

State and Federal Funding

The Arts and Culture Strategic Plan included several creative funding strategies, many of which require co-investment or partnership with the private sector. These funding sources are included in the Community Work Program, although many of these tools are not yet in place at the time that this plan is being drafted.

- Art Capital Projects Fund
- Corporate sponsorships
- Voluntary developer contribution program
- Fundraising
- Private entrepreneur/nonprofit startups
- Commission from food and event sales
- Grants (Georgia Council for the Arts, Kresge Foundation, MARTA, etc.)

Tax allocation districts (TADs) are an additional funding tool worth exploring, particularly to help drive equitable investment to the Buford Highway area. A TAD would allow the City to sell bonds to finance infrastructure and other redevelopment costs, and then pay them back over time based on increases in property values. In the City of Atlanta, TAD funding has been used to support affordable housing production. **Section 5.2** provides additional context about Tax Allocation Districts and other funding strategies that Brookhaven may decide to pursue as a means of advancing the equitable development action items proposed in this plan.

State and federal government partners are also shown in the Community Work Program as potential funding sources. As documented in the Appendix A: Progress + Trends Report, Brookhaven has implemented several land conservation and nonpoint source pollution mitigation projects with assistance from Georgia EPD and GEFA. The City should continue to look for opportunities to utilize grant or low-interest loan funding to support its sustainability and equity goals.

The federal government has made a commitment through Justice 40 (**see Chapter 7**) to direct climate-related grant funding to equity areas, which are areas determined to be disadvantaged based on several different metrics. A map showing Justice 40 equity in Brookhaven is shown in Chapter 7, page 179. Brookhaven should monitor notices of funding availability (NOFAs), particularly those tied to Justice 40. City staff should join listservs or stakeholder lists of entities that may publicize these opportunities, such as ARC, DCA, EPD, GEFA, GEMA, and the EPA.

An additional federal program that Brookhaven should continue to leverage is the Community Development Block Grant (CDBG) Program. CDBG is a federally funded program that focuses on benefiting low- to moderate-income people by providing resources for livable neighborhoods, economic empowerment, and decent housing. Brookhaven develops a Five-Year Consolidated Plan as well as an Annual Action Plan that details the activities that the City plans to fund using CDBG dollars.



9.3 Responsible Parties and Partnerships

Implementing the Plan is a collaborative effort between City of Brookhaven, elected officials and other local, regional, & state agencies such as DeKalb County School District, MARTA, DeKalb County Water and Sewer, GDOT, ARC, EPA, GEFA, adjacent municipalities, and others.

From partnering to provide funding or guiding implementation of local projects, these partnerships help implement projects and initiatives that achieve Brookhaven's future land vision and goals.



9.4 2024-2029 Community Work Program

Table 6. 2024-2029 Community Work Program

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
STRATEGIC GROWTH (SG)										
SG.1	Carryout planning efforts that refine and implement the vision and recommendations of the 2044 Comprehensive Plan.									
SG.1.1	Update City's zoning and related codes to facilitate alignment with comprehensive plan policies and recommendations.	X	X	X				Community Devt	Staff	Gen Fund
SG.1.2	Develop or update special use area plans. (see implementation narrative in plan document for more guidance on recommended planning efforts)		X	X	X	X	X	Community Devt, Planning Commission	\$150,000-\$200,000	Gen Fund/ ARC
SG.1.3	Revisit and evaluate implementation of Windsor-Osborne Special Area Plan.						X	Community Devt Dept	Staff	Gen Fund/ ARC
SG.1.4	Create design standards for duplexes, triplexes, fourplexes, and cottage courts that blend with the existing single-family character of the majority of Brookhaven neighborhoods.		X	X				Community Devt	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
SG.1.5	Evaluate the impact of the Tree Ordinance on construction of ADUs, and consider reducing tree cover requirements on single-family parcels with proposed ADU projects.		X	X				Community Devt	Staff	Gen Fund
SG.1.6	Implement the Buford Highway Activity Nodal Master Plan.	X	X	X	X	X	X	Community Devt	Staff	Gen Fund, Devt Authority
SG.1.7	Explore and issue RFPs for strategic parcels for housing development.		X	X	X	X	X	Community Devt	Staff	Gen Fund, Devt Authority
SG.2 Establish a new, guiding comprehensive economic development strategy.										
SG.2.1	Create targeted economic development strategies for key investment areas, expanding on City's Economic Development Plan and Marketing Plan.		X	X				City Manager, Devt Authority	\$100,000	Gen Fund/ Tourism
SG.2.2	Incorporate relevant components of the Comprehensive Transportation Plan and planned transit-oriented development into Economic Development Strategy.		X	X				City Manager, Devt Authority	Included in cost of ED Strategy	Gen Fund/ Devt Authority

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
SG.2.3	Partner with the Brookhaven Development Authority, local business leaders, and other potential partners to align economic development goals and metrics.		X	X				City Manager, Devt Authority	Staff	Gen Fund
SG.2.4	Identify programs and funding mechanisms that the City, local business leaders, and other economic development partners can leverage within economic development initiatives.		X	X				City Manager, Devt Authority	Staff	Gen Fund
SG.3 Continue to plan for and execute the vision for key economic engine areas including Buford Highway Activity Nodes/Peachtree Creek Greenway, Briar Hills Innovation District, and the City Centre TOD.										
SG.3.1	Advance redevelopment vision for Buford Highway based on the 2023 Nodal Study, and evaluate progress annually.	X	X	X	X	X	X	Economic Devt, Community Devt, Public Works, City Manager, Devt Authority	Staff	Multiple sources
SG.3.2	Establish a mechanism which allows for larger aggregated public open space within the Peachtree Road Overlay.		X					Community Devt	Staff	Gen Fund
SG.3.3	Continue to build out the Peachtree Creek Greenway.		X	X	X	X	X	Public Works	TBD	Special Service District, ARC, Grants

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
SG.3.4	Continue to coordinate with Children's Healthcare of Atlanta and Emory University on their plans in the Briar Hills Innovation District.	X	X	X	X	X	X	Community Devt	Staff	Gen Fund
SG.3.5	Implement the Brookhaven City Centre: Vision 2021 Master Plan.		X	X	X	X	X	Community Devt, Parks and Rec., Public Works	TBD	Special Service District, ARC, Grants
SG.3.6	See also activities under CP.1 Build out a Town Center.		X	X	X	X	X	Community Devt, Parks and Rec., Public Works	TBD	Special Service District, ARC, Grants
SG.4 Ensure adequate roadway facilities and invest in infrastructural capital improvements and ongoing maintenance to support a high level of service particularly amidst new growth.										
SG.4.1	Coordinate design of I-85 vehicular bridge.	X						Public Works	\$870,000	Special Service District
SG.4.2	Implement the three-year paving program recommended by the paving analysis in 2023.	X	X	X				Public Works	\$12m	SPLOST II
SG.5 Advance stormwater solutions to address ongoing challenges and anticipated future development.										
SG.5.1	Review City's adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District 2022 Water Resources Management Plan.	X	X	X	X	X	X	Community Devt, Public Works, Legal	Staff	Gen Fund
SG.5.2	Explore conversion of 100 year flood FEMA sites and other vacant lands to stormwater management facilities.		X	X	X			Public Works	Staff	Gen Fund/ GEFA/ Stormwater Utility fees

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
SG.5.3	Develop an annual Citywide street sweeping program utilizing internal City resources and the City owned/ leased street sweeper.	X	X					Public Works	\$130,000	Gen Fund/ Stormwater Utility fees
SG.5.4	Complete Poplar Creek Subbasin Study.	X						Public Works	\$98,400	Stormwater Fund
SG.5.5	Consider stormwater utility rate structure adjustments.	X						Public Works	Staff	Gen Fund
SG.5.6	See also 4.1.4 Evaluate stream buffer policies and management practices to mitigate variances and ensure that property owners and Homeowners Associations understand their responsibilities.			X	X	X	X	Parks and Rec. Public Works	TBD	Gen Fund/ Stormwater Utility fees/ Grants
SG.6 Scale up City services and communications as growth occurs.										
SG.6.1	Hold public forums, offering community members an opportunity to learn about government services.	X	X	X	X	X	X	City Manager, All Departments	Staff	Gen Fund
SG.6.2	Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.	X	X	X	X	X	X	Comms Dept	\$40,000	Gen Fund
SG.6.3	Develop new resident and business guides.	X						Comms Dept, Explore Brookhaven	TBD	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
SG.7 Expand public gathering spaces in underserved areas.										
SG.7.1	Ensure that the Peachtree Creek Greenway serves as open space for the surrounding community by implementing the Buford Highway area recommendations of the Parks & Recreation Master Plan and the Arts & Culture Strategic Plan.	X	X	X	X	X	X	Community Devt	Staff	Gen Fund
SG.7.2	Revitalize Fernwood Park (see City Centre Master Plan for details).				X	X	X	Parks and Rec., Public Works		Gen Fund/ Grants
SG.7.3	Partner with the DeKalb County School District to collaboratively upgrade their undeveloped green space into a joint use park.		X	X	X			Parks and Rec.	Staff	Gen Fund
SG.7.4	See 3.4.2. Enhance Northeast Plaza.			X				Community Devt	Staff	Gen Fund
SG.8 Advance live-work opportunities within City.										
SG.8.1	Revisit workforce housing policies and consider new strategies to incentivize provision of workforce housing beyond required levels.		X	X	X			Community Devt	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
SG.8.2	Evaluate incentives for encouraging private-sector employers to initiate employer-assisted housing programs (such as downpayment grants, homeownership counseling, etc.).			X	X	X		Economic Devt	Staff	Gen Fund
SG.8.3	Evaluate codes to remove barriers to and encourage live-work opportunities, particularly in character areas where this development type is deemed appropriate.		X	X	X			Community Devt	Staff	Gen Fund
SG.8.4	Establish a community-based work program to employ local residents.		X	X	X			Economic Devt	Staff	Gen Fund
SG.9 Maintain investments already made by the City.										
SG.9.1	Improve upon the City's existing asset management program.	X						Finance Department	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
EQUITABLE DEVELOPMENT AND INVESTMENT (EI)										
EI.1 Identify ways to regularly engage the business community in feedback on City needs and concerns and vice versa.										
EI.1.1	Develop a business retention and expansion program to gain feedback on needs and concerns.		X	X	X	X	X	Office of Economic Devt	Staff	Gen Fund
EI.1.2	Create a Business Community Advisory Council within Brookhaven's Department of Economic Development or Chamber of Commerce.		X	X	X	X	X	Office of Economic Devt and/or Chamber of Commerce	Staff	Gen Fund
EI.1.3	Engage the business community in a Citywide Comprehensive Economic Development Strategy (See Action SG.2.1).		X	X				City Manager, Devt Authority	\$100,000	Gen Fund/ Tourism
EI.2 Preserve and expand safe, affordable, and workforce housing in the community.										
EI.2.1	Conduct interior apartment audit program per ordinance.	X	X	X	X	X	X	Community Devt	\$50,000 annually	Gen Fund/ CDBG
EI.2.2	Evaluate the feasibility of creating a land trust for the provision of workforce housing, expanding on the land banking occurring at the City.		X	X				Community Devt	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
EI.2.3	Explore incentives and funding to be used for the preservation of naturally occurring affordable housing, prioritizing allowing individuals to either purchase their first home or age in place.		X	X	X			Community Devt	Staff	Gen Fund
EI.2.4	Explore additional incentives for developers to build out relatively affordable and workforce housing, specifically around new commercial developments near I-85.		X	X				Community Devt	Staff	Gen Fund
EI.2.5	Evaluate City's resources to create and manage a dedicated funding source for affordable housing.		X	X				Community Devt	Staff	Gen Fund
EI.2.6	Develop a City-approved Missing Middle guidebook that shows examples of "gentle density" that are appropriate for Brookhaven's character.		X	X				Community Devt	\$15,000	Gen Fund/ Grants

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
El.3 Expand allowable housing types and price points available in the City.										
El.3.1	Implement code changes and other tools to facilitate the continued growth of accessory dwelling units (ADUs), cottage courts, and other forms of "missing middle housing" in the City, where appropriate.	X	X	X	X			Community Devt	Staff	Gen Fund
El.3.2	Assess zoning and code restrictions that impact new construction and amend to remove barriers that inhibit development.	X	X	X				Community Devt	Staff	Gen Fund
El.4 Enhance City's support to entrepreneurs and small businesses so that they can continue to thrive in Brookhaven as the built environment redevelops/improves.										
El.4.1	Promote and operate the City's business incubation center, prioritizing major corridors such as Buford Hwy, Dresden Dr., and Peachtree Rd. for new local businesses to emerge and operate.	X	X	X	X	X	X	City Manager	\$500,000	Multiple sources
El.4.2	Work to identify funding to support business incubation at a larger scale.		X	X				Economic Devt	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
EI.4.3	Develop programs that combat commercial gentrification and support long standing small businesses in the short-term, specifically along Buford Highway.		X	X	X	X	X	Community Devt	\$1,000,000	Multiple sources
EI.4.4	Continue to host Small Business Forums through the Office of Economic Development to increase small business capaCity.	X	X	X	X	X	X	Economic Devt	Staff	Gen Fund
EI.4.5	Explore a funding source to be used for combatting commercial gentrification.		X	X	X	X	X	Economic Devt	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CULTURE AND PLACE (CP)										
CP.1 Build out a Town Center.										
CP.1.1	Add a passage reflecting the need for the zoning code to facilitate the implementation of the City Centre Framework Plan in the PR Districts and Peachtree Road Overlay Codes.	X	X					Community Devt	Staff	Gen Fund
CP.1.2	Consider consolidating the PR Districts Zoning Code and Peachtree Road Overlay Code into one uniform document for ease of understanding code requirements in this district (see 1.1.3).	X	X	X				Community Devt	Staff	Gen Fund
CP.1.3	Consider additional code updates based on recommendations of the City Centre Master Plan and to better align with character area policy and comprehensive plan goals.		X	X				Community Devt	Staff	Gen Fund
CP.1.4	Coordinate design and construction of Peachtree Road streetscape improvements.	X	X	X	X			Public Works	\$10m	Special Services District



ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CP.1.5	Begin discussions with Apple Valley District property owners to better understand their level of interest in selling or redeveloping property into multi-family and greenspace per the City Centre Master Plan.	X	X	X				Community Devt, Economic Devt	Staff	Gen Fund
CP.2 Complete a strategic wayfinding and branding study for the City that considers signage, lighting and landscaping unique to Brookhaven.										
CP.2.1	Complete strategic lighting and landscaping study for City Rights of Way.		X					City Manager, Community Devt, Public Works	\$30,000	Gen Fund
CP.2.2	Install Gateway signage at key entry points to Buford Highway.			X	X			City Manager, Community Devt, Public Works	\$10,000	Gen Fund
CP.2.3	Establish public art gateways at key points in historic or cultural neighborhoods that reflect the historic culture or existing culture there.			X	X			City Manager, Community Devt, Public Works	\$10,000	Gen Fund
CP.3 Support, celebrate, and promote City diversity through arts and cultural initiatives.										
CP.3.1	Identify incentives for incorporation of public art in private development.		X	X	X			Economic Devt	Staff	Gen Fund
CP.3.2	See SG.6.4. Develop new resident and business guides.	X						Comms Dept, Explore Brookhaven	TBD	Gen Fund
CP.3.3	Establish a program for temporary art installations at City facilities.	X	X	X	X	X	X	City Manager, Community Devt, Public Works	\$5,000 - \$15,000/year	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CP.3.4	Initiate a Brookhaven culture and dining shuttle.						X	Economic Devt, Explore Brookhaven, Chamber, Oglethorpe University	TBD	Hotel/Motel Tax
CP.3.5	Provide guidance and assistance to private entities and businesses in support of enhanced arts + culture offerings.		X	X	X			Economic Devt, Explore Brookhaven, Chamber	Staff	Gen Fund, Hotel/Motel Tax
CP.3.6	Introduce an option for residents to donate to arts initiatives through utility bills.		X					Public Works	Staff	Gen Fund
CP.4 Strengthen and increase Brookhaven's cultural spaces and facilities.										
CP.4.1	Create a public space activation and programming fund to support community events and activities.				X			City Manager	\$10,000/year	Gen Fund, Voluntary Developer Contribution Program, Corporate Sponsorship
CP.4.2	Enhance Northeast Plaza as a community gathering space, particularly at spaces such as the location of the new "Mi Gente" mural on the wall of the new cinema in the plaza. Host events, encourage public art, and institute temporary arts and creative uses for vacant storefronts.					X		Community Devt, WeLoveBuHi, Comms Dept.	Staff	Grants, Corporate Sponsorship, Voluntary Developer Contribution Program, Private Entrepreneur/ Nonprofit Startup

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CP.4.3	Revise the existing Buford Highway Overlay to include more entertainment and cultural components.			X				Community Devt	Staff	Gen Fund
CP.4.4	Seek opportunities and partnerships to develop a cultural center on Buford Highway.				X	X	X	Community Devt	Staff	Gen Fund, Hotel/ Motel Tax, Partnerships, Grants
CP.5 Recognize and cultivate the many international cultures that contribute to the vibrancy of Brookhaven.										
CP.5.1	Continue coordination efforts with Chamblee and Doraville to further the BuHi Cultural Corridor. Coordinate events, signage, and marketing.	X	X	X	X	X	X	Community Devt	Staff	Gen Fund, Grants, Fundraising
CP.5.2	Recruit and/or support the creation of a Metro Atlanta Center for Latino Culture in Brookhaven.			X	X	X		Economic Devt, LAA, Chamber	Staff,	Sponsorships, Fundraising, Grants
CP.5.3	Create & Implement Media Campaign Promoting Local Cultural Arts Targeted Both to Residents & Businesses (Including Testimonials from Residents & Businesses Regarding Value of Cultural Arts in Brookhaven).		X	X				Comms Dept, Community Devt	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
SUSTAINABILITY										
S.1 Leverage City's creek system for greater access by community, while protecting its long-term health and viability.										
S.1.1	Implement recommendations of City's Parks and Recreation Master Plan and Watershed Improvement Plans.		X	X	X	X	X	Parks and Rec., Public Works	Staff	Park Bond, Stormwater Utility Fees, Grants
S.1.2	Evaluate stream bank restoration on park property.			X	X	X	X	Parks and Rec., Public Works	TBD	Gen Fund, Stormwater Utility Fees, Grants
S.1.3	Deploy stream bank restoration projects per the Nancy Creek and North Fork Peachtree Creek Watershed Improvement Plans.		X	X	X	X	X	Parks and Rec., Public Works	TBD	Gen Fund/ Stormwater Utility fees/ Grants
S.1.4	Evaluate stream buffer policies and management practices to mitigate variances and ensure that property owners and Homeowners Associations understand their responsibilities.			X	X	X	X	Parks and Rec., Public Works	TBD	Gen Fund/ Stormwater Utility fees/ Grants
S.1.5	Complete Murphey Candler Park Lake House project.	X						Parks and Rec.	Staff	Park Bond
S.2 Establish additional incentives, zoning, and other policies and programs to encourage sustainable development in the City.										
S.2.1	Maintain ARC Green Communities certification.	X	X	X	X	X	X	City Manager	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
S.2.2	Set reduction goals for water and energy usage at government facilities, parks, and streetlights.	X	X					Facility Services	Staff	Gen Fund
S.2.3	Coordinate with regional and state partners to pursue grant opportunities related to energy efficiency.	X	X					City Manager	Staff	Gen Fund
S.2.4	Update economic incentives policy related to energy efficiency.	X						Economic Devt	Staff	Gen Fund
S.2.5	Partner with local businesses to promote sustainable practices and initiatives.	X	X	X	X	X	X	Economic Devt	Staff	Gen Fund
S.2.6	Expand opportunities for residents to get involved with environmental protection initiatives.			X	X	X		Public Works	Staff	Gen Fund, Stormwater Utility Fees
S.2.7	Offer incentives and educational programming about residential energy efficiency and weatherization upgrades.		X	X	X	X	X	City Manager, Emergency Management	Staff	Gen Fund
S.2.8	Continue special item recycling program.	X	X	X	X	X	X	City Manager	\$15,000/year	Gen Fund
S.2.9	Continue to plan for a biochar composting program at City parks.	X	X	X				Parks and Rec.	\$150,000	Gen Fund



ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
S.3 Further health and exercise in the community through supportive infrastructure and design.										
S.3.1	Implement community garden program.	X	X	X	X	X	X	Parks and Rec.	\$30,000	Gen Fund/ Grants
S.3.2	Review Zoning Ordinance for opportunities to increase bike parking provision in non-residential zoning districts.				X			Community Devt	Staff	Gen Fund
S.4 Protect and expand tree canopy, particularly in underserved areas.										
S.4.1	Continue tree canopy studies for City parks.	X	X					Parks and Rec.	Staff	Gen Fund
S.4.2	Continue front yard tree planting program.	X	X	X	X	X	X	Community Devt	\$15,000	Gen Fund
S.4.3	Review existing tree care policies to ensure a healthy tree canopy.		X	X				Parks and Rec.	Staff	Gen Fund
4.5 Promote green infrastructure investments in areas susceptible to urban heat island effect.										
S.5.1	Implement City Hall water quality enhancements including a green roof, water quality facilities, and permeable pavers.			X	X			City Manager	Staff	Included in Project Budget

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
S.5.2	Implement bioretention or other green infrastructure projects at local schools and provide educational programming (in coordination with schools).		X	X	X			Public Works	Staff	Stormwater Utility Fees/ Grants
S.5.3	Partner with local organizations to implement green infrastructure retrofits (e.g., cool pavement, street trees, landscape strips, etc.), particularly in areas with large swaths of impervious surfaces.		X	X	X			Public Works	Staff	Stormwater Utility Fees, Sponsorships, Fundraising, Grants
S.6 Create opportunities to expand play places for underserved youth.										
S.6.1	Apply for grant funding from Kaboom! or other similar programs to implement new play spaces.			X				Parks and Rec.	Staff	Grants, Nonprofit Partnership, Corporate Sponsorship

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CONNECTIVITY AND ACTIVE TRANSPORTATION (CT)										
CT.1 Enhance connectivity and multimodal access to key destinations.										
CT.1.1	Implement recommendations for new parks, trail systems and improvements to existing parks identified in the Parks and Recreation Master Plan.	X	X	X	X	X	X	Parks and Rec.	See Parks and Rec. Master Plan	Gen Fund/ Grants/ User Fees/ Bonds
CT.1.2	Advance pedestrian safety and multimodal options through implementation of the Comprehensive Transportation Plan and Multimodal Study.	X	X	X	X	X	X	Community Devt, Public Works, Parks and Rec.	See CTP and Multimodal Study	Gen Fund/ other sources identified
CT.1.3	Continue annual budget for sidewalk ADA compliance and capital maintenance.	X	X	X	X	X	X	Public Works	\$50,000	Gen Fund
CT.1.4	Continue annual budget for bike and pedestrian safety improvements.	X	X	X	X	X	X	Public Works	\$50,000	Gen Fund
CT.1.5	Continue Peachtree Creek Greenway design.	X	X	X				Public Works	\$5.28m	Special Services District, Grants
CT.1.6	Complete construction of Briarwood Road multi-use path.	X	X	X				Public Works	\$615,000	2020 SPLOST

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CT.1.7	Coordinate land acquisition, design, and construction of the Ashford Dunwoody multi-use path.	X	X	X				Public Works	\$8.5m	Special Service District
CT.1.8	Coordinate land acquisition, design, and construction of the Apple Valley Road Multiuse Sidewalk.	X	X	X				Public Works	\$625,000	Special Service District
CT.1.9	Coordinate land acquisition, design, and construction for the Dresden Drive sidewalk.	X	X	X				Public Works	\$4.1m	Special Service District
CT.1.10	Coordinate design and construction for the North Druid Hills multi-use path.	X	X	X				Public Works	\$612,500	Special Service District
CT.1.11	Coordinate construction of the Chantilly Drive sidewalk.	X	X					Public Works	\$400,000	Special Service District
CT.1.12	Coordinate land acquisition, design, and construction of the Nancy Creek multi-use trail.	X	X	X	X	X	X	Public Works	\$43.5m	Special Service District
CT.1.13	Advance streetscape enhancement recommendations of the City Centre Master Plan.	X	X	X	X	X	X	Public Works	TBD	Multiple sources



ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CT.2 Install bicycle and pedestrian bridges at strategic locations.										
CT.2.1	Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road to the proposed green space at Apple Valley.			X	X	X	X	City Manager, Mayor and Council	TBD	Multiple sources
CT.2.2	Incorporate public art into the MARTA bridge on North Druid Hills Road.					X		City Manager, Mayor and Council	TBD	Multiple sources
CT.2.3	Install a bicycle and pedestrian bridge across I-85 to connect Emory at Executive Park and the Peachtree Creek Greenway.				X	X	X	City Manager, Mayor and Council	TBD	Multiple sources
CT.2.4	Install a bicycle and pedestrian bridge across North Druid Hills Road near CHOA/ Emory.				X	X	X	City Manager, Mayor and Council	TBD	Multiple sources
CT.3 Work with MARTA and other partners to make transit improvements, including safety enhancements and service improvements.										
CT.3.1	Coordinate with MARTA and GDOT on implementation of Buford Highway Arterial Rapid Transit.				X	X	X	Public Works	TBD	Gen Fund
CT.3.2	Coordinate with MARTA, GA Commute Options, and local employers to educate residents/ employees about transit options.			X	X	X		Public Works, Economic Devt	Staff	Gen Fund

ID	Description of Activity	2024	2025	2026	2027	2028	2029	Responsible Party	Estimated Cost	Potential Funding Source*
CT.3.3	Work with MARTA to make technology enhancements to improve the customer experience.		X	X	X			Public Works	Staff	Gen Fund
CT.4 Create policies and infrastructure to support new transportation technologies, including vehicle electrification and automation.										
CT.4.1	Continue energy-efficient fleet conversion.	X	X					Multiple Departments, City Manager	TBD	Multiple sources
CT.4.2	Review Zoning Ordinance to expand incentives and/or requirements for electric vehicle charging infrastructure for multifamily residential and nonresidential developments.		X	X				Community Devt, City Manager	Staff	Gen Fund
CT.5 Improve safety on City's roadways.										
CT.5.1	Review Zoning Ordinance to determine if additional pedestrian safety measures should be included in development regulations.		X	X	X			Community Devt	Staff	Gen Fund
CT.5.2	Coordinate design and construction of North Druid Hills streetscape improvements.	X	X	X				Public Works	\$5m	Special Service District
CT.5.3	Coordinate design for Buford Highway streetscape improvements, planted median, lane reduction, bus-only lanes, and beautification.	X	X	X				Public Works	\$1m	Special Service District



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APPENDIX

A

Progress + Trends
Report

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Comprehensive Plan
Brookhaven
BOUND FOR 2044



PROGRESS + TRENDS REPORT

DECEMBER 2023



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CONTEXT



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1.1 Overview

The Progress and Trends report takes stock of Brookhaven's growth and development trends and successes over the past several years, particularly since the establishment of the inaugural 2034 Comprehensive Plan. The report provides background for future development influences, including goals and priorities of other Brookhaven plans and initiatives of neighboring jurisdictions. The purpose of this document is to establish a common foundation for refining goals and priorities for the next 20 years and, ultimately, refine and update the City's Comprehensive Plan policies and strategies. The report is divided into six chapters, which together tell the story of Brookhaven at this moment in time.

This chapter, **Context**, considers the current planning efforts undertaken in the city and surrounding region. In the second chapter, **People, Economy, & Place**, the demographics, economics, and history, art, and culture of the city are reviewed.

The third chapter, **Our Environment**, touches on the natural assets found in the city, which Brookhaven strives to protect, preserve, and enhance.

The next chapter, **Land Use Trajectory**, contains an in-depth look at the major land use changes in the city and adjacent jurisdictions in recent years. It also considers planning efforts that have occurred in the city as a result of the previous comprehensive plan and ends by identifying challenges and policy needs that will be addressed through the current planning process.

WHAT'S AHEAD?

1.2 Comprehensive Plan

1.3 Regional Planning

1.4 Equity Focus & Progress

1.5 Sustainable Brookhaven



Mobility and Infrastructure, chapter five, reviews the City's transportation network, water and sewer infrastructure, stormwater infrastructure, and broadband service.

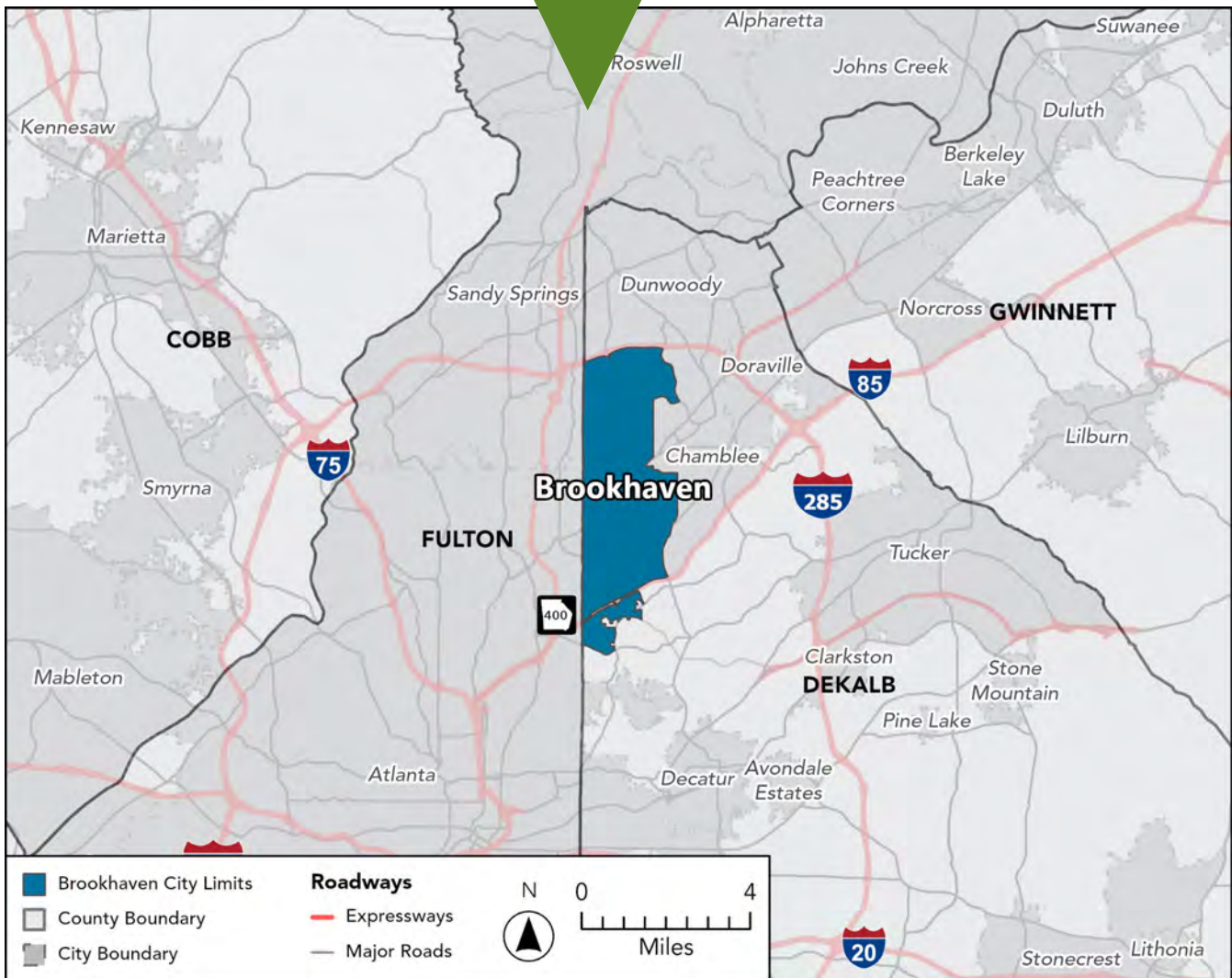
The chapter six, **Looking Ahead**, reviews how 2034 Priorities and Goals they have been advanced by planning efforts undertaken since adoption of the previous comprehensive plan. The chapter and report concludes with a summary of emerging themes and priorities for consideration in the City's 2023-2024 plan update process.

In this initial Context chapter, readers will gain an understanding of the goals, priorities, and achievements of the 2034 Comprehensive Plan. The next portion of the chapter details how Brookhaven considers adjacent jurisdictions while planning for the future. This chapter also highlights two new programs that have been implemented, in part, as a result of the 2034 Comprehensive Plan, the Social Justice, Race, and Equity Commission (SJREC) and Sustainable Brookhaven. Both initiatives advanced the City toward achievement of the goals established in previous planning efforts. This context creates an understanding of where the City has focused its planning efforts over the past ten years.

WHERE WE ARE

Brookhaven is located in northwest DeKalb County, northeast of the City of Atlanta. Aside from Atlanta, its closest neighbors are the cities of Chamblee, Dunwoody, and Sandy Springs. Southeast of Brookhaven is the North Druid Hills Census Designated Place (CDP). Interstate 285 (I-285) frames the City's northern border, and Interstate 85 (I-85) runs through southern Brookhaven, both of which provide quick access to places throughout the Atlanta Region and beyond.

Map 1. Regional Context



1.2 Comprehensive Plan 2034 & 5 Year Update

The 2034 Comprehensive Plan provides a long-term vision for Brookhaven's future growth and development, including vision and goals statements, identification of community priorities, a future land use plan and associated policies, and a five-year Community Work Program with specific, actionable implementation steps to accomplish community goals and advance toward the envisioned future.

Vision and Goals

A concise vision statement, articulating the community's desired future state, has served as a firm foundation to the City of Brookhaven's future land use policy and development goals since adoption of the City's inaugural 2034 Comprehensive Plan. This statement, in the call-out box, was shaped by Steering Committee discussions, interview input, and public input. The vision statement maintained relevancy through the City's five-year update in 2018, continuing the spirit of diversity, sense of place, and leading with best practices.

The City's inaugural Comprehensive Plan also established goals for future growth and development to guide the selection and prioritization of future policies and actions.

VISION STATEMENT

Brookhaven will be a national model for a walkable, urban community that preserves its unique character and history of neighborhoods, parks, and natural assets while welcoming higher density activity nodes that support transit use, biking, community hubs, sense of place, and diversity of residents and businesses.



GOALS



LAND USE + TRANSPORTATION COORDINATION

Achieve greater walkability, bikeability, and overall mobility for day-to-day activities through transportation and land use coordination.



TRANSIT ORIENTED DESIGN

Pursue Transit Oriented Development (TOD) as a key strategy to shaping the city's future.



DIVERSITY

Preserve the economic and cultural diversity of the Brookhaven community.



NEIGHBORHOODS

Preserve the city's unique neighborhoods and communities.



UNIQUE BROOKHAVEN

Establish an identity and brand for the City of Brookhaven.



SUSTAINABILITY

Develop reputation as a forward thinking and sustainable city.



A CITY OF PARKS

Enhance the City's parks and recreation system.



ECONOMIC PROSPERITY

Ensure a balanced economic environment.



BUFORD HIGHWAY GATEWAY

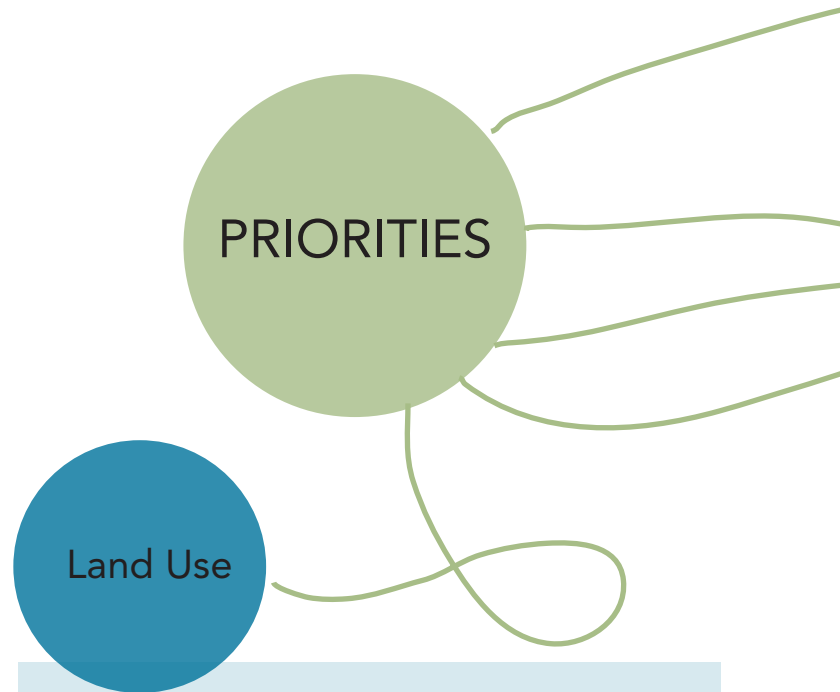
Promote Buford Highway to enhance this strategic location in the city.



Community Priorities

COMMUNITY FOCUS

The 2034 Comprehensive Plan and 5 Year Update capture community-based priorities and needs, organized by five core elements of the plan.



Land Use priorities focus on enhancing quality of life and public health by improving active transportation facilities and accommodations, preserving and expanding the city's lush tree canopy, updating design guidelines and ordinances to make the city more attractive, and ensuring planning efforts dovetail with the vision and recommendations established in the comprehensive plan. The plan also identifies an opportunity to install a new bicycle and pedestrian bridge to connect to the MARTA station and future civic and government center.

Population priorities, also called Community Building priorities, aim to create a sense of community and connection between the neighborhoods and populations comprising Brookhaven. The plan calls for expanded wayfinding and branding, along with arts and cultural offerings. Other practical needs include improved communications between the City and the public, expanded opportunities for community members to serve on City boards and committees, translation services for all City departments, and workforce development programs. The final population priority seeks to make Brookhaven a lifelong community by expanding accommodations for aging populations and individuals with disabilities.

Housing priorities within the plan center upon preserving affordable housing through whatever means available to the City. Exploring opportunities to expand workforce housing and address the missing middle is another theme. Additionally, the plan calls for coordination with DeKalb County to pull down HUD funding for needed improvements to the City's affordable housing stock.



The City reiterates the importance of protecting the tree canopy as development and redevelopment occur. The plan also highlights stormwater management practices as well as infrastructure and utility capacity improvements as crucial to supporting the Future Land Use Plan. The plan recommends establishing a distinctive Town Center, utilizing the creek system to develop a more robust trails network, and identifying historic resources for protection. Finally, the plan recognizes the responsibility of the City to ensure residents access to quality educational offerings and responsive emergency services.

Economic Development priorities fall into three categories: Community Product Enhancements, Economic Opportunities, and Collaboration and Communication. The first of these, Community Product Enhancements, focuses on attracting investment in Brookhaven in the form of businesses and new residents. The plan envisions unique restaurants, shops, festivals, and events as essential to accomplishing this, generating interest in Brookhaven from outside investors and fostering community pride from within. Economic Opportunities include: development of a citywide Economic Development Strategy, encouraging sustainable development through the use of incentives, strengthening communication between the business community and local government, and targeting the MARTA station for desirable future development. Collaboration and Communication goals emphasize streamlined information accessibility; coordinated analysis of data on community assets, opportunities, and challenges; and heightened coordination between city, regional, and state agencies.

Future Land Use Policy

In keeping with its vision and goals, the City of Brookhaven adopted community land use policies to guide local decision making. The City documented policies in its 2034 Comprehensive Plan and 2016 Brookhaven Character Area Study/Comprehensive Plan Supplement and in the subsequent 2019 five-year update. These policies generally emphasize trail development, pedestrian connectivity, and greenspace to promote a healthy, active, and sustainable community. Policies included promoting walkable neighborhood commercial nodes and pedestrian-oriented urban design. These community-level land use policies also stressed collaboration with neighboring jurisdictions to ensure coordinated growth.

In addition to these overarching land use policies, the City established specific future land use policy for 13 character areas; subsequent annexations expanded this number to 15, as shown in Map 2. Each character area narrative establishes a vision and implementation strategies by dividing the character area into three distinct “sub-areas”: the interior, transition areas along edges, and major corridors. The narrative further identified appropriate land uses, amenities, and development forms for these distinct sub-areas. These distinct sub-areas were not explicitly mapped for the character areas except those studied after plan adoption.

At a high-level, the 15 character areas fall into two categories: 1) areas in need of preservation and 2) areas appropriate for change and additional development. The first group of character areas includes nine stable residential neighborhoods including:

- Lakes District
- Lynwood Park

- Osborne
- Historic Brookhaven
- Ashford Park-Drew Valley
- Brookhaven-Fields-Brookhaven Heights
- Roxboro
- LaVista Park*
- Briarwood Park

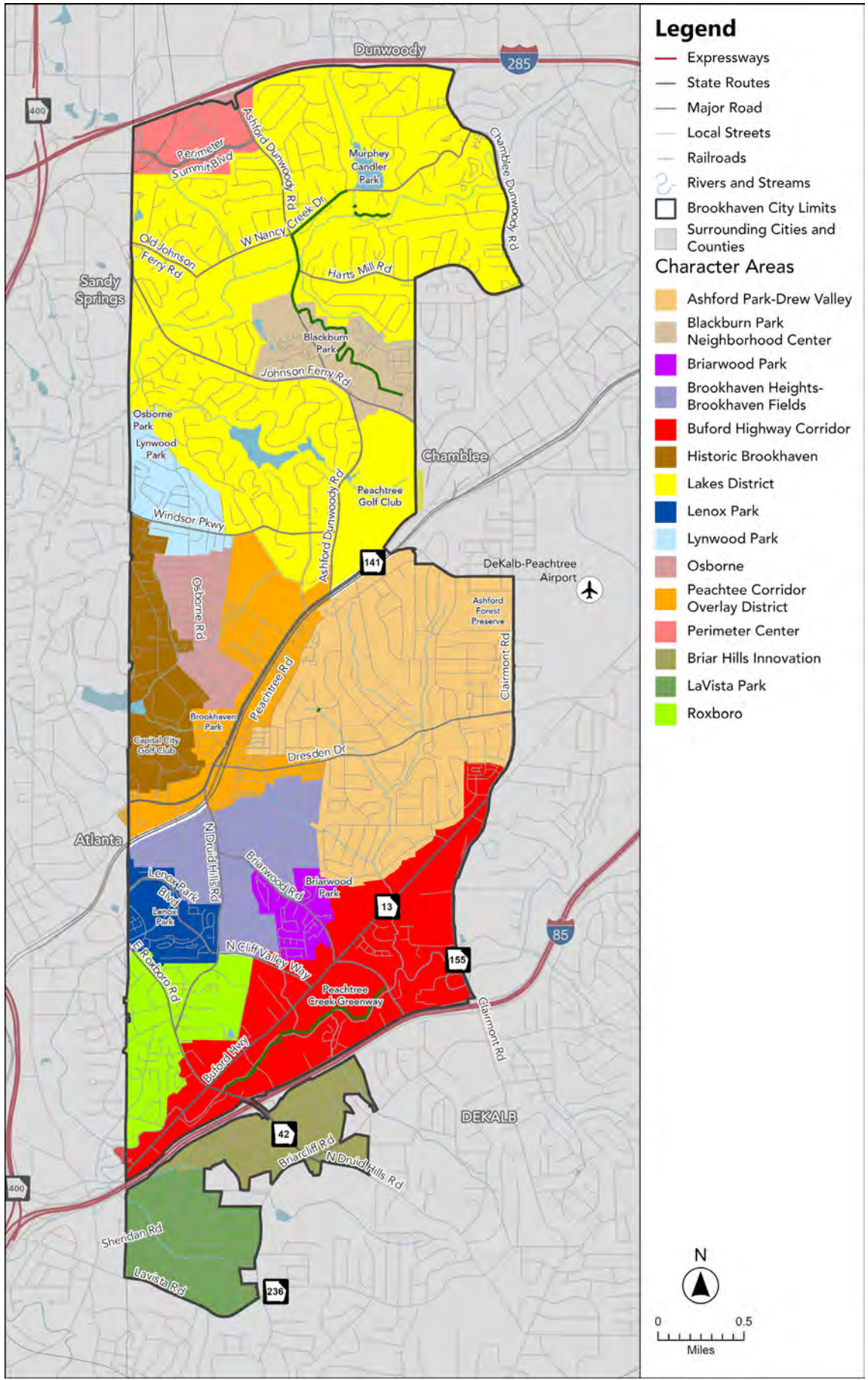
Eight of the nine residential neighborhoods are north of I-85; LaVista Park is south of I-85. All are primarily single-family in character except Briarwood Park, which is mostly comprised of townhomes and condominiums. Policy in these nine character areas largely emphasized maintaining and preserving its current residential uses and character. However, the transition and corridor sub-areas often allowed for different but compatible land uses and denser development patterns compared to the interior. For example, Lynwood Park’s narrative deems neighborhood-scale retail appropriate in its transition areas and along major corridors, but not in its interior.

Brookhaven focused on guiding additional growth and walkable, mixed-use development at varying intensities toward its remaining six character areas:

- Perimeter Center
- Blackburn Park Neighborhood Center
- Peachtree Center Overlay District
- Lenox Park
- Buford Highway Corridor
- Briar Hills Innovation District*

*The City annexed the areas within these character areas after adoption of the 2034 Comprehensive Plan and 5 Year Update (2019). The Briar Hills Innovation District was annexed in 2014. LaVista Park was annexed in 2019. The Gateway South Character Area Study established their names and future land use policy in line with the 2034 Comprehensive Plan five-year update framework.

Map 2. Character Areas



1.3 Regional Planning

Land Use Context

Brookhaven borders five other jurisdictions: the Cities of Atlanta, Sandy Springs, Dunwoody, and Chamblee, as well as unincorporated DeKalb County (Map 3). Each jurisdiction has a comprehensive plan complete with its own land use framework; land use recommendations, particularly their character area maps, were reviewed to understand if and how they relate to Brookhaven's existing and future land use context.

City of Atlanta

On Atlanta's Character Area Map, much of the city is characterized in a similar fashion as Brookhaven's Roxboro, Historic Brookhaven, and Buford Highway Corridor character areas. The existing land uses appear to be stable and are unlikely to see long-term change.

City of Sandy Springs

The Sandy Springs' Character Area Map policy aligns with the Perimeter Center and Lakes District policies. However, the key difference between Sandy Springs' Protected Neighborhood character area and the Lynwood Park character area is that the Lynwood Park character area allows for more density, which is a reflection of Lynwood Park being more densely developed than the adjacent neighborhoods in Sandy Springs. Both areas are unlikely to see significant long-term change in their development patterns.

City of Dunwoody

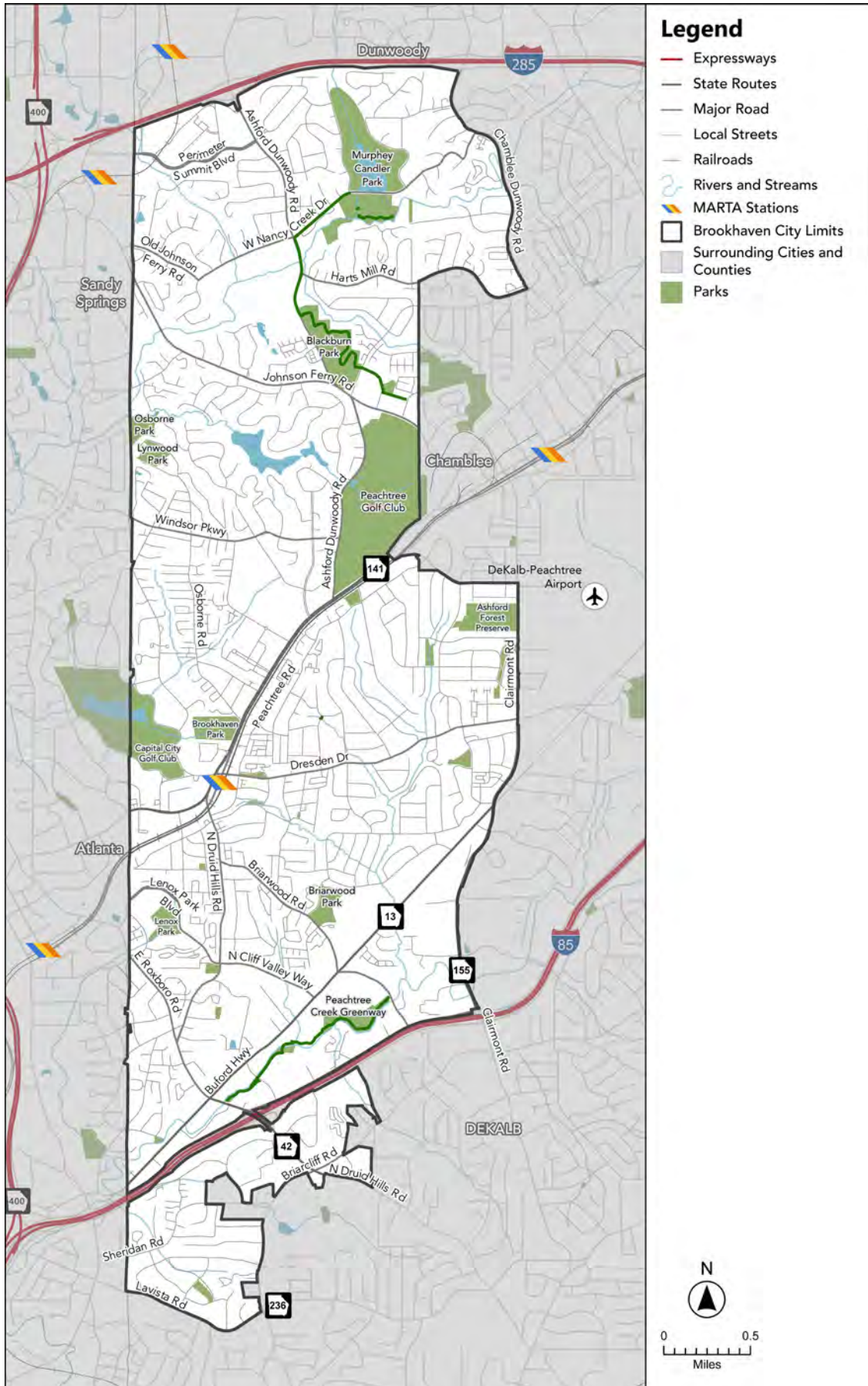
Dunwoody's Perimeter Center character area is consistent with Brookhaven's Perimeter Center Character Area. Both cities are part of the Perimeter Community Improvement Districts (Perimeter CIDs). Brookhaven's portion of the Perimeter CID is largely built out and stable but there are some opportunities for redevelopment. In the 2034 Comprehensive Plan and subsequent 5 Year Update adopted in 2019, the City of Brookhaven notes that the Perimeter Center character area is appropriate for change and suitable for mixed-use development.

City of Chamblee

Chamblee has six character areas that share a border with the City of Brookhaven, as well as a small area plan that was done in coordination with the Clairmont Road Corridor Study. Overall, the character areas are cohesive with the Buford Highway Corridor, Ashford Park-Drew Valley, Lakes District, and Blackburn Park Neighborhood Center character areas. The Peachtree Boulevard Corridor character area in Chamblee has similarity to the Peachtree Corridor Overlay District character area in Brookhaven. However, the City of Brookhaven's Lakes District and Ashford Park-Drew Valley character areas create a gap along Peachtree Road and Peachtree Industrial Boulevard between these two corridor-focused districts.



Map 3. Brookhaven and Jurisdictional Neighbors



Unincorporated DeKalb County

The North Druid Hills CDP is Brookhaven's southeastern neighbor. DeKalb County's Character Area Map shows the Neighborhood Center, Commercial Redevelopment Corridor, and Suburban character areas south of Brookhaven's city limits. The "Neighborhood Center" at the intersection of Briarcliff Road and N. Druid Hills Road just south of Brookhaven's Briar Hills Innovation District allows densities higher than other DeKalb neighborhood centers at up to 50 du/acre; however, its preferred uses exclude entertainment and cultural, healthcare, and technology centers. Given its proximity to Children's Healthcare of Atlanta (CHOA) and the Emory campus, the Neighborhood Center character area does not fully support Brookhaven's land use goals of creating a healthcare and innovation destination.

Transportation Context

Through its transportation planning, Brookhaven continues to invest in creating a community that meets the needs and goals of residents while acknowledging its role in the larger Atlanta metropolitan area. In recent years, the City has been focused on multi-modal investments and inter-jurisdictional connections.

In its Regional Transportation Plan (RTP), the Atlanta Regional Commission (ARC) identifies key actions to ensuring that the Atlanta region has world-class infrastructure, several of which align with Brookhaven's local planning priorities. Improving options for pedestrians and bicyclists is essential, as is the creation of more walkable communities through the ARC's Livable Centers Initiative (LCI) program. Existing LCI studies for the City include the Brookhaven-Peachtree LCI Study & Action Plan, last updated in 2016, and the 2017 Buford Highway Corridor LCI study.

Another major initiative, in the works for the past several years, is the Top End I-285 lanes, which will function primarily as managed toll lanes. However, the mayors of north Atlanta cities have successfully advocated for high-capacity transit, including express buses, to operate for free in those lanes. As population growth leads to increased vehicular traffic, solutions like these will play a key role in managing congestion and ensuring that Brookhaven residents and employees continue to enjoy a high-quality transportation system.

1.4 Equity Focus and Progress

In 2020, the City of Brookhaven established a Social Justice, Race and Equity Commission (SJREC) to lead the charge on how the City can center equity in its policies, initiatives, and even its mission and city charter. The SJREC consists of a 36-member board, representing the diversity of the Brookhaven community. From its inception, the Commission was charged with developing a set of recommendations to guide the City's equity approach.

After a 12-month planning process, the SJREC presented its report of recommendations to the City Council in December 2021. The report included 18 recommendations, which can be further grouped into the following categories:

- Cross-cutting Recommendations (5)
- Mission, Vision, and Charter (2)
- Hiring & Retention (3)
- Procurement & Contracting (4)
- Police Accountability & Legitimacy (4)

Since the original report of recommendations, the SJREC has been transparent with the public about its implementation progress. Annual reports posted on the SJREC webpage (listed as Plan Update memorandums) provide details on the status of each recommendation. In its 2023 SJERC Plan Update Memorandum, the Commission noted that two equity toolkits have informed their recommendations: the All-In Cities Policy Toolkit from PolicyLink and the Planning for Equity Policy Guide from the American Planning Association.

Among the 18 recommendations of the SJREC, pertinent to all of the City's planning processes, the City has committed to making a deliberate and strategic effort to be inclusive of Brookhaven's diverse racial and ethnic groups, with a particular focus on increasing engagement with the Hispanic community. The City reported that it is actively working on increasing its efforts to provide information to this community, through efforts such as translating social media and all community publications. The Community Development Department is also studying ways that the City can more meaningfully engage with Hispanic community members, beyond providing translated information.



1.5 Sustainable Brookhaven

Sustainable Brookhaven is a strategy framework that has helped the City move the needle on the following elements of sustainability: natural environment, built environment, financial, organization, and civic governance. As a member government of the Southeast Sustainability Directors Network, the City of Brookhaven has demonstrated its leadership and commitment to ensuring that future generations of Brookhaven residents enjoy a clean and healthy environment.

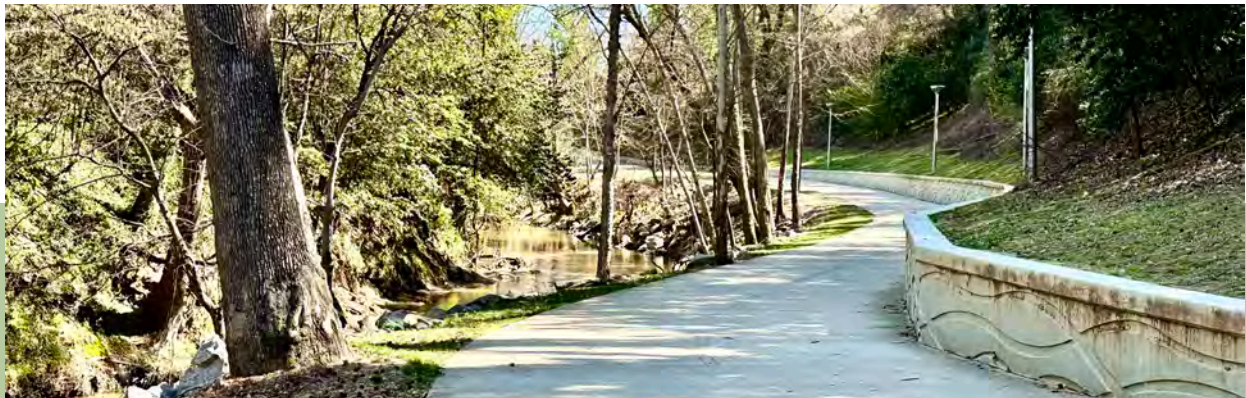
Sustainable Brookhaven touches many aspects of the community's quality of life. In 2023, many efforts are underway that will help the City achieve the vision identified in the Comprehensive Plan. Investments in bike and pedestrian safety, as well as ADA compliance, will improve how Brookhaven's most vulnerable residents access destinations. Tree canopy efforts will contribute to a more climate-resilient future as well as a more beautiful community to cherish today. The new City Hall will be a welcoming and inclusive location for residents to play a role in community development.

Through the Sustainable Brookhaven webpage, the City shares updates about initiatives that are underway or completed, as well as future planned initiatives. More than 40 action items were completed under the Sustainable Brookhaven Framework in 2022, and over 30 commitments are slated for 2023. The 2023 commitments are listed by the following elements of the strategy framework:

- Natural Environment
- Built Environment
- Financial
- Organizational
- Civic Governance

Some of the initiatives that have a close nexus to land use planning include:

- Tree canopy studies for city parks
- Economic incentives policy related to energy efficiency
- Incentives for eco-friendly construction
- Sidewalk ADA compliance and capital maintenance
- Bike and pedestrian safety improvements
- Peachtree Creek Greenway
- Briarwood Road Multiuse Path
- New City Hall
- EV stations
- Climate reduction
- Greenhouse emissions



PEOPLE, ECONOMY, PLACÉ



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2.1 Overview

In this section, the demographics, economics, and history, art, and culture of Brookhaven are reviewed. Gaining an increased understanding about who lives in the city and the socioeconomic realities faced by residents establishes a human component to the planning effort. Knowing who the plan will serve and affect increases the ability to create a tailored and accessible engagement effort throughout the process. Additionally, understanding the economic base and trajectory of the community will guide the type and location of future redevelopment. Finally, defining the importance of the history, arts, and culture of the city will contextualize future investments to preserve and expand or establish new celebrations of what makes Brookhaven unique.

WHAT'S AHEAD?

2.2 People

2.3 Our Economy

2.4 History, Art, and Culture

2.2 People

The City of Brookhaven is a growing city with a relatively young population, which bodes well for future economic prospects. Income levels and educational attainment are high, and the housing cost burden is relatively low for both owners and renters. Poverty levels are also low but markedly high among seniors aged 65+, indicating a potential weakness. Conditions like poverty and housing cost burden are also geographically dependent, with concentrations in the southern part of the city, near Buford Highway. This is indicated in other data points related to social determinants of health, such as life expectancy, which is much higher in the more affluent northern sections of the city.

Given Brookhaven's relatively high cost of living, many households earn a median income that is below the living wage which is \$105,000

for a 4-person household (MIT - Living Wage Calculator). Median household income is also uneven by race. This household income inequity may be partly correlated with educational attainment, given that many of the highest-paying jobs in Brookhaven and DeKalb County require advanced degrees. Only a quarter of Hispanic or Latino residents have a Bachelor's degree or higher, though, for all other races and ethnicities in Brookhaven, that number is higher than both county and state levels.

Homeownership in Brookhaven is relatively low, and falls far below state and national rates (U.S. Census Bureau, ACS Five-Year Estimates, 2021). Median home prices are quite high, and there is a need for more affordable workforce housing to make homeownership more accessible to more Brookhaven residents.

Data Notes

Data in this section primarily comes from the U.S. Census Bureau's American Community Survey (ACS) 5-year estimates for 2017-2021. The ACS provides information about social, economic, demographic, and housing characteristics of the U.S. population. The 5-year estimates represent data collected over a period of the time, with the advantage being greater statistical reliability for smaller geographies. Other data sources used in this report section come from the following sources.

- The U.S. Census Bureau's Local Employment Dynamics (LED) Program for 2010 to 2020, which integrates existing data from state-supplied administrative records on workers and employers with other census records, surveys, and administrative records to provide information about jobs, workers, and local economies.
- The U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Program for 2020, which combines Unemployment Insurance earnings data and the Quarterly Census of Employment and Wages (QWEC) data with existing Census Bureau data to provide statistics on employment, earnings, and job flows at detailed levels of geography, industry, and for demographic groups.
- The U.S. Census Bureau's Annual Business Survey (ABS) Program for 2017, which produces data on business ownership based on results from survey respondents and administrative records.
- Policy Map and the Centers for Disease Control and Prevention (CDC) for 2010 to 2015 that estimates life expectancy for people of different ages grouped into multi-year cohorts based on statistical models, Census population estimates, and death certificates from the National Vital Statistics System. This data is then aggregated by Policy Map, a data warehouse accessible through a mapping and analytics platform.
- PolicyMap and the Federal Financial Institutions Examination Council (FFIEC): Community Reinvestment Act (CRA) for 2019, which provides lending data that is then aggregated by PolicyMap.
- The Massachusetts Institute of Technology's (MIT) Living Wage Calculator, which estimates what one full-time worker must earn on an hourly basis to help cover the cost of their family's minimum basic needs where they live while still being self-sufficient.
- Lightcast, a data tool that aggregates economic, labor market, demographic, education, profile and job posting data from public and private sources.

Community Makeup

This section looks at population trends, the racial and ethnic makeup of the population, resident age, and educational attainment in Brookhaven. Unless otherwise noted, the data is from the U.S. Census Bureau’s American Community Survey Five-Year Estimates from 2021.

Population

Brookhaven’s population has grown over the last five years by 8.5 percent, from 53,528 residents in 2017 to 57,934 in 2022, according to U.S. Census Population Estimates Program. This growth is much faster than for either DeKalb County or the state of Georgia for the same period, which grew by 0.5 percent and 3.5 percent, respectively.

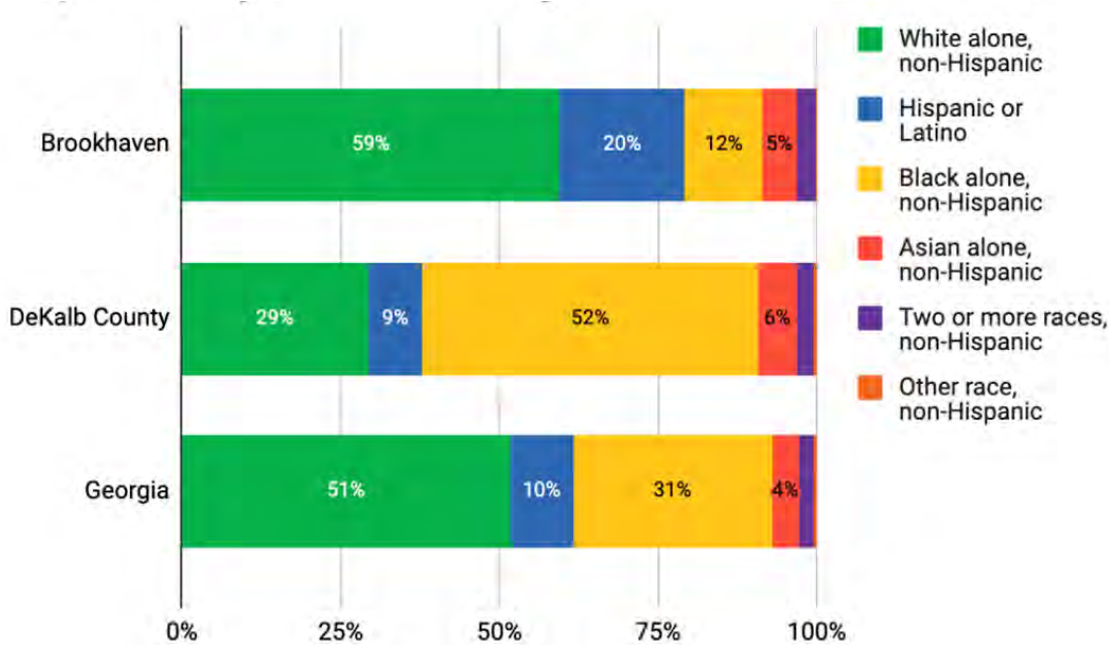
Households

Brookhaven has a smaller proportion of single parent households than the surrounding geographies (9 percent compared to 17 percent for the county and 15 percent for the state). Brookhaven has a share of female-headed households with children that is also significantly smaller (6 percent) compared to the county and state (13 percent and 12 percent, respectively).

Race and Ethnicity

As shown in Figure 1, nearly two-thirds of Brookhaven’s population is white. One-fifth of residents identify as Hispanic or Latino, while 12 percent are Black. Five percent are Asian alone, while three percent identify as another race.

Figure 1. Population by Race and Ethnicity



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2021

Educational Attainment

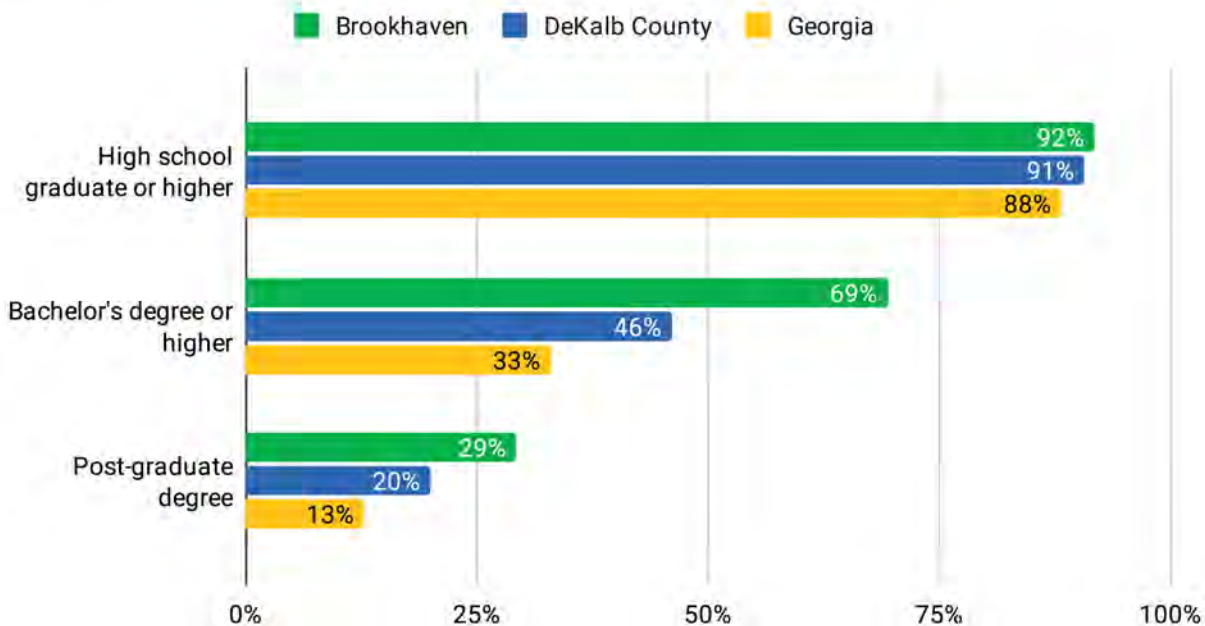
Educational attainment in the city is very high. Among those 25 years and over, 35,434 residents (92 percent) have a high school diploma or higher, and 26,802 (69 percent) have a Bachelor's degree or above, and 11,309 (29 percent) have a post-graduate degree.

Figure 2 shows that Brookhaven's educational attainment rate is higher than the county or state level, particularly for the share of residents with a Bachelor's degree or higher (46 percent and 33 percent, respectively); however, educational attainment is uneven across race and ethnic identities. Share of residents with a bachelor's degree or higher ranges from 25 percent for Hispanic/Latino residents to 57 percent for Black residents and those of more than one or two races, to 70 percent for Asian residents, and 82 percent for white residents.



Oglethorpe University

Figure 2. Educational Attainment



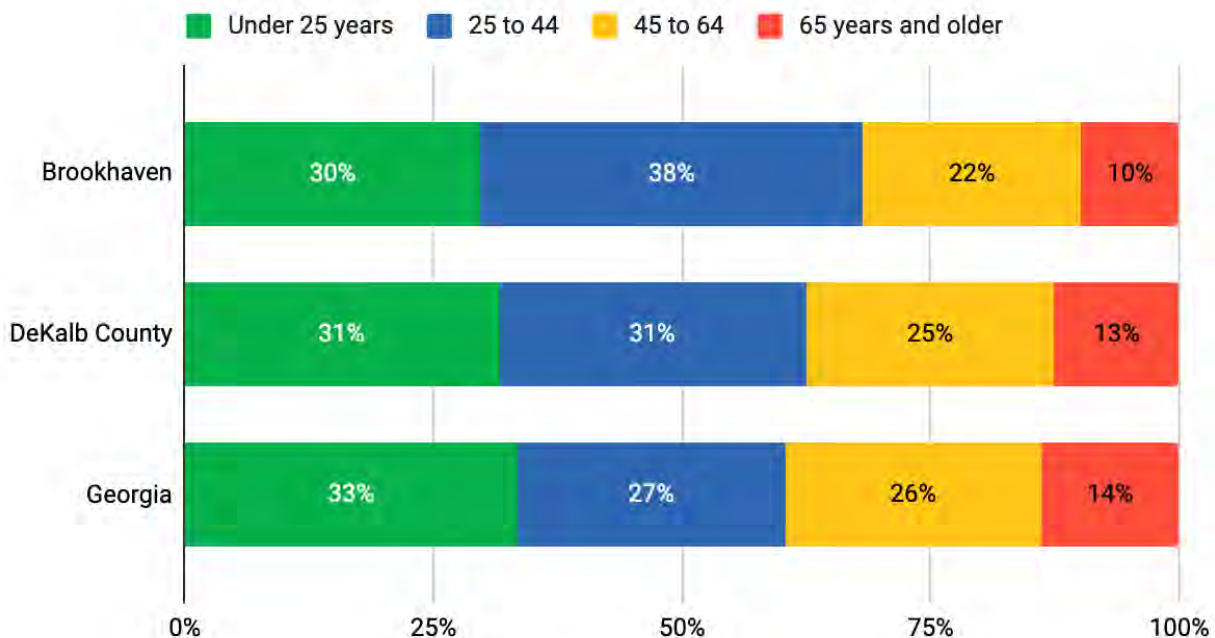
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2021

Resident Age

Depicted in Figure 3, the largest share of Brookhaven residents (38 percent, or 21,125) are between the ages of 25 and 44, and the median age for Brookhaven residents is 35. There are significantly more people in this age bracket in Brookhaven than at the county level (31 percent) or state level (27 percent), indicating a strong base of prime working-age individuals living in the city.

The next biggest group is comprised of residents under 25 years (30 percent or 16,308). This share is on par with the county (31 percent) and state (33 percent). Having a large percentage of young people bodes well for future economic growth.

Figure 3. Age Distribution



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2021

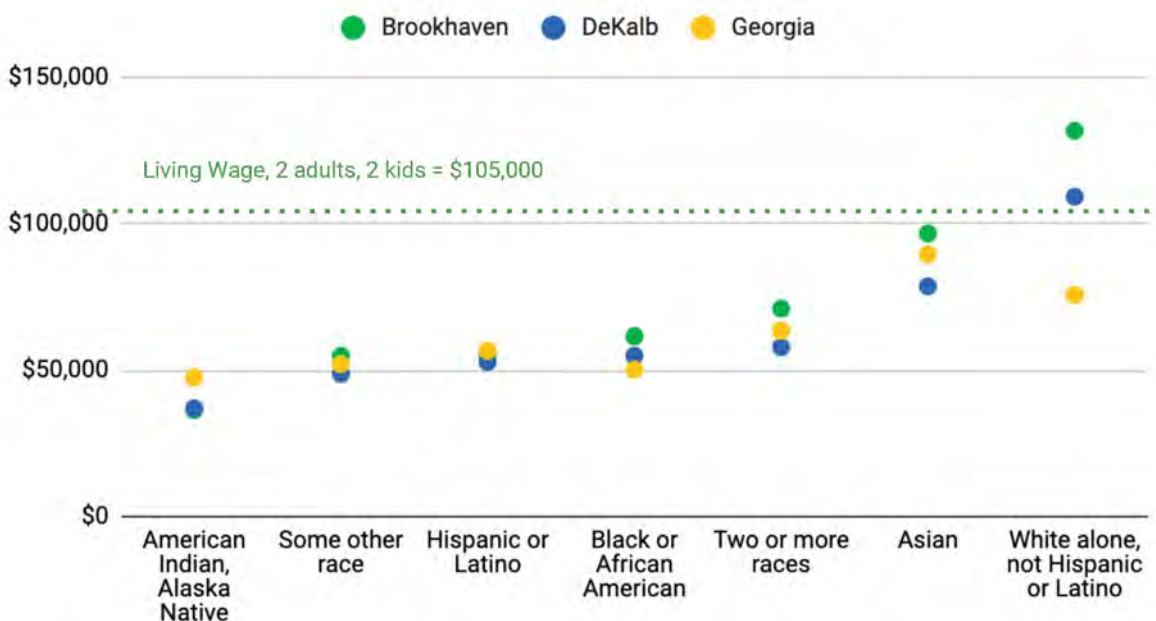
Socioeconomics

This section looks at Brookhaven’s median household income, poverty levels, life expectancy, homeownership rates, and housing cost burden prevalence.

Median Household Income

The median household income (MHI) for all households in the City of Brookhaven is \$105,464, significantly higher than that of both DeKalb County (\$69,423) and the state (\$65,030). As presented in Figure 4, there are stark differences in median household income by race. MHI for white households is \$132,000; for Asian households, MHI is \$97,000; for households of two or more races, it is \$71,000; for Black households, it is \$62,000, and for Hispanic households MHI is \$55,000. It is notable that only white households in Brookhaven have an MHI above the living wage, defined as \$105,115 for a 4-person household in DeKalb County, according to the MIT Living Wage Calculator. This tool estimates what the annual income (per working adult) needs to be to help cover the cost of their family’s minimum basic needs while still being self-sufficient.

Figure 4. Median Household Income



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2021

Employment

The overall unemployment rate for Brookhaven is 3.2 percent. Black residents experience the highest unemployment rate in the City at 8 percent (or 3,520 people).

Poverty

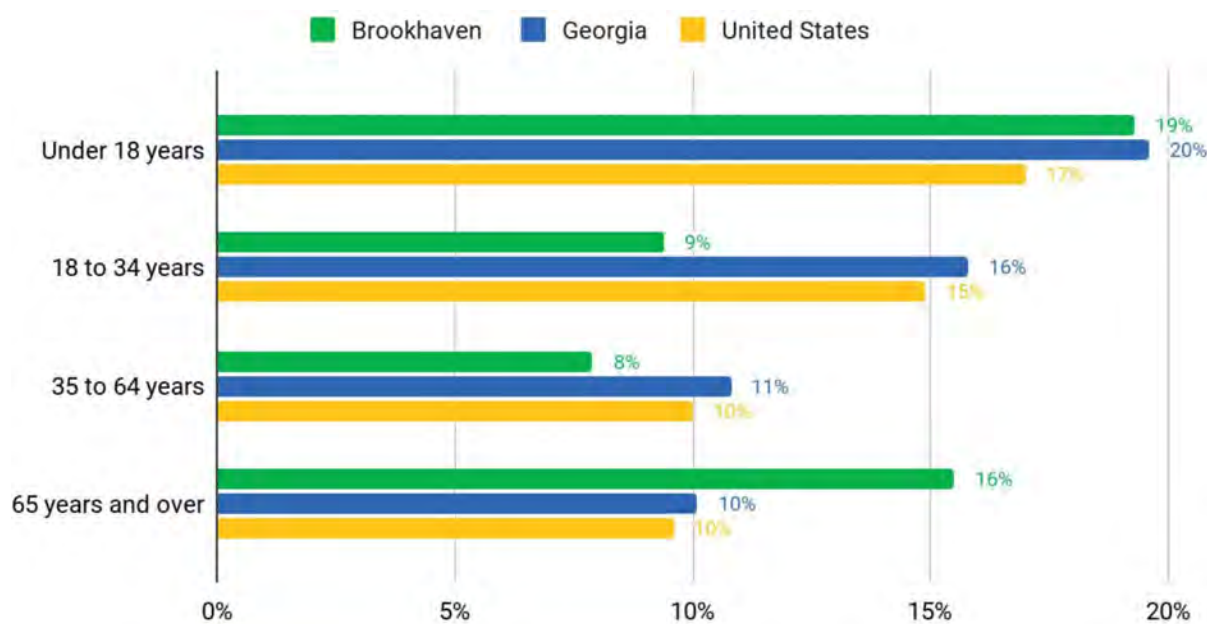
Brookhaven has a lower percentage of people living at or below the poverty level (6,274 people or 11.6 percent) than the state of Georgia (1,441,351 people or 13.9 percent) or nationwide (40,661,636 people or 12.6 percent). As shown in Figure 5, poverty in Brookhaven is highest among children and the elderly, with nearly a fifth of Brookhaven residents under 18 in poverty (2,325) and 16 percent of those aged 65+ (827).

While the share of youth under 18 in poverty is similar to that statewide and nationally, and overall poverty in Brookhaven (11.6 percent) is lower than state and national numbers (13.9 percent and 12.6 percent), the share of residents in poverty aged 65+ is much higher for Brookhaven than it is at the state or national level. This is despite the fact that residents aged 65+ make up only 10 percent of Brookhaven's population.

Life Expectancy

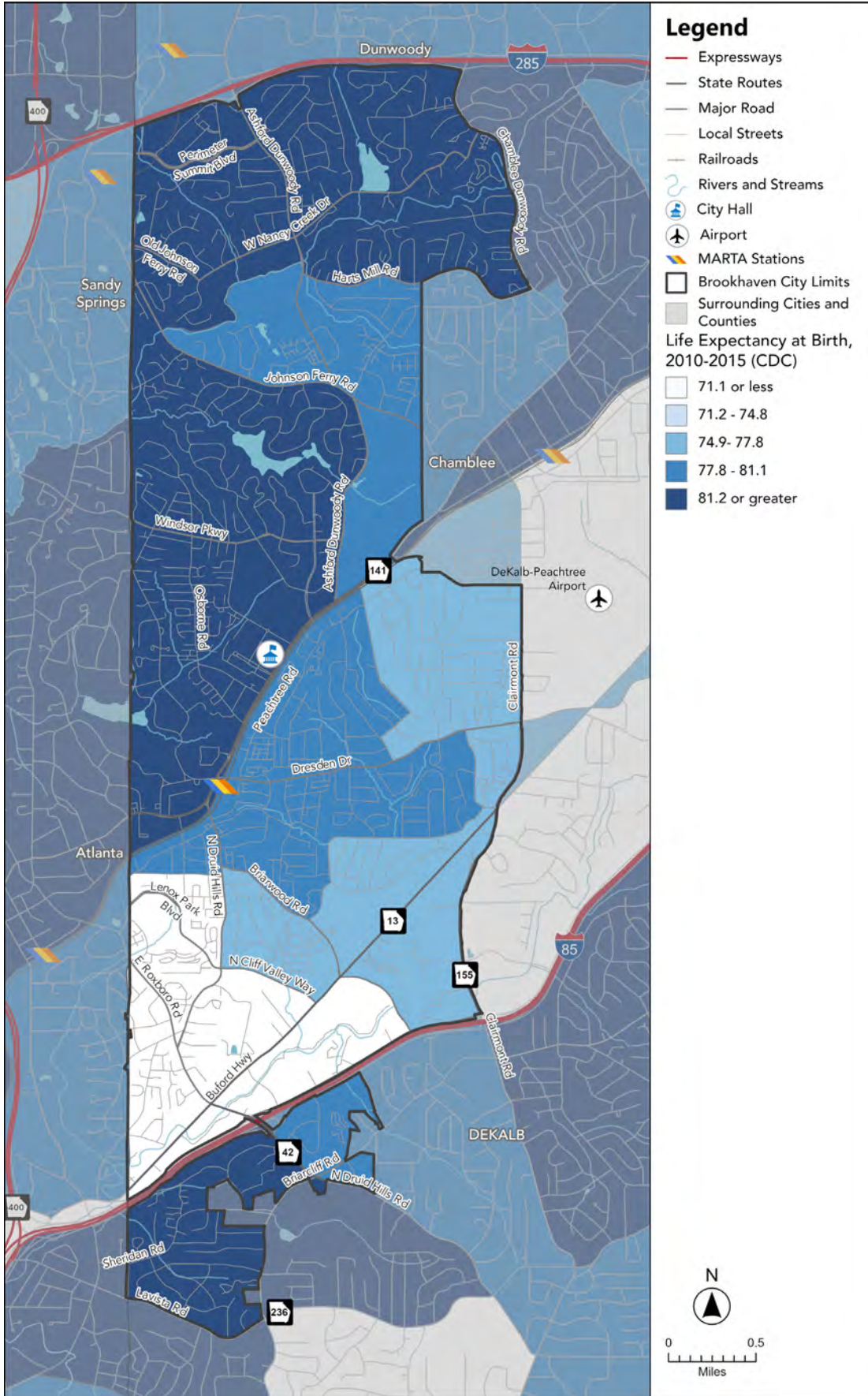
Life expectancy at birth for Brookhaven residents ranges from 76.5 to 82.3, with the median being 78.4. There is almost an 8-year gap between those living in the city's more northern, affluent areas, which have the highest life expectancy, and those living in the south of the city, which contains more low-income census tracts as shown in Map 4.

Figure 5. Poverty by Age



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2021

Map 4. Life Expectancy at Birth



Housing Cost Burden

Cost-burdened households are defined by the Census Bureau as those that spend more than one-third of their income on housing. In Brookhaven, nine percent of owner households (2,121) and 20 percent of renter households (4,612) are considered cost-burdened in Brookhaven. Comparatively, half of all renters and 22 percent of homeowners are cost-burdened nationwide. In Georgia, those numbers are 49 percent and 21 percent.

Homeownership

The homeownership rate for Brookhaven is 54 percent, lower than state and national rates, and varies by race and ethnicity. Among white residents, 67 percent are homeowners, as are 49 percent of Asian residents, 26 percent of Black residents, and 22 percent of Hispanic/Latino residents. Median home prices in Brookhaven (\$548,600) are much higher than in DeKalb County (\$255,600), which could account for the low levels of homeownership. Map 5 shows the dominant housing tenure by Census tract.

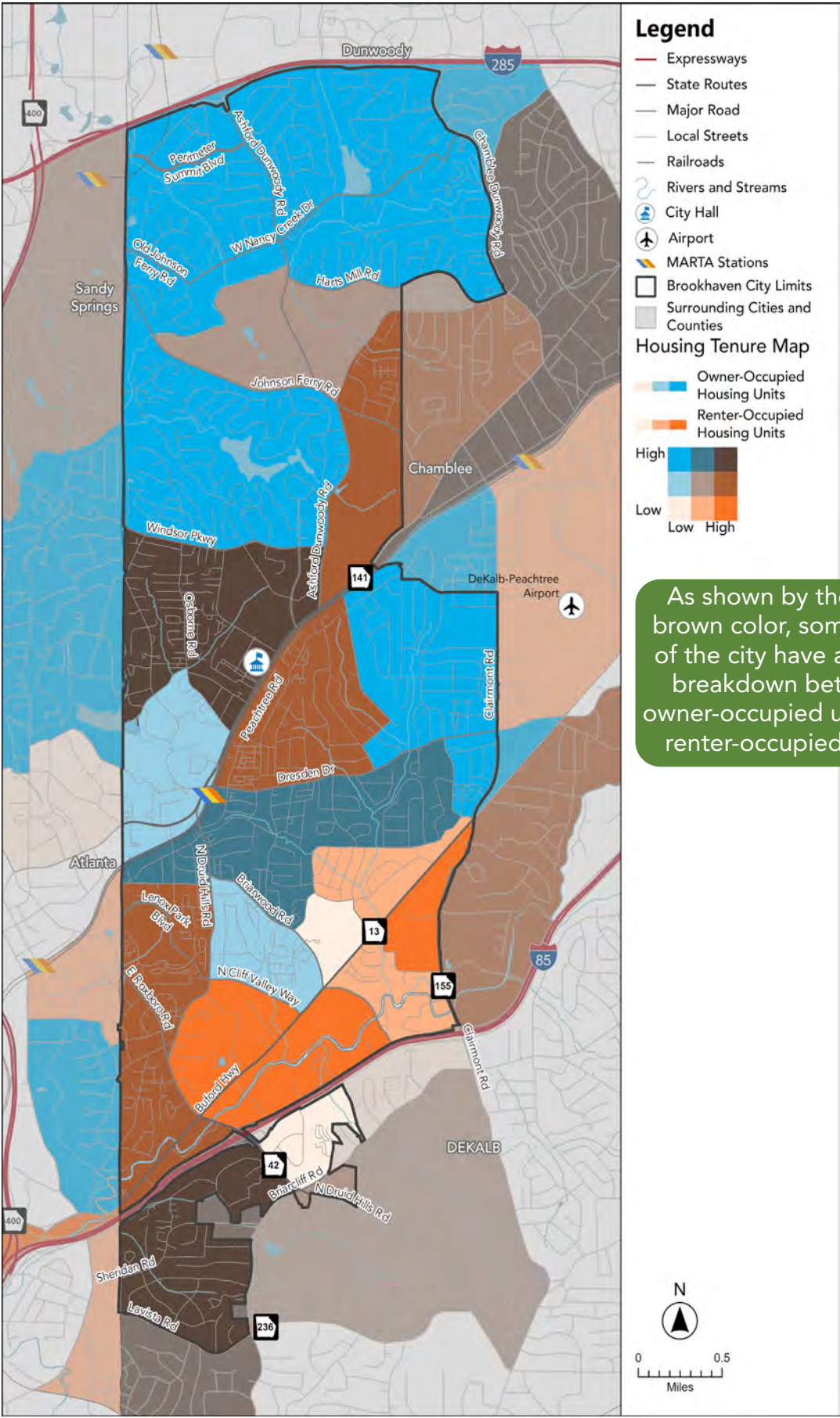
Buford Highway Demographics

The Buford Highway corridor has 12,506 residents as of 2023, with a median household income of \$62,644. The median household income within the Buford Highway corridor is notably lower than the city's overall median household income (\$105,464) as well as for DeKalb County and the state of Georgia.

In terms of housing in the area, 74.3 percent of units are renter occupied, which is higher than for the city, county, or state. The median home value is \$401,212, less than for the city (\$548,600) but higher than for DeKalb County (\$255,600). In terms of race and ethnicity, 21.1 percent of the area population is white alone, 58.6 percent is Hispanic/Latino, 17.9 percent is Black alone, and 5.4 percent is Asian alone with 36.6 percent of residents as some other race and 15.6 percent as two or more races. These data points document that Buford Highway Corridor significantly less white and more diverse than the surrounding city.



Map 5. Housing Tenure

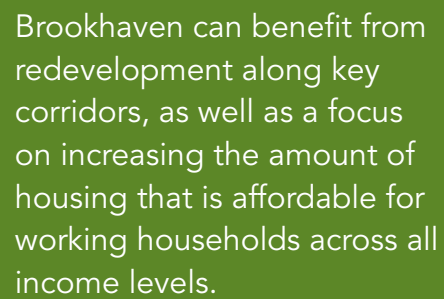


2.3 Our Economy

Brookhaven is growing economically, along with the surrounding area. Top employment sectors include Information, Retail, Professional/Technical, and Finance, which with the exception of Retail, generally have relatively high-wage occupations. Although it has significant job opportunities within its borders, Brookhaven is not a live-work community; it has high levels of in- and out-commuting for work.

Entrepreneurship is healthy in Brookhaven, with higher rates of new firm formation than in the state or nation. This is especially true for women and minority business ownership, which are high compared to state and national levels. Still, many of Brookhaven's lower-income residents, specifically minority individuals, struggle to find the necessary resources to start and scale businesses; therefore, the City should continue to support entrepreneurial and job creation efforts, especially among Brookhaven's low and moderate-income residents.

Brookhaven can benefit from redevelopment along key corridors, as well as a focus on increasing the amount of housing that is affordable for working households across all income levels.



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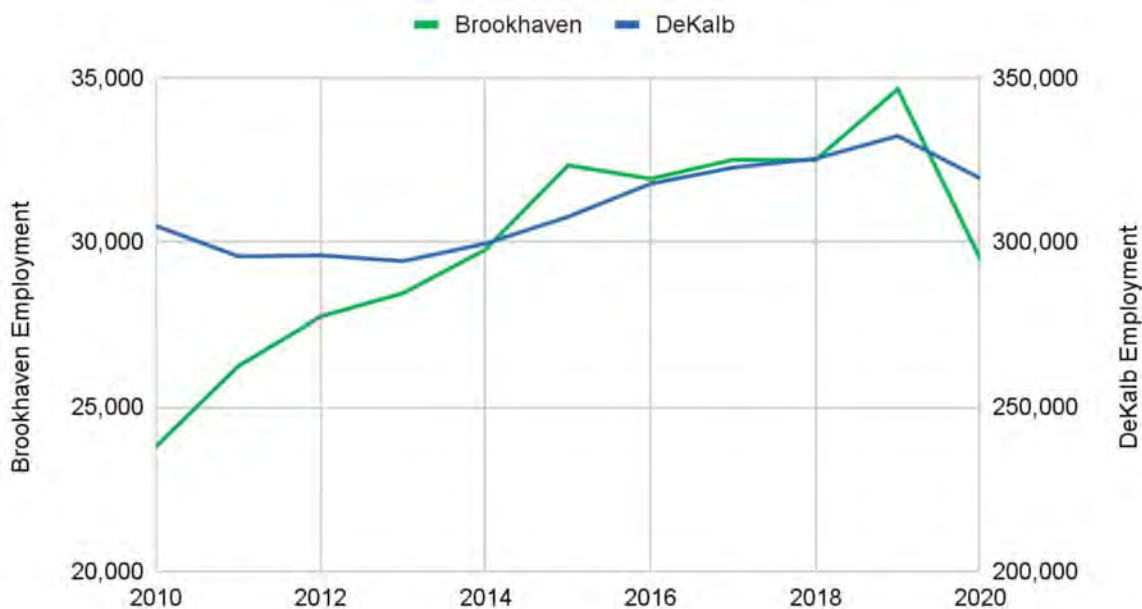
Employment and Industry Trends

Job Growth

Brookhaven has seen more rapid employment growth since 2010 than DeKalb County overall, with an increase from 23,794 to 29,488 in 2020, an increase of 24 percent. The County saw an increase from 304,891 to 319,350, an increase of 5 percent. The trend lines for Brookhaven and DeKalb County, including a slight dip in employment due to the COVID-19 pandemic, are shown in Figure 6.

From 2016 to 2021, jobs declined by 0.9 percent in DeKalb County from 353,482 to 350,387; however, as the number of jobs declined, the labor force participation rate increased from 63.1 percent to 67.7 percent for the same period (Lightcast, retrieved June 2023). Over the next three years, DeKalb County is expected to increase to over 363,000 jobs.

Figure 6. Employment Trends

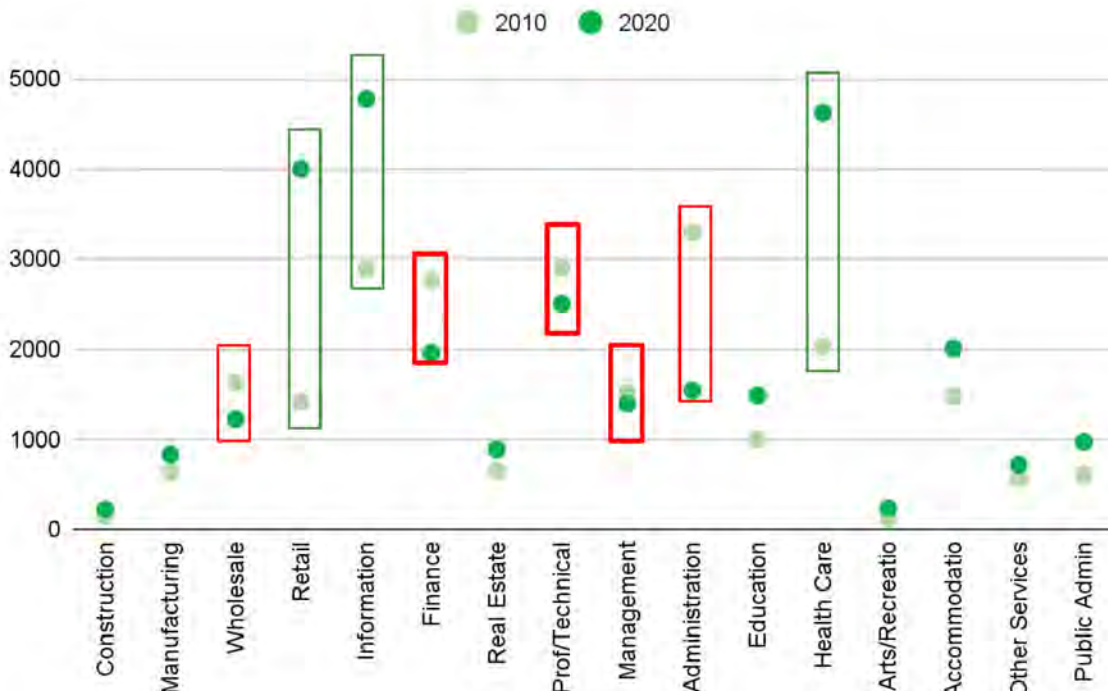


Source: U.S. Census Bureau, Local Employment Dynamics, 2010 to 2020

Industry Strengths

Brookhaven saw significant growth between 2010 and 2020 in the Retail, Information, and Healthcare sectors, increasing employment in each by 14 percent or 2,584 jobs, 16 percent or 1,885 jobs, and 16 percent or 2,593 jobs, respectively. Over the same period, only five industry sectors declined: Wholesale, Finance, Professional/Technical, Management, and Administration, all of which pay close to or above median earnings in Brookhaven. The remaining eight sectors showed growth. These trends are shown in Figure 7.

Figure 7. Employment by Industry Sector, 2010 and 2020



Source: U.S. Census Bureau, Local Employment Dynamics, 2010 to 2020

Commuting

Of the 26,384 people employed in the City of Brookhaven, 95.8 percent (25,277) commute from outside the city. Only 4.2 percent (1,107) of employed people both work and live in the city. Almost 95 percent (20,341 employed residents) leave the city for work, as reflected in Figure 8.

Commuter Industries

According to 2020 US Census Longitudinal Employer-Household Dynamics (LEHD) data, among workers employed in Brookhaven, Information, Healthcare and Social Assistance, and Retail Trade are the most common industries. For workers living in Brookhaven, Professional, Scientific and Technical, Finance and Insurance, and Health Care and Social Assistance are the most common industries. The number of total industry jobs in Brookhaven compared to the number of residents employed in those industries indicates that the city may serve as a bedroom community for some industries and a jobs center for others. For example, Brookhaven is a hub for jobs in the Information, Retail Trade, and Health Care and Social Assistance industries, but somewhat of a bedroom community for those employed in Professional, Scientific, and Technical Services, Educational Services, and Administration & Support, Waste Management and Remediation.

Figure 8. Live-Work Rate

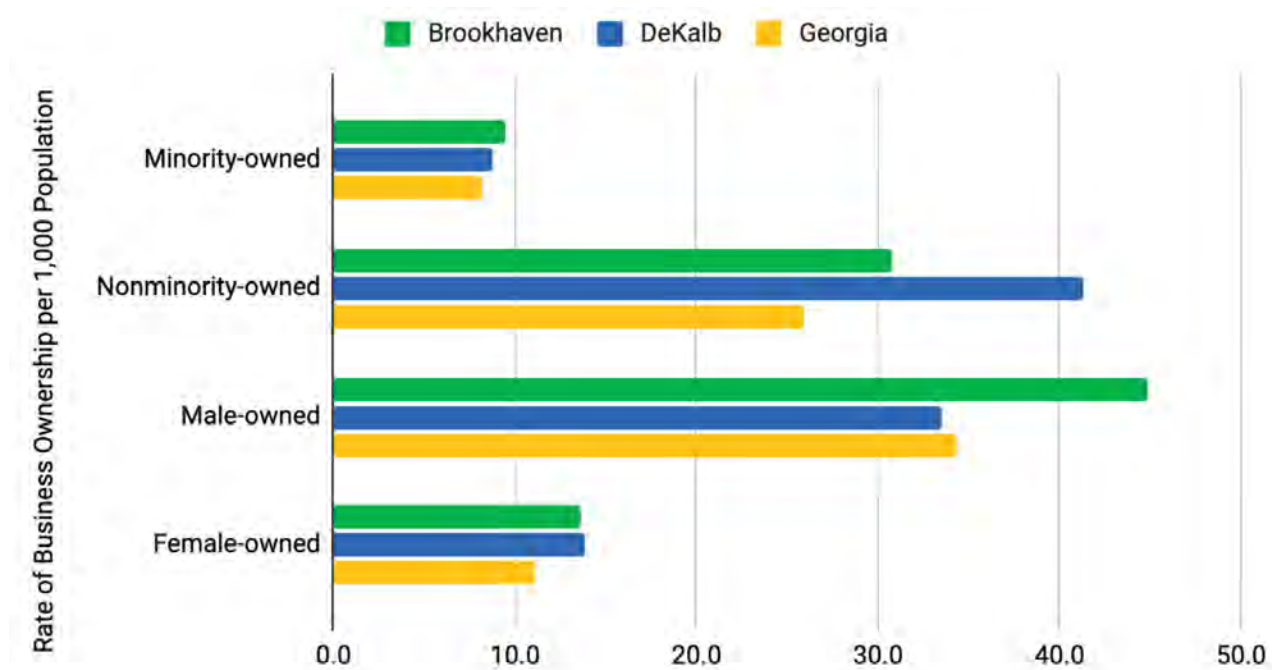


Source: U.S. Census Bureau, Center for Economic Studies, LEHD, 2020

Entrepreneurship

In 2020, 1,691 businesses were formed in DeKalb County. The greatest share of these (20 percent, or 338) were in the Professional, Scientific, and Technical Services sector. Since 1980, DeKalb County has had an average of 13.8 new businesses per 100 existing. This is greater than statewide rates (12.9) or national rates (11.7). In Brookhaven, the average small business loan in 2019 was \$23,878. This is about \$1,000 lower than the average since 2013, \$24,894. It is also lower than average loan amounts in DeKalb County and Georgia (\$25,851 and \$31,221, respectively) for the same period. Minorities and women have lower rates of business ownership than the population overall, but women and minorities in Brookhaven own businesses at higher rates than in Georgia, as shown in Figure 9.

Figure 9. Business Ownership



Source: Annual Business Survey, Data for 2017

2.4 History, Art, and Culture

Brookhaven has a unique history and culture exhibited by its diverse community and public art. Map 6, along with Tables 1 through 4, identifies historic places and markers; major public art pieces; cultural organizations and place; and places of worship within and just outside the city. Many of these interest points concentrate along Peachtree Road—considered Brookhaven’s town center—and Buford Highway, a regionally-recognized international cultural corridor.

History

Brookhaven’s history as an official city began in 2012 through a successful referendum to incorporate from DeKalb County. However, the full history of the area dates back much further than the last decade. Prior to the 1820s, the Brookhaven area belonged to the Muscogee Creek indigenous people. During this period Brookhaven welcomed its first European settler John Evins who became a permanent resident around 1810.

After the Muscogee Creek were forcibly removed, Harris and Solomon Goodwin moved to the area in the 1830s. Their plantation home has been preserved and is known as the historic Goodwin Home. Its success ultimately necessitated a train station stop, a foundation through which the area developed in phases over the last 200 years.

In 1924, the area that is now the City of Brookhaven was incorporated as the village of North Atlanta. As a village, the municipality had few functions: implementing zoning, reviewing developments, installing and maintaining streetlights, running a library, and making traffic-

related improvements. Revenue was chiefly generated via business licenses and a two percent tax on insurance premiums. After the village witnessed significant growth, the City Council sought to alter the village’s charter in 1963. It held a referendum that asked voters to adopt a new charter or keep the original one. To the City Council’s surprise, the state legislature also included a third choice: dissolve the village of North Atlanta entirely. A majority of voters picked the latter, and the village of North Atlanta was officially abolished in 1965.

Overlapping with this period of city-hood was the area’s largest phase of development, which took place in the 1950s and lasted through the 1970s. This earned the area a MARTA Station in 1984 named the “Brookhaven/Oglethorpe” MARTA in reference to the historic neighborhood and local university.

Years later, the idea of Brookhaven as a historic place with a unique identity began to formalize once more when the first cottage neighborhoods developed around the Capital City Club, as well as the club itself, were listed on the National Register of Historic Places in 1986. With the MARTA Station and historic designations, residents began to feel a stronger sense of place and identity, and in 2007, discussions on incorporation began. However, they were not fruitful until Representative Mike Jacobs introduced legislation at the state level in 2011. By December 17, 2012, the City of Brookhaven began its independent operations as a legal city in DeKalb County under the leadership of the first elected mayor, J. Max Davis.

Since incorporating, the city has grown in population. The community's culture is rich in diversity and known for being a regional leader in public art. The city has worked to celebrate that cultural diversity and preserve its history by utilizing its artistic community and strategically investing in its arts, culture, and history. They City keeps an active, interactive list of all historic places and public art on their website.

Another example of these efforts is the city's recognition of Lynwood Park. It was one of very few historically African American neighborhoods established in north Atlanta and was home to Olympian track star Mel Pender Jr. To celebrate Lynwood Park, the city officially recognized the Lynwood Park school as a historic building in 2020 and is exploring ways to honor Mel Pender Jr.'s legacy in the neighborhood.

Additionally, Rebecca Chase Williams, who has been elected as both a city council member for the first council as well as mayor, worked with local historian and writer Valerie Mathis Biggerstaff to compile a published history of the area: *Images of America Brookhaven*. In 2020, the city adopted *Arts Brookhaven*, a strategic plan for celebrating the arts and culture in the city, which it continues to execute on through today.

Table 1. History Interest Points

History	
Reference #	Interest Point
H1	Ashford Park Elementary School
H2	Brookhaven Historic District
H3	Capital City Golf Club
H4	Cross Keys High School
H5	Fischer Mansion
H6	Lynwood Park
H7	Lynwood Park Community Center
H8	Montclair Elementary School
H9	Montgomery Elementary School
H10	Nancy Creek Primitive Baptist Church Cemetery
H11	Oglethorpe University
H12	Salathel & Sarah Adams Family Cemetery
H13	St. Martin's Episcopal School
H14	The Marist School
H15	Woodward Elementary School
H16	Cox's Div. and Dodge's 16th A.C. Make Contact
H17	Dodge's 16th A.C. Camp on Nancy's Creek
H18	Old Cross Keys
H19	Solomon Goodwin's Residence
H20	The Samuel House Plantation
H21	William Johnston's Mill



Map 6. Arts, History, Culture Points of Interest

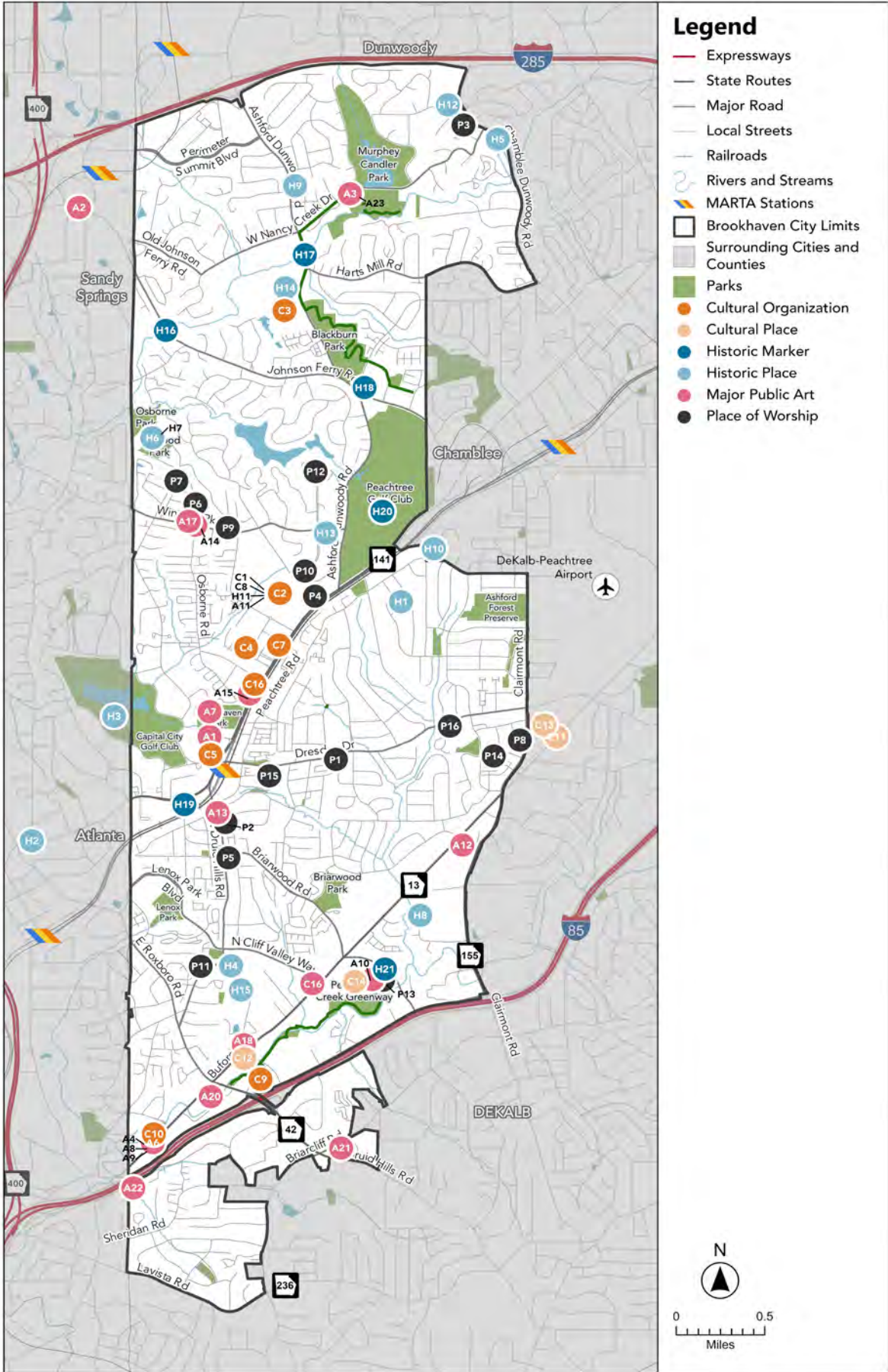


Table 2. Art Interest Points

Art	
A1	#BrookhavenStrong mural
A2	Art at Children's Healthcare of Atlanta
A3	Baseball Statue - Murphey Candler Park
A4	Education is Liberation Monarch Mural
A5	Historic Lynwood Park Monument signs
A6	Jess X. Snow mural
A7	Langford Park War Heroes
A8	Living Walls and other Murals on Buford Highway and Northeast Plaza
A9	Los Vecinos de Buford Highway
A10	Mi Gente Mural - Northeast Plaza
A11	Oglethorpe University Campus Art
A12	Our Lady of Buford Highway
A13	Paredes Vivas - Cross Keys High School Mural
A14	Turiya Clark Untitled Crosswalk
A15	Untitled Mural - Buckhaven Vet Clinic
A16	Untitled Mural - Atlanta Package Store
A17	Untitled Mural - Avellino's Wood Fire Pizzeria
A18	Untitled Mural - Brito SuperMarket #2
A19	Untitled Mural - Crown Car Wash
A20	Untitled Mural - Havana Sandwich Shop
A21	Untitled Mural - Tin Roof Cantina
A22	Wings of the City
A23	Young Girl's Statue for Peace

Table 3. Culture Interest Points

Culture	
C1	Conant Performing Arts Center
C2	Contra Punto
C3	Cowart Family/Ashford-Dunwoody YMCA
C4	Explore Brookhaven
C5	Historic Brookhaven Neighborhood Association
C6	Lynwood Park Foundation
C7	Brookhaven Arts & Culture Commission
C8	Oglethorpe University Musuem of Art
C9	Salvation Army
C10	The Latin American Association - LAA - of Atlanta
C11	Buford Highway
C12	Lips Atlanta
C13	Plaza Fiesta
C14	Northeast Plaza
C15	Center for Pan Asian Community Services - CPACS - ATL
C16	Chamber of Commerce

Table 4. Places of Worship

Places of Worship	
P1	Atlanta Vineyard Church
P2	Brookhaven Baptist Church
P3	Chabad Israeli Center
P4	Brookhaven Christian Church
P5	Brookhaven United Methodist Church
P6	China Grove Missionary First Baptist Church
P7	Little Zion Baptist Church
P8	Iglesia Bautista vida Abundante
P9	Lynwood Park United Church of God in Christ
P10	Oglethorpe Presbyterian Church
P11	Congregation Or VeShalom
P12	Our Lady of Assumption Church and School
P13	Masjid Abu Bakr
P14	Skyland United Methodist Church
P15	University Baptist Church

Other prominent organizations not physically listed: Epicuran Society, Institute of Mexican Culture, Latino Community Fund, and We Love Buford Highway



Plaza Fiesta
Source: Bonappetit

Arts and Culture

Brookhaven's proximity to Atlanta, Oglethorpe University, and the culturally diverse Buford Highway have fostered an environment for enjoying the arts in many forms and from many backgrounds. After passing the Arts + Culture Strategic Plan in 2020, the city has put forth a concentrated effort to expand access to the arts. The Brookhaven Arts & Culture Commission meets monthly to execute the strategic plan, advise the City Council on art projects, and share upcoming artistic and cultural events.

The city enjoys over 30 pieces of major public art from murals to statues to creative crosswalks. Many of these pieces are the fruit of strategic partnerships, particularly focused on highlighting and celebrating the cultural diversity of Buford Highway. Anchor institutions in Brookhaven, such as Children's Healthcare of Atlanta and Oglethorpe University contribute to the Brookhaven identity through public art as well. This has extended to businesses in partnership with the Chamber of Commerce, as

a wide variety of local businesses have opened their wall space to display additional murals. The inventory of these can be found on the following pages.

In addition to creating public art, the city and its partners host many art programs ranging from children's workshops to art gallery events and festivals. An important aspect of this art programming identified in the Arts + Culture Strategic Plan is ensuring access to these services for all Brookhaven residents.

In addition to public art, there are notable culture centers and places located throughout the city supported by both civic organizations and cultural organizations. Both are active in collaborating with the city and the citizens to promote, celebrate and share their unique experiences and identities. Recently, the City has been working to highlight both its historic African American heritage and contemporary Asian American Pacific Islander (AAPI) and Latino communities.



#BrookhavenStrong by Alison Hamil
Source: Rough Draft Atlanta

OUR ENVIRONMENT



3.1 Introduction

The natural environment is a core part of what makes Brookhaven special. This chapter summarizes the current policies and programs in place to protect natural resources and areas that provide environmental services. It also provides context about the City's parks, greenspace, and trail plans. Establishing a foundational understanding of the existing natural and recreational resources in the city gives a lens through which to explore future investment opportunities.

WHAT'S AHEAD?

3.2 Protection of Natural Assets

3.3 Parks, Trails, & Greenspace

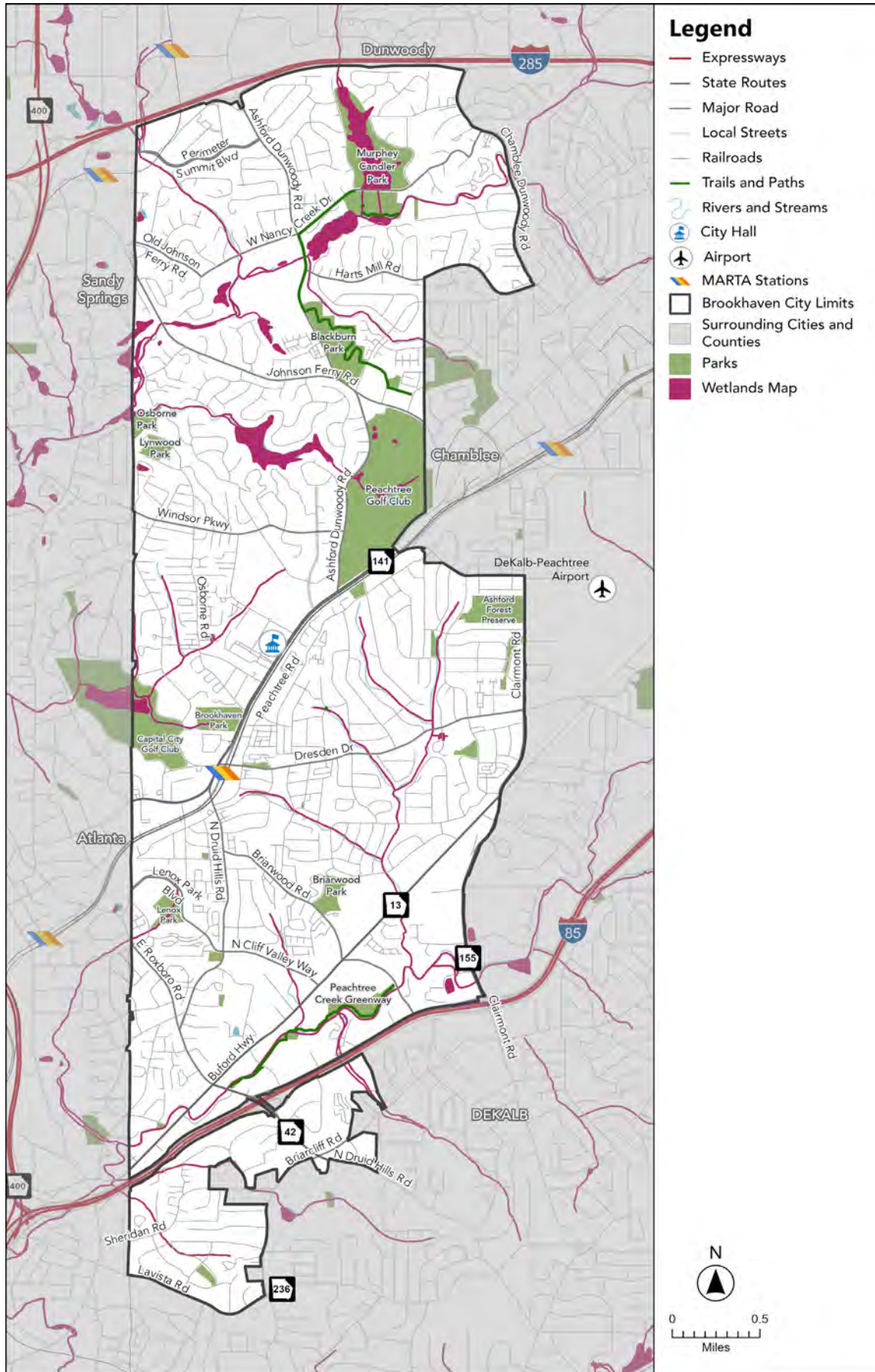
3.2 Protection of Natural Assets

The City has adopted policies to comply with the regional water plan (Metropolitan North Georgia Water Planning District's 2022 Water Resources Management Plan) and the state's rules for environmental planning criteria (Subject 391-3-16), as follows:

- Article IV. Post-Construction Stormwater Management for New Development and Redevelopment: This section enforces the provisions of the Georgia Stormwater Management Manual.
- Article VI. Stream Buffer Protection: This section, amended in 2019, requires an undisturbed natural vegetative buffer of 50 feet on either side of the stream channel, as well as an additional 25-foot impervious area setback.
- Article VII. Subdivisions: This section includes regulations related to the development of properties that may contain wetlands. Areas defined by the United States Geological Survey (USGS) as "wetlands" are shown in Map 7.
- Article VIII. Floodplain Management: This section, amended in 2020, ensures that proper floodplain management and flood risk reduction activities are carried out.



Map 7. Wetlands



Watersheds

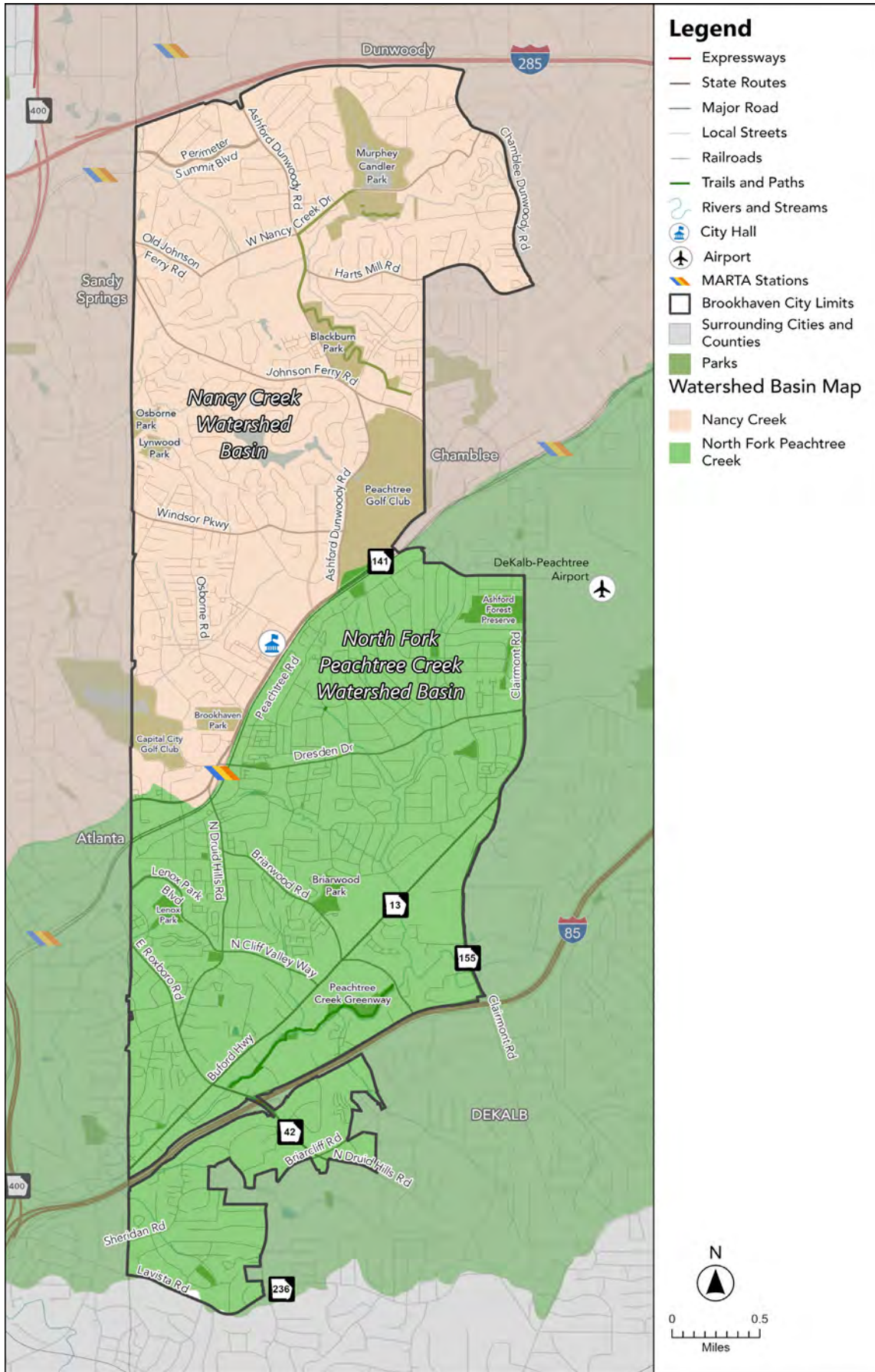
Though water resources (streams, creeks, lakes, and other water bodies) constitute less than one percent of the city's total area, protection of these assets is vital for the health of the community and the broader Chattahoochee River watershed. As shown in Map 8, two watersheds (HUC-12 boundaries) are found in Brookhaven: Nancy Creek in northern Brookhaven and North Fork Peachtree Creek in southern Brookhaven. The City of Brookhaven coordinates protection activities with neighboring jurisdictions (City of Chamblee and DeKalb County). Watershed Improvement Plans for Nancy Creek and North Fork Peachtree Creek were developed in 2018.



Image Source: City of Brookhaven

Brookhaven recently completed a stream restoration project on Nancy Creek, funded jointly by the City and the State's 319(h) Grant.

Map 8. Watersheds



Floodplain Protection

About 9.4 percent of the total land area in Brookhaven is located within the floodplain (see Map 9). Particularly in the North Fork Peachtree Creek Watershed, several properties are known to have repetitive losses due to flooding. The City of Brookhaven has implemented several projects in recent years to manage flooding and protect properties.

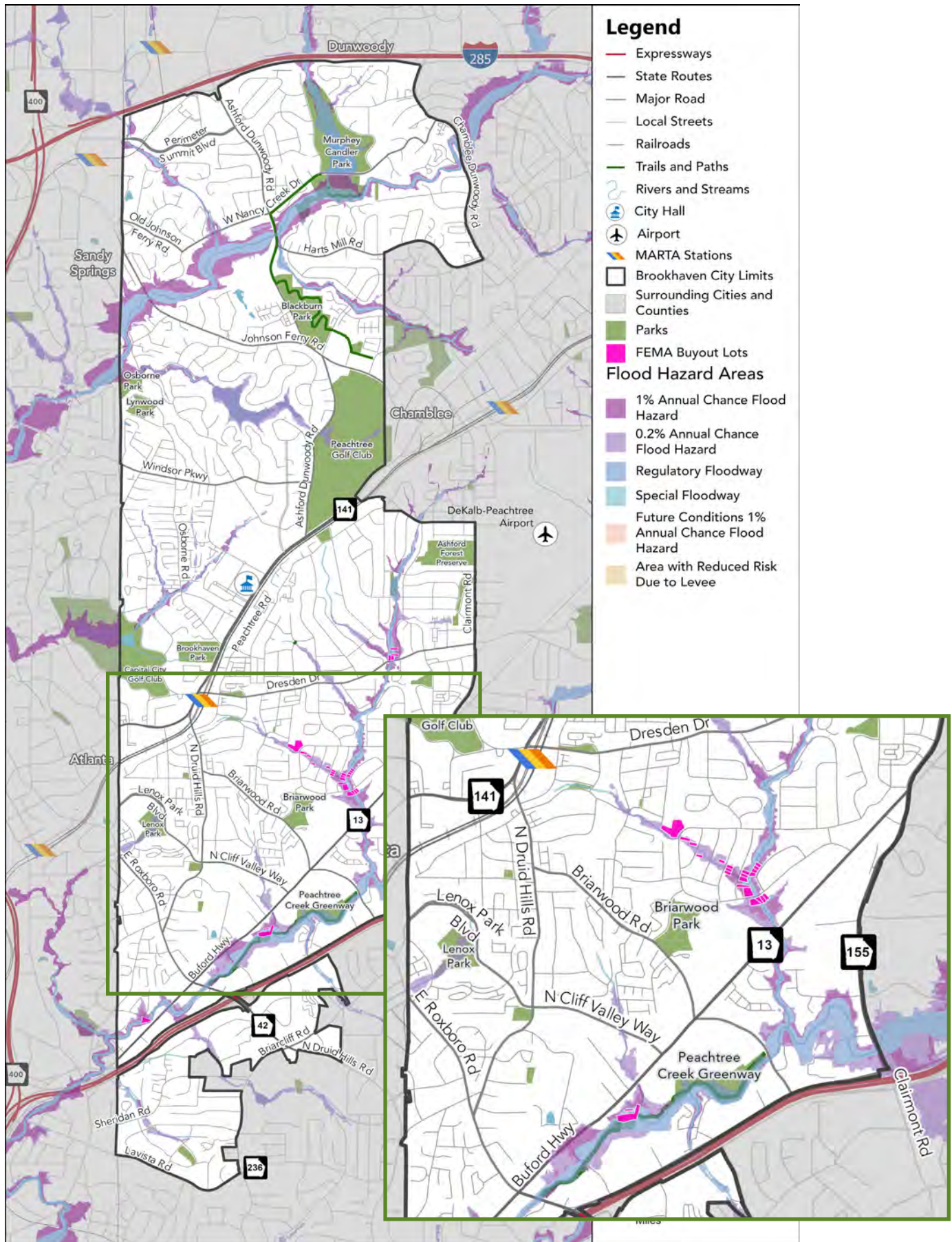
In 2017, the City acquired one of the largest tracts of undeveloped urban forest—33 acres—remaining in the Atlanta region. This property, which was later named the Ashford Forest Preserve, provides immense ecological value with its mature trees, a stream, wildlife, and native plants.

Supported by funding from the federal Hazard Mitigation Grant Program in 2018, the City

completed a purchase of 30 parcels of land, totaling 14.5 acres, which was dedicated as a conservation easement and will be protected for perpetuity. The properties are located on Drew Valley Road, Oostanaula Road, Burch Circle, Poplar Springs Drive, Nesbitt Drive, Bynum Road, Bynum Drive, Buford Highway, Dresden Drive and Victor Road.

In 2020, the City completed its first acquisition under the Federal Emergency Management Agency (FEMA) Voluntary Buyout Program for two residential properties located on South Bamby Lane. Six additional residential properties on South Bamby Lane were purchased through the Voluntary Buyout Program in 2022. It is a priority for the City to continue its efforts to convert properties in high-risk areas to permanent greenspace.

Map 9. Flood Risk Areas and Buyout Lots



Tree Canopy

Trees are highly valued by the Brookhaven community. Since 2014, the City has studied changes in its tree canopy coverage. The latest study, published in 2021, reported that 3,721 acres, or 48 percent of the total land area in the city is canopy cover.

The City has several policies and programs in place to preserve existing trees and promote tree plantings. In 2021, the City Council adopted an updated Tree Preservation and Maintenance Ordinance, which was developed through an extensive community engagement effort. The Tree Fund, which is funded by one percent of annual building permit revenue, helps the City to maintain trees and install new trees on City owned or leased property. The City's Front Yard Tree Planting Program, which is sponsored by Trees Atlanta, has been a successful initiative for expanding trees on private property.



Image Source: City of Brookhaven

3.2 Parks, Trails, & Greenspace

Brookhaven is home to 22 parks, trails, and greenspace facilities. The City is committed to expanding its greenspace offerings, as evidenced by the recent opening of Langford Park. Developed in 2014, the City's Parks and Recreation Master Plan highlights the value of greenspace to the community and outlines steps for providing high-quality amenities and opportunities for its residents and visitors. In 2016, the City completed Site Specific Master Park Plans to provide more specificity to the 2014 plan. Since 2018, the Parks Bond has supported the delivery of various facility improvements across the City's parks.

Brookhaven places a high emphasis on utilizing its parks and recreational facilities as spaces to provide excellent programming, thereby improving the community's quality of life. Figure 10 summarizes the Three Pillars, developed by the National Parks and Recreation Association, that guide the City's philosophy on the value of greenspace.

Summer camps, youth sports, adult intramural athletics, cultural arts events, fitness classes, and senior programs are among the many uses specifically identified in the Parks and Recreation Master Plan. Offering a broad range of activities to community members of all ages is intended to further the goal of meeting physical, mental, and social health needs.

Figure 10. Three Pillars

CONSERVATION

Protecting open space, connecting children to nature, and engaging communities in the conservation process.

HEALTH & WELLNESS

Leading the nation to improved health and wellness through parks and recreation.

SOCIAL EQUITY

Ensuring all people have access to the benefits of local parks and recreation.



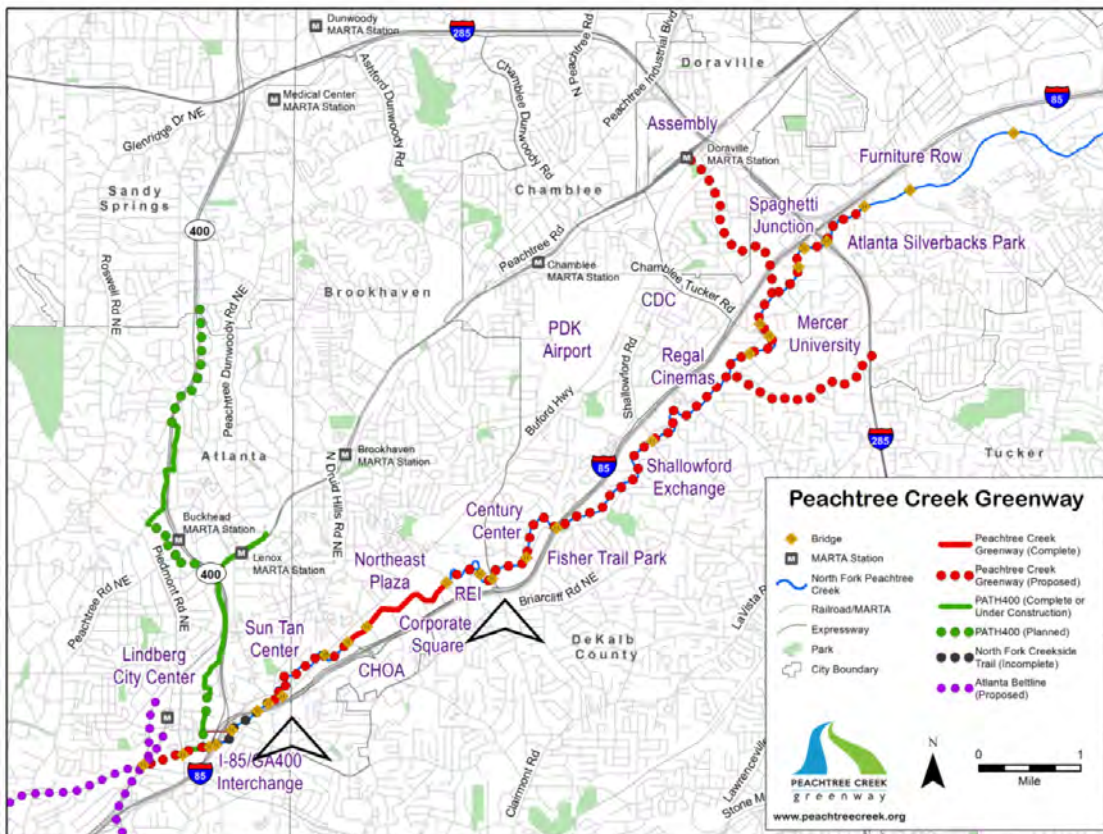
Peachtree Creek Greenway

The highest profile trails initiative underway in Brookhaven is the Peachtree Creek Greenway (PCG), shown in Map 10. The PCG aims to connect the Atlanta Beltline with the Perimeter at I-285, in the process spanning multiple jurisdictions including Brookhaven, Chamblee, Doraville, and unincorporated DeKalb County.

Phase I, known as the “Model Mile,” opened in 2019 and spans from Briarwood Road to North Druid Hills Road. Phase II, a multi-jurisdiction effort which will continue southwest from North Druid Hills Road to the Atlanta city boundary, has received state approval as well as programmed funding and is currently in the environmental permitting process, with

land acquisition and construction scheduled to take place in 2024 and 2025. Recognizing the transformative potential of the PCG, the ARC has adopted the project into its Regional Transportation Plan and secured \$2.7 million in federal funds for implementation. Phase III, which will complete the trail by stretching from Briarwood Road to the city limits at Clairmont Road, has been added to the ARC’s Transportation Improvement Program, and planning and engineering will take place in 2023.

Map 10. Peachtree Creek Greenway: Current and Proposed Trail



Data Source: Peachtree Creek Greenway, Inc.

The Peachtree Creek Greenway will have a tremendous impact on improved quality of life in Brookhaven and the broader Atlanta Region. It not only promotes economic investment in outdoor-oriented restaurants, recreation, and retail, but also provides environmental services such as flood control and water quality improvement. The North Fork Peachtree Creek Watershed has long suffered flooding issues. The City of Brookhaven and its partners are sowing the seeds for a more sustainable future by building the greenway and preserving adjoining greenspaces. With enhanced opportunities for connection to the creek itself, the City has an opportunity to educate members of the public about the role that everyone plays in protecting the watershed.

Peachtree Creek Greenway Project Objectives

The greenway's social, economic, and environmental objectives, developed via public engagement with the Brookhaven community, include:

- **Active and passive**, featuring a paved multi-use trail, separate soft trails, water recreation opportunities, greenspace, and other public amenities;
- **Connected** to other trails as well as local points of interest;
- **Appropriately situated along commercial properties**, not single-family homes;
- **Easily accessible** via a multitude of trail heads, both with and without parking;
- **Safe and secure**, featuring call boxes, security cameras, police presence and lighting;
- **A catalyzing force** for Buford Highway's revitalization;
- **Entertaining, engaging and accommodating**, whereby new developments face the creek and feature active frontages with outdoor cafes and appropriate recreation-based retail outlets;
- **Reflective of the area's unique qualities**, particularly its international character;
- **A means for conservation** and improving environmental quality by preserving native trees, removing invasive plants, protecting wildlife, and improving water quality; and
- **Implementable and manageable**, designed and built in phases to ensure cost-effectiveness and grant funding eligibility.



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LAND USE TRAJECTORY



4.1 Introduction

This chapter reviews current development trends in both Brookhaven and surrounding jurisdictions, as well as future land use planning that has occurred since the 2034 Comprehensive Plan 5 Year Update. The chapter concludes with policy implications for consideration and exploration throughout the 2044 Comprehensive Plan update process.

WHAT'S AHEAD?

4.2 Development Trends

4.3 Recent Plans

4.4 Current Land Use Vision Challenges

4.2 Development Trends

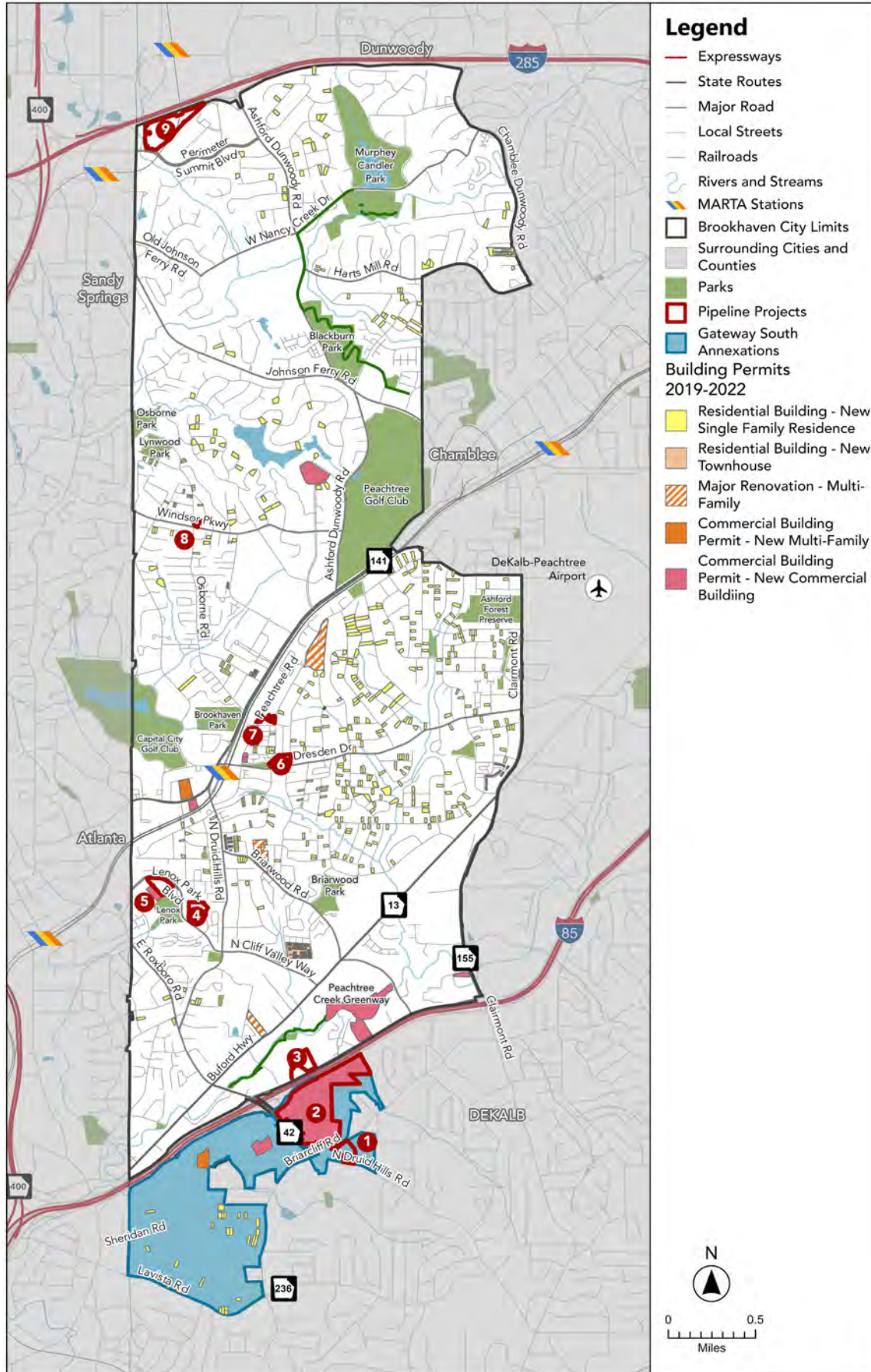
Overview of Major Changes Since 2019

Brookhaven has witnessed significant development in the past five years. Since 2019, the city has approved barely 720 permits for new buildings¹ including single-family homes, townhouses, apartments, and commercial buildings. Map 11 depicts this recent building permit activity. In keeping with Brookhaven's predominantly residential character, over 65 percent (471) of building permits since 2019 were issued for new single-family detached homes. Townhome developments comprised over 30 percent of permits. Commercial, multi-family, and mixed-use projects made up only a little over 2 percent of permit activity; however, building permit data does not fully represent the full impact of these development types. For instance, the permitted multi-family and mixed-use projects delivered roughly 817 housing units, but only represent 3 building permits.



¹ New building permits may include major renovations. Where possible, these were removed or called out.

Map 11. Development Trends



Upcoming Projects

The City of Brookhaven continues to urbanize, which is reflected by major projects in the development pipeline. Map 11 identifies forthcoming projects in red corresponding with the list numbers in Table 5 below. While pipeline projects have geographical range, there is a concentration of future development along I-85 and North Druid Hills where Emory at Executive Park and the Children’s Healthcare of Atlanta campus continue to evolve.

Table 5. Permitted Development Projects

Reference #	Development Name	Description	Number of Units/Square Footage
1	Manor Druid Hills	Redevelopment of strip shopping center into a mix-use development ranging from 4 to 7 floors	381 multi-family apartments; 55,000 square feet medical office; and 140-room hotel
2	Arthur M. Blank Hospital	Children’s hospital and next phase of CHOA North Druid Hills campus	1.5 million square feet and 446 beds
3	3 Corporate Boulevard	Conversion of existing office building to apartments	165 multi-family units
4	Minerva Townhomes at Park Vista Drive	Redevelopment of hospice care center into townhomes	63 townhomes
5	Minerva Town Homes on Lenox Park Boulevard	Townhome development on grassy field adjacent to AT&T corporate office campus	62 townhomes
6	Parkside on Dresden	Walkable, mixed-use development	263 multi-family units; 7 townhomes; 13,924 square feet retail; 15,994 square feet restaurant; and 2,530 square feet office
7	Mackintosh Townhomes (Empire Communities)	Townhome development replacing vacant building and on undeveloped land	53 townhomes
8	1348 Windsor Parkway	Restaune intersection	4,000 square feet restaurant; 1,560 square feet retail space
9	AMLI Brookhaven	Redevelopment of former Cox Enterprises office building into a mixed-use development with open space and trail component	630 multi-family units, 25,000 square feet commercial/retail space

Annexations

Between 2014 and 2020, the City annexed significant portions of land south of I-85, including Children’s Healthcare of Atlanta medical campus, Emory at Executive Park, and the LaVista Park neighborhood. While the bulk of these annexations occurred a decade ago, these areas have been incredibly influential on Brookhaven’s land use patterns, particularly as anticipated developments are built out.

In total, these annexations expanded the city’s land area by nearly 9 percent. While anchored by significant employment generators, Gateway South is comprised of varying land uses including medical offices and research, strip commercial, townhomes, and traditional single-family neighborhoods.



CHOA Center for Advanced Pediatrics (top) and Emory Musculoskeletal Institute (bottom)



CHOA North Druid Hills Campus

The Children’s Healthcare of Atlanta North Druid Hills medical campus is both a major employer and driver of growth and development. In the summer of 2018, Children’s Healthcare of Atlanta opened the Center for Advanced Pediatrics — the first phase of its 78-acre North Druid Hills campus. This center injected about 1,500 jobs in the City of Brookhaven. Children’s Healthcare of Atlanta continues to expand its campus and add more jobs to the area. Currently, Children’s Healthcare of Atlanta is developing the Arthur M. Blank Hospital as the next phase of its North Druid Hills campus build-out. This additional hospital anticipates adding up to 4,500 employees. Once the hospital is operational, Children’s Healthcare of Atlanta North Druid Hills will employ a total of about 6,000 people.

Emory at Executive Park

Across the street, Emory University has continued implementing its master plan to renovate Emory at Executive Park into a live-work-play district. Recently it opened the new Emory Musculoskeletal Institute—a 180,000 square foot LEED-certified medical office building. Over the next 15 to 20 years, Emory at Executive Park redevelopment will include medical offices and research facilities, apartments, a hotel, and a hospital. In keeping with Brookhaven’s land use policy, the redevelopment will include a greenway system.

Implications

Together, these two development anchors continue to shape Brookhaven’s landscape, even outside the bounds of their respective campuses. Outside of providing jobs and critical healthcare and research services, they will continue to have a significant impact on infrastructure needs and capacity, increased



housing demand, and attraction of additional development and jobs.

Both developments place a strain on public infrastructure, particularly the already congested North Druid Hills Road and I-85 interchange. Through an agreement with the Brookhaven Development Authority, Children's Healthcare of Atlanta, and Emory University are contributing \$40 million-worth of significant infrastructure improvements. This includes transportation improvements in the area around the North Druid Hills Road interchange, as well as sewer upgrades to increase the capacity of the County's existing sewer lines.

In addition to infrastructure strain, this major employment hub will continue to generate housing demand to serve the surge of employees. Per the Character Area Map, a significant portion of Brookhaven's existing land area is dedicated to single-family neighborhoods. The City's land use policy aims to preserve much of this single-family character while targeting other areas for denser housing development as well as affordable and workforce housing. For instance, the Gateway South Character Area Study encourages workforce housing in the Briar Hills Innovation District. While multi-family development is on the rise, these campus expansions present

an urgent need to identify more areas for residential growth and density to meet these anticipated housing needs.

Furthermore, both development anchors together act as powerful catalyst for additional development that will support and complement these activity centers. An example of this magnetic effect is Manor Druid Hills, a mixed-use development under construction on Briarcliff Road. Manor Druid Hills will feature retail space, a hotel, offices, and apartments with 20 percent of units set aside at affordable rates. East on North Druid Hills Road, Bryn House is another example of Emory and Children's Healthcare of Atlanta's catalytic effect. This mixed-use development plans to deliver a mix of 337 luxury rental apartments and townhomes as well as retail space and pocket parks. Both of these forthcoming developments are capitalizing on the rising housing demand; however, more housing supply at varying price points is needed beyond what these developments will provide.

Area Development Trends

Current and anticipated developments just outside city limits can influence future development patterns in Brookhaven; understanding their character, scale, and impacts is critical to better guide future growth and development within the city.

City of Atlanta

The City of Atlanta is undergoing a major change to both its comprehensive development plan and its zoning ordinance, which will affect its long-term development; however, since the neighborhoods that border the City of Brookhaven are stable, it is unlikely that the new plan and ordinance will drastically affect land use or development patterns in the long run. Some moderate changes taking place in the City of Atlanta that will likely affect Brookhaven include the redevelopment of:

- Smaller, older homes into bigger, more expensive houses in established and likely historic single-family neighborhoods
- Older apartment complexes into townhomes or denser apartment or condo developments
- Peachtree Road, Piedmont, and Roswell Road with more mixed-use

City of Chamblee

The City of Chamblee continues to develop its portion of the Peachtree Boulevard corridor with mixed-use, multi-family developments, and retail centers. In 2023 alone, five developments have broken ground or are nearing completion in Chamblee's Town Center district, including its new City Hall. Many of these developments are mixed-use and stem from its Town Center Master Plan, which envisions a true walkable, urban downtown. This guiding plan is similar to Brookhaven's City Centre Master Plan. Chamblee's downtown development energy has potential to extend into Brookhaven and prompt additional changes along the corridor within the City of Brookhaven.

Like Brookhaven, the City of Chamblee is dedicated to investing in the Buford Highway corridor—encouraging growth and preserving its renowned international culture. Both municipalities have contributed significant planning resources and established land use policy in anticipation of significant growth. Buford Highway is seen as one of the largest potential redevelopment opportunities inside the perimeter. Also, like Brookhaven, Chamblee has yet to see the anticipated change of the corridor; however, the city recently invested in a new public safety building and park space near Buford Highway.



City of Sandy Springs

The portion of Perimeter Center in the City of Sandy Springs is a distinct healthcare hub known colloquially as “Pill Hill.” Like Brookhaven, Sandy Springs is also pushing redevelopment efforts around this area with a particular focus on retrofitting outdated office parks into denser, more walkable developments. Two chief examples include The Commons and Altmore just west of Brookhaven’s border. Started in 2021, Altmore is a mixed use, infill project that is densifying a 20-acre office park that will directly connect to the Medical Center MARTA station. Retaining the existing 1980s office buildings, Altmore has added a hotel, and its upcoming phases include additional office space, retail/restaurant plaza, and multi-family housing. Similarly, The Commons is a substantial renovation project that has revamped outdated medical office buildings, added a conference center and restaurant, as well as more pedestrian-friendly greenspace and other outdoor gathering spots. These two examples show that both Sandy Springs and Brookhaven are densifying and moving away from suburban office park development styles in their respective Perimeter Center areas, particularly on Lake Hearn Drive.

City of Dunwoody

Directly north of Brookhaven, the City of Dunwoody recently completed Edge City 2.0—a 20-year roadmap to guide redevelopment of Dunwoody’s portion of Perimeter Center. Contrasting greatly with its anchor suburban-style mall, the plan hopes to transform the area into a more mixed-use, transit-oriented hub that promotes walkability. To achieve this vision, it hopes to leverage underutilized surface parking into new development opportunities, particularly denser housing types like condos and apartments. Dunwoody’s current level of development interest coupled with its Edge City 2.0 vision will spur development in Brookhaven’s part of Perimeter Center and even further south.

Perimeter Community Improvement Districts

Brookhaven, along with Sandy Springs and Dunwoody, is part of the Perimeter Community Improvement Districts (PCID). PCID is a self-taxing district that helps pay for transportation and infrastructure projects in Perimeter Center—a commercial and office hub centered on Perimeter Mall. The district has a master plan created under ARC’s Livable Centers Initiative program that drives much of the future development of the area across jurisdictions; therefore, Brookhaven’s Perimeter Center experiences similar development interest as its neighbors.

For instance, the Goldkist site has redevelopment plans across I-285 and parallel to Brookhaven’s anticipated mixed-use development on Lake Hearn Drive. As PCIDs plans are implemented and eventually updated, this will influence not only Brookhaven’s portion of Perimeter Center but could have more extensive impacts farther into Brookhaven.

Regional Land Use Trends

In addition to influences from the city's immediate neighbors, regional trends impact Brookhaven's future development. Some key regional land use trends impacting Brookhaven include urbanization of suburbs and declining housing affordability.

Urbanizing Suburban Communities

With metro Atlanta's continued population growth, many former bedroom communities are capitalizing on this population boom by creating more mixed use nodes and/or building up their town centers. With limited land area, increasing density is the only way to absorb this growth and provide desired amenities and services. Brookhaven, Chamblee, and Doraville are leveraging their location near I-85 and I-285 and access to MARTA rail line to invest in and densify their town centers and activity hubs to accommodate their growing populations.

Decline in Housing Affordability

With this regional population growth comes housing affordability issues. Housing supply cannot match demand, particularly in urbanizing suburbs like Brookhaven. Because of its established single-family suburban neighborhoods, communities like Brookhaven have limited options to inject much needed residential units to meet demand. Limited supply coupled with high construction and land costs keeps both rents and housing prices high; therefore, adding residential density where appropriate is a priority to address affordability issues.



4.3 Recent Plans

The following narrative explores recent planning efforts, current challenges to achieving the City's future land use vision, and land use policy needs.

City Centre

Brookhaven's City Centre Master Plan recommends land use and zoning changes to implement its walkable town center vision (see Figure 11). First, it recommends reorganizing the Peachtree Road overlay and the three Peachtree Road (PR) Districts into one place in the zoning code. Currently they are in separate sections, so it is difficult to look between sections and gain a full understanding of the code's requirements. Consolidating the related Peachtree Road Overlay and Districts in one document would make codes easier to reference while maintaining these districts' distinct codes.

The Master Plan recommends updating the PR Districts as follows:

- In PR-3, expand allowable building types to encourage land uses that are in line with "Apple Valley District" vision and are not in conflict with neighboring single-family uses
- Establish a mechanism for encouraging larger open spaces in developments
- Identify the proposed multi-use path on the west side of Peachtree Road as its own open space type
- Require metered parking in front of retail and commercial uses to avoid potential long-term parking issues near residential areas

Overall, the plan does not recommend dramatic changes to the Peachtree Road Overlay or the PR Districts. The City continues to struggle to attract the volume of mixed-use development it envisions on Peachtree Road. The original standards for the Peachtree Road Overlay and PR Districts assumed that site assemblage would occur; however, disjointed ownership has prevented this. Without site assemblage, the code requirements are difficult for developers to meet with their limited acreage.



Figure 11. City Centre Framework Plan



Windsor-Osborne Special Area Plan

In 2021, the Windsor-Osborne Special Area Plan studied one of the Neighborhood Commercial Target Areas identified as appropriate for neighborhood-serving commercial in the previous Comprehensive Plan. The plan recommends specific zoning changes to implement this high-level vision. Largely, it recommends that the city support the rezoning of the parcels along the northern side of Windsor Parkway surrounding the intersection of Osborne Road. Rezoning to NS (neighborhood shopping) would encourage small-scale retail and services that serve the surrounding neighborhoods.

A recent rezoning proposal aims to kick-start implementation at the intersection's northeastern corner. A schematic of the redevelopment concept for the Windsor-Osborne Special Area is shown in Figure 12.

Figure 12. Windsor-Osborne Redevelopment Concept Plan



Clairmont Road Special Area Plan

Similar to Windsor-Osborne, the Clairmont Road Corridor Study examined a Neighborhood Target Area at the intersection of Clairmont Road and Dresden Drive, but also extended this study area to encompass the Brookhaven side of Clairmont Road from its northern terminus within city limits south just past Buford Highway (shown in Figure 13). This plan generally recommends increasing density and intensity along the corridor. Land use and zoning recommendations include:

- Promote redevelopment of the existing vacant single-family and small-scale commercial buildings in the area. Convert these uses to more defined retail, office, townhome, and mixed-use buildings
- Eliminate office institutional (O-I) zoning along the corridor
- Where identified, encourage rezoning to Mixed-Use (MX-1), Townhome (RSA-18), or Neighborhood Shopping (NS)

To date, one new development has emerged along the corridor—a two-story day care center at the corner of Clairmont Road and Bragg Street. The study envisioned a mixed-use development at this location; however, the development's orientation density, orientation to the street, and neighborhood-serving use is in line with the plan's intent. Other rezonings or development have yet to occur.

Figure 13. Clairmont Road Study Redevelopment Plan



Gateway South Character Area Study

After a series of annexations between 2014-2019, the City of Brookhaven needed to define new character areas for these annexed parts of the city south of I-85. The Gateway South Character Area Study engaged the community to establish these new character areas, ultimately creating the Briar Hills Innovation District and LaVista Park.

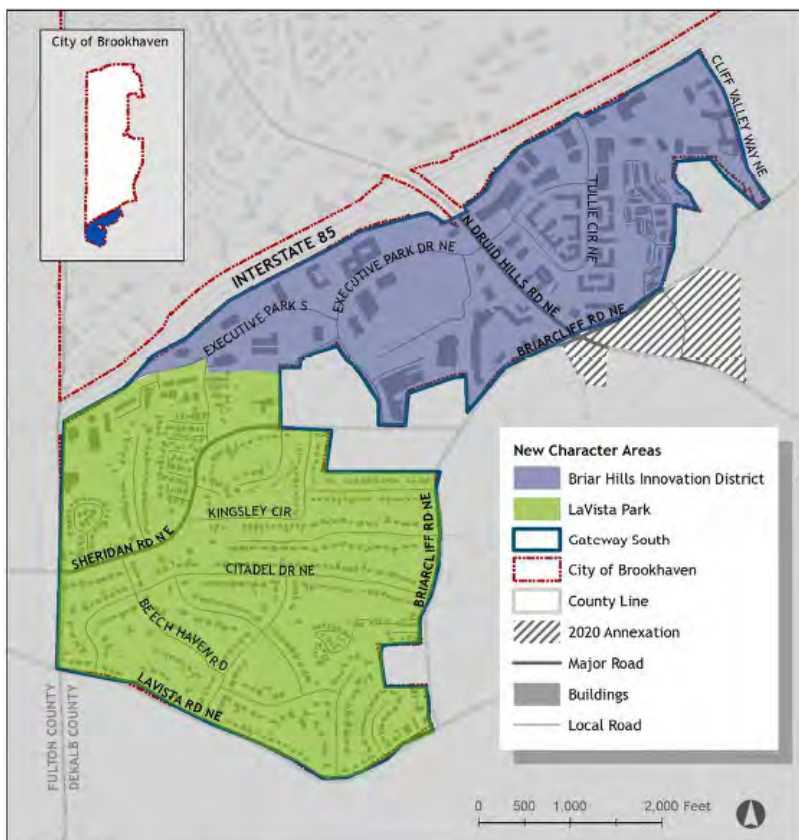
Before the study, Children’s Healthcare of Atlanta and Emory at Executive Park campuses fell into the Buford Highway character area; however, the City understood the redevelopment visions for these campuses had a distinct character of their own and needed its own character area. The study thus designated this area the Briar Hills Innovation District and defined its vision as a dense, research and healthcare hub with a mixed of uses including

institutional, hotel, office, and multi-family uses. The plan dedicated the Briar Hills Innovation District transition zones to less intense uses—like townhomes and neighborhood commercial—to “step-down” and better blend in with the surrounding residential neighborhoods.

Fully established, LaVista Park’s character area reflects the neighborhood’s desire to remain largely single family with opportunities for neighborhood commercial, townhomes, and institutional uses in its transition zones.

Both character areas (Figure 14) have witnessed new development in line with their respective character area land use policy, and there have yet to be significant deviations from the plan’s intent.

Figure 14. Character Areas Formed during Gateway South Study



Buford Highway Nodal Study

The 2014 Comprehensive Plan identified two activity nodes on Buford Highway: at North Druid Hills Road and at Briarwood Road. To expand upon this idea, the City conducted the Buford Highway Nodal Studies to gain more detailed insight on future redevelopment of these key nodes. The study produced conceptual redevelopment frameworks for both nodes based on community engagement, site conditions, and improved connectivity.

The study imagines the North Druid Hills node as a gateway into Brookhaven with greater density, improved connection to the Peachtree Creek Greenway, and additional greenspace. Aligned with the 2014 comprehensive plan concept, this framework imagines the greatest densities of up to 25 stories abutting I-85 and decreasing in density moving north toward single-family neighborhoods. Over 40% of the redevelopment framework is dedicated to new multifamily housing with a mix of office, open space, hotel, and retail interspersed. The concept places an emphasis on orienting

and connecting new development to the Peachtree Creek Greenway as well as adding much needed greenspace to the area through a stormwater park fronting Buford Highway.

The second redevelopment framework envisions a much less dense redevelopment pattern at Briarwood Road with building heights up to 10 floors. Multifamily is similarly the dominant land use supported by a mix of townhomes, retail, office, open space, and some hotels. At the site of the existing Northeast Plaza, the concept creates a grid-like development pattern of multifamily anchored by a central greenspace. Courtyard housing at the study area's northern edges act as a transition to single-family neighborhoods.

Given the plan's recent completion, there have been few steps to implement either vision; however, the development momentum near Children's Healthcare of Atlanta and Emory at Executive Park may aid spurring desired development at the North Druid Hills node.



4.4 Current Land Use Vision Challenges

Recent and anticipated changes generally align with the City's current future land use policy; however, there are three key areas where a lack of development is preventing the realization of future land use visions set forth in the last comprehensive plan: Neighborhood Commercial Target Areas, Peachtree Corridor Overlay District, and the Buford Highway Corridor. Looking ahead, it will be important to understand the barriers preventing this desired development.

Neighborhood Commercial Target Areas

The City's current Character Area Map from its 2019 5-year Comprehensive Plan designates three key intersections as Neighborhood Commercial Target Areas:

1. Windsor Parkway and Osborne Road
2. Dresden Drive and Clairmont Road
3. North Druid Hills Road and North Cliff Valley Way/Lenox Boulevard

These intersections are places within residential neighborhoods where small-scale commercial uses—such as restaurants, dry cleaners, and hair salons—should be focused. These nodes are intentionally located within walking distance of surrounding neighborhoods to encourage pedestrian access to commercial needs. Although the City has completed two small area plans to identify and address potential barriers, all three target areas have yet to see any additional neighborhood-serving commercial development. Promisingly, a rezoning request was approved to develop a restaurant and commercial space at the intersection of Windsor Parkway and Osborne Road.

COMMON DEVELOPMENT HURDLES

A challenging combination of small parcel sizes and disjointed ownership make site assembly very difficult. Site assembly is often needed to make projects financially feasible and to meet zoning code requirements. These site assembly challenges particularly affect the Neighborhood Commercial Target Areas and the Peachtree Road Corridor—preventing projects ranging from small-scale neighborhood commercial to large mixed-use developments. The comprehensive plan update should address these hurdles.

Peachtree Corridor Overlay District Character Area

The City of Brookhaven has envisioned denser, mixed-use development along Peachtree Road and Dresden Drive to establish its city center. The City Centre Master Plan synthesized this vision into a cohesive framework. Improving multi-modal mobility—including walking, biking, and transit—is at the core of this plan. The vision includes transforming an underutilized surface parking lot into a transit-oriented mixed-use development complete with a new city hall by the Brookhaven MARTA station. In recent years, portions of Dresden Drive have transformed into a walkable, mixed-use district, and is attracting similar developments. Parkside on Dresden is a forthcoming development that includes apartments and townhomes, as well as restaurant and retail space.

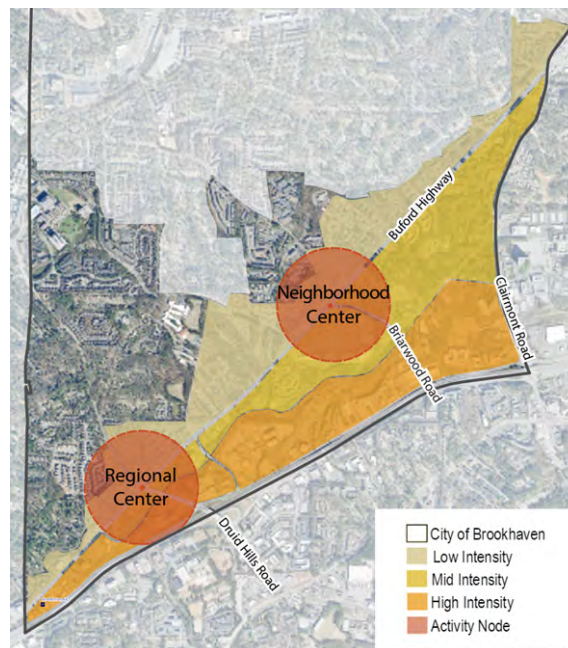
Within the same character area, Peachtree Road, however, is transforming much more slowly than Dresden Drive. Notably, Alta Porter on Peachtree is a recently completed mixed-use development along the Peachtree Road corridor. It added nearly 300 apartments and 17,000 square feet of retail and restaurant space. This development does align with the Peachtree Road Overlay District character area and City Centre Master Plan vision; however, as it is the only new development on Peachtree Road, the pace of the overall redevelopment of the corridor remains slow.

Looking ahead, the City is moving forward with its transit-oriented development at the Brookhaven MARTA station where it will relocate its City Hall. Once underway, this public investment might spur additional development interest along the corridor.

Buford Highway Corridor Character Area

Brookhaven’s Character Area Map and related policy identifies the Buford Highway corridor as a prime area for high density development, particularly to meet housing demands and address affordable housing needs. The 2014 Comprehensive Plan envisioned this development intensity stepping down as it moves north from I-85 and approaches more traditional single-family neighborhoods with nodal development at key intersections (Figure 15). Given the proximity to Children’s Healthcare of Atlanta and Emory at Executive Park, Buford Highway is a strategic location to meet housing demands; however, current development interest is not aligning with the character area vision. The City issued a development moratorium in early 2023 to allow the comprehensive plan update process to investigate this disconnect between the anticipated housing demand and current market realities.

Figure 15. Buford Highway Development Intensities



4.4 Land Use Policy Needs

A few consistent land use needs emerged from analyzing existing future land use policy, recent and anticipated major developments, and other land use patterns. These needs will help guide further study in the comprehensive planning process. The updated comprehensive plan is an opportunity to:

- Define the interior, transition areas, and major corridors for all character areas
 - Identify policies and strategies to increase housing supply, density, and diversity to support major employment generators and foster affordability with limited land area
 - Align housing density goals with market realities, particularly along Buford Highway
 - Identify barriers to desired development implementation, like the City Centre vision along Peachtree Road and neighborhood commercial in Neighborhood Commercial Target Areas
 - Modify policy around redevelopment to better reflect small parcel sizes, disjointed ownership, and other difficulties with site assemblage
-

MOBILITY & INFRASTRUCTURE



5.1 Infrastructure Overview

The future growth of Brookhaven is heavily dependent on the infrastructure systems that underly a healthy economy. This chapter provides context on the following types of infrastructure.

WHAT'S AHEAD?

5.2 Transportation Network & Initiatives

5.3 Water and Sewer Context

5.4 Stormwater Infrastructure Planning

5.5 Broadband Service

Transportation Network

Brookhaven's roadways, transit system, and bike and pedestrian facilities are essential for the movement of people and goods. The City has completed many recent planning efforts to improve mobility, particularly through more sustainable modes of transport than driving. This section explores the City's progress on that front, highlighting the key priorities and projects that have a bearing on future land use and development.

Water and Sewer Infrastructure

Although owned, planned, and managed by DeKalb County, these water and sewer services impact several aspects of development and community wellbeing. The current status of several infrastructure initiatives, as well as long-term plans, are covered in this section.

Stormwater Infrastructure

Under the City's jurisdiction, much of Brookhaven's stormwater infrastructure is distributed and delivered as a component of private development. This section elevates the importance of innovative stormwater management solutions to grapple with the challenges of development.

Broadband Service

Access to reliable and quality broadband plays a huge role in the community's access to opportunities. This section presents Brookhaven's broadband service coverage as well as the typical speeds available.



5.2 Transportation Network & Initiatives

Brookhaven residents enjoy quick access to metro Atlanta thanks to the extensive road network; the City is bordered to the north by Interstate 285 and to the south by Interstate 85. State Route 400 lies just beyond the western border of the City, while State Route 141, Peachtree Boulevard, bisects it.

The Gold Line of the Metropolitan Atlanta Rapid Transit Authority (MARTA) runs northwest through the center of the city, providing a heavy rail connection to Doraville at one end and Hartsfield-Jackson Atlanta International Airport at the other. Amtrak operates its Crescent train along the Norfolk Southern railway, which runs parallel to MARTA's rail line and includes a stop in neighboring Buckhead. Along Brookhaven's eastern border, DeKalb-Peachtree Airport functions as a county-owned general reliever airport, allowing local access for smaller aircraft such as corporate, charter, and personal jets.

The previously mentioned Peachtree Creek Greenway, when fully realized, will provide active transportation users with regional access via connection to the Atlanta Beltline.

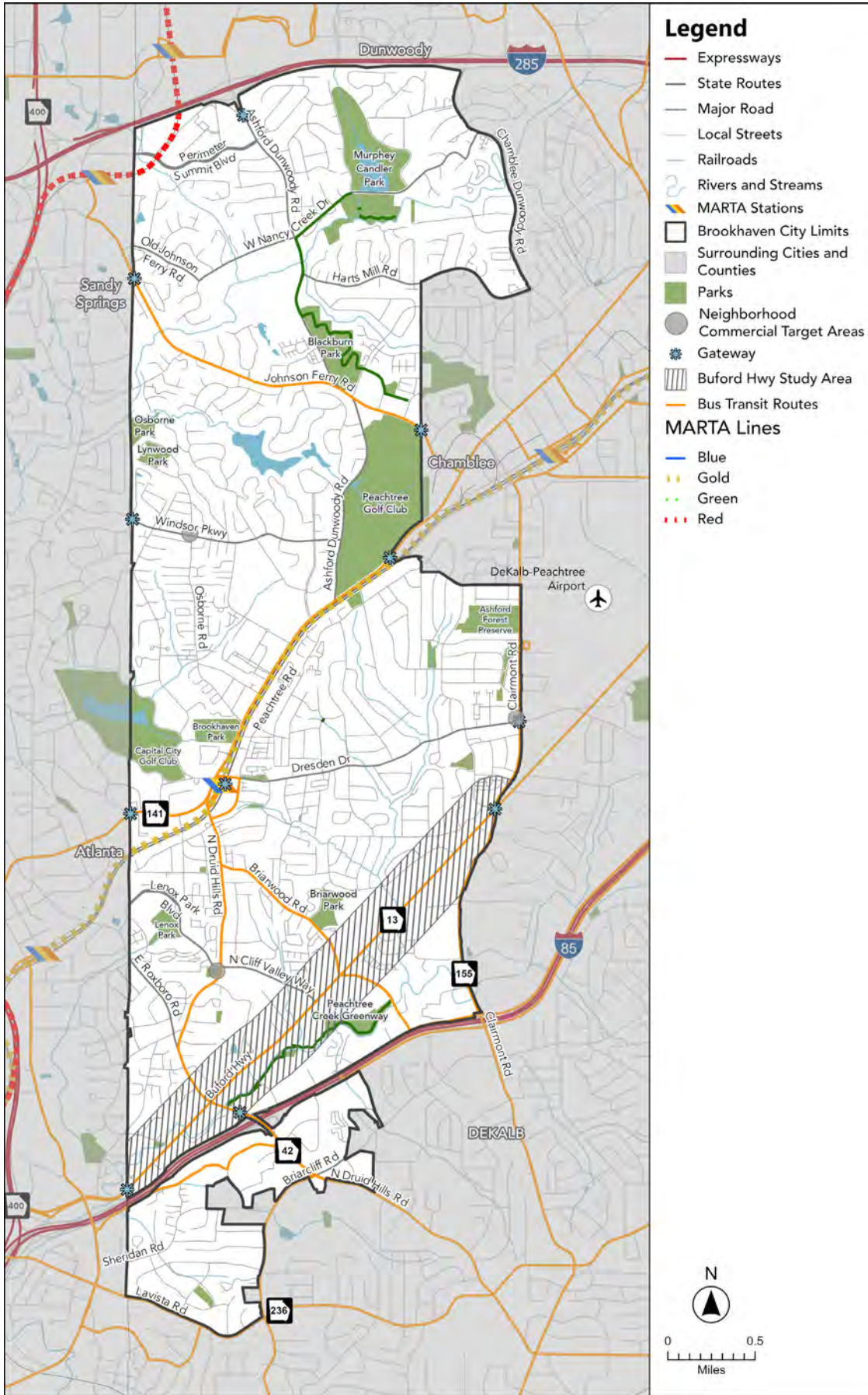
Map 12 depicts Brookhaven's transportation network.



Source: Atlanta



Map 12. Transportation Network



- Legend**
- Expressways
 - State Routes
 - Major Road
 - Local Streets
 - Railroads
 - ~ Rivers and Streams
 - MARTA Stations
 - Brookhaven City Limits
 - ▭ Surrounding Cities and Counties
 - Parks
 - Neighborhood Commercial Target Areas
 - ★ Gateway
 - ▨ Buford Hwy Study Area
 - Bus Transit Routes
- MARTA Lines**
- Blue
 - Gold
 - Green
 - Red



Transportation Plans

In 2014, two years after its incorporation, the City of Brookhaven adopted its initial Comprehensive Transportation Plan (CTP). In the ensuing years, the City developed several more specific transportation-related plans as part of implementing the CTP's recommendations. During that time, the City also developed robust programs and standards to improve its transportation network, including Streetscape Design Standards, a Street Light Policy, and programs for Traffic Calming, Sidewalks, and Paving. The timeline to the right shows a timeline of transportation planning actions taken by the City since 2014.

In 2022, Brookhaven adopted a Special Services District (see Map 13), which applies a property tax millage rate to all commercial and exempt property within the City. The City Council determined boundaries, definitions, and the initial millage rate in 2022. The project list for the SSD proceeds includes bridge replacements, sidewalks, multi-use paths, and streetscape improvements identified in the City Centre Master Plan.

Underscoring the regional nature of transportation, Brookhaven's transportation planning efforts have taken place in partnership with neighboring cities and Community Improvement Districts (CIDs), including Atlanta, Chamblee, Dunwoody, Sandy Springs, DeKalb County, and Buckhead and Perimeter CIDs. Coordination with these entities served mainly to collect information on the current status of planned, programmed, and recommended projects and any projects within these other jurisdictions that could impact Brookhaven.

2014: Brookhaven adopts its initial CTP.

2016: Brookhaven creates its first Bicycle, Pedestrian, and Trails Plan to improve accommodations for active transportation users citywide.

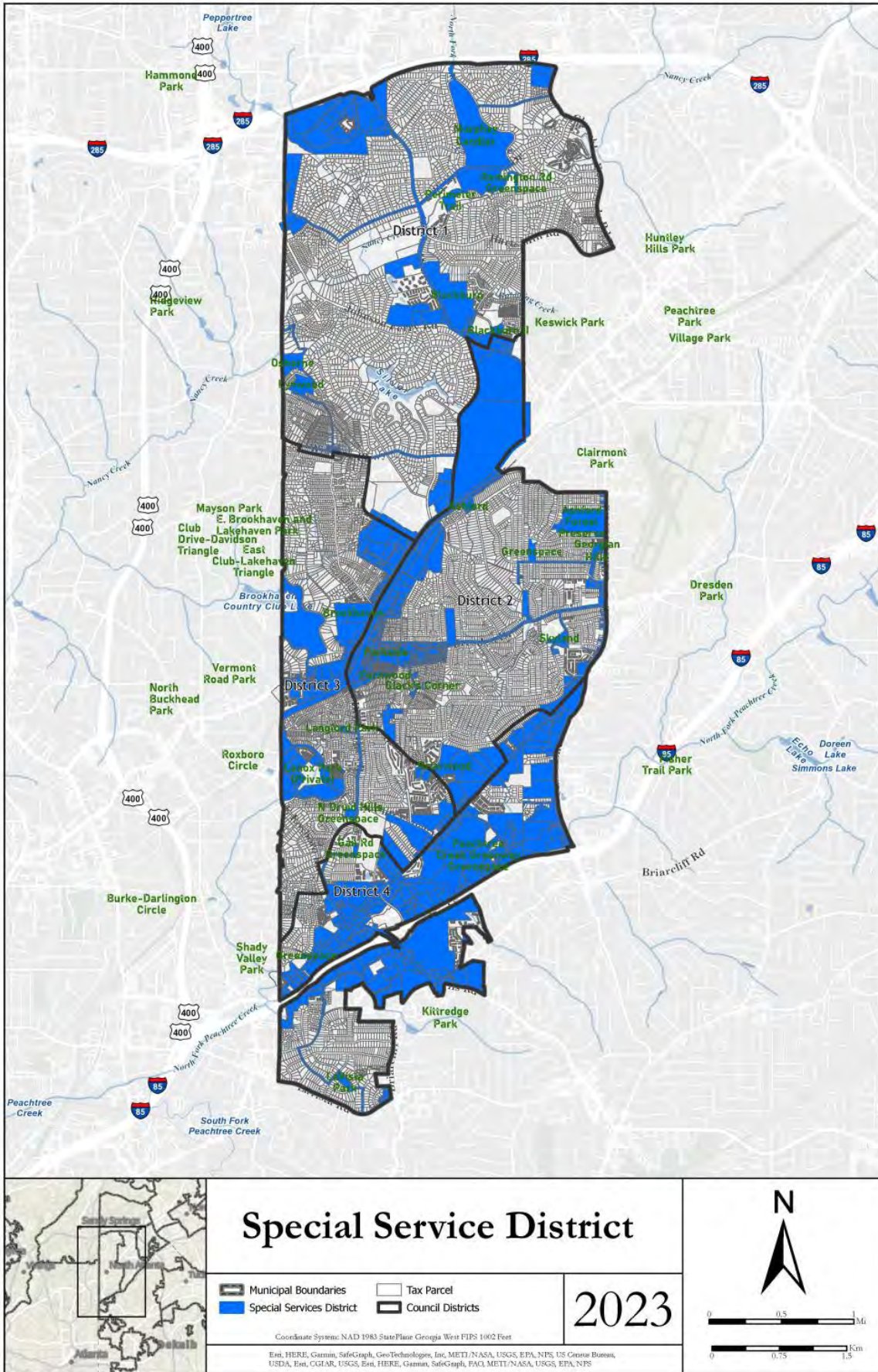
2019: The City completes the Clairmont Road Corridor Study to establish a welcoming streetscape, improve multimodal connectivity, and ensure supportive land uses along this key thoroughfare.

2020: The City develops a CTP Update to reflect implementation actions taken since the previous CTP and changing conditions.

2022: Brookhaven develops the Dresden Drive Intersection Improvement Study to improve multimodal safety, operations, and traffic calming along another major corridor.



Map 13. Special Service District



Mobility Priorities

The column to the right shows Brookhaven's overarching transportation goals, which the City developed for its initial Comprehensive Transportation Plan (CTP) in 2014 and maintained in the 2020 update. The City has made steady progress in implementing the actions identified in its CTP; to continue to make progress towards its mobility goals, the following transportation planning actions have been identified.

- Completion of a corridor study for Johnson Ferry Road, in partnership with neighboring Chamblee and Sandy Springs, to address traffic congestion.
- Design and construction of new bridges, both vehicular and pedestrian, to link major activity centers like Executive Park to surrounding areas, relieving traffic congestion and improving pedestrian safety.
- Prioritizing preventative maintenance on select bridges throughout the City.
- Creation of an intelligent transportation systems (ITS) master plan to guide the incorporation of City infrastructure to accommodate future technologies. These include connected vehicle (CV) technology, public access Wi-Fi, variable message signage, and smart streetlights.

CTP GOALS

Safety: To plan, develop, and manage a multimodal transportation system that is safe for all users.

Mobility and Access: To efficiently and affordably connect all City residents with neighborhoods, workplaces, commercial areas, medical/wellness centers, civic places, educational venues, and green spaces to maintain a highly desirable quality of life.

State of Good Repair: To provide for regular maintenance of streets, highways, sidewalks, bike lanes and paths, and other transportation-related facilities to protect the City's investment in quality transportation infrastructure.

Economic Prosperity: To provide the needed mobility and access for workers, customers, goods, and services that are essential to protecting the City's economic competitiveness within the Atlanta region.

Public Health: To plan and develop an active transport system that contributes positively to the health of residents of all ages by providing opportunities to walk, bicycle, and access public transportation.

Sustainability: To create a balanced multimodal transport system that sustains the integrity of the natural environment; keeps the system in a state of good repair; and elevates the quality of life for current and future residents.



The CTP also recommends four citywide strategies to honor its foundational principles. These consist of:

- Incorporating and implementing recommendations from ongoing transportation-related plans and studies.
- Expanding the City Sidewalk and Paving Programs to cover recently annexed areas, while adding new sidewalks, multi-use paths, and midblock pedestrian crossings.
- Coordinating with the Georgia Department of Transportation (GDOT) and ARC to implement CV technology on major corridors.
- Creating a Vision Zero framework to assess roadway safety, with the goal of developing specific strategies to reduce vehicular crashes, injuries and fatalities on City roads.

Land Use Planning Implications

In the CTP and ensuing plans, Brookhaven espouses the desire to create a comprehensive multimodal transportation network. Several recommendations within the CTP aim to increase walkability and safety for pedestrians, cyclists, and motorists. Progress in these areas could lead to increased human-scale commercial districts. Increases in foot traffic could support infill development and redevelopment of current automobile-oriented properties. Large surface parking lots may give way to more dense activity centers; in some cases, less intense uses which do not align well with the surrounding environment, such as large-lot single-family homes along high-volume transportation corridors, may redevelop into higher-intensity, more fitting uses, such as medium-intensity multifamily housing or commercial properties. As a specific example, transit-oriented development (TOD) at the Brookhaven/Oglethorpe MARTA station will transform several acres of surface lots into a new City government center. Additionally, the City's emphasis on safety is evident in the planned diverging diamond interchange at I-85 and North Druid Hills Road, which abuts the Briar Hills Innovation District. This district, a part of the Gateway South Character Area, is expected to undergo significant development as employers like Children's Healthcare of Atlanta and Emory continue to expand.

5.3 Water and Sewer Context

Water System

DeKalb County's Department of Watershed Management (DWM) provides water service throughout Brookhaven. Other than distribution pipes and pump stations, most of the County's major water system components (such as storage tanks and treatment facilities) are not located within the city limits. Raw water from the Chattahoochee River is pumped to the Scott Candler Water Treatment Plant, located in Doraville, where it is treated and then pumped to distribution mains across the county.

As discussed in Section 3, Brookhaven contains portions of the Nancy Creek watershed and the North Fork Peachtree Creek watershed, each of which are a part of the Chattahoochee River basin. Brookhaven must do its part to contribute to healthy watersheds in order to protect the county's water supply source. Three key ways that the City supports watershed protection include:

1. Enforcement of the land development policies referenced in Section "3.2 Protection of Natural Assets"
2. Provision of education and volunteer opportunities to involve the community in pollution prevention efforts
3. Stormwater management activities, which are described in Section "5.4 Stormwater Infrastructure Planning"

Water Recreation in Brookhaven

Murphey Candler Lake is a man-made lake that offers fishing and is home to largemouth bass, bluegill, redear sunfish, and channel catfish. A valid State of Georgia fishing license is needed to fish in Murphey Candler Park. City ordinances allow for monofilament line and single-hook fishing poles, only.



Murphy Candler Lake
Source: City of Brookhaven

Brookhaven's Peachtree Creek Greenway is not only an important transportation investment; it is also an environmental win. As the greenway was built, restoration efforts helped to stabilize portions of the creek. To get involved with stream cleanups, visit Chattahoochee.org (Chattahoochee Riverkeeper) or AtlantaCreekLeague.org



Peachtree Creek Greenway
Source: Atlanta Curbed

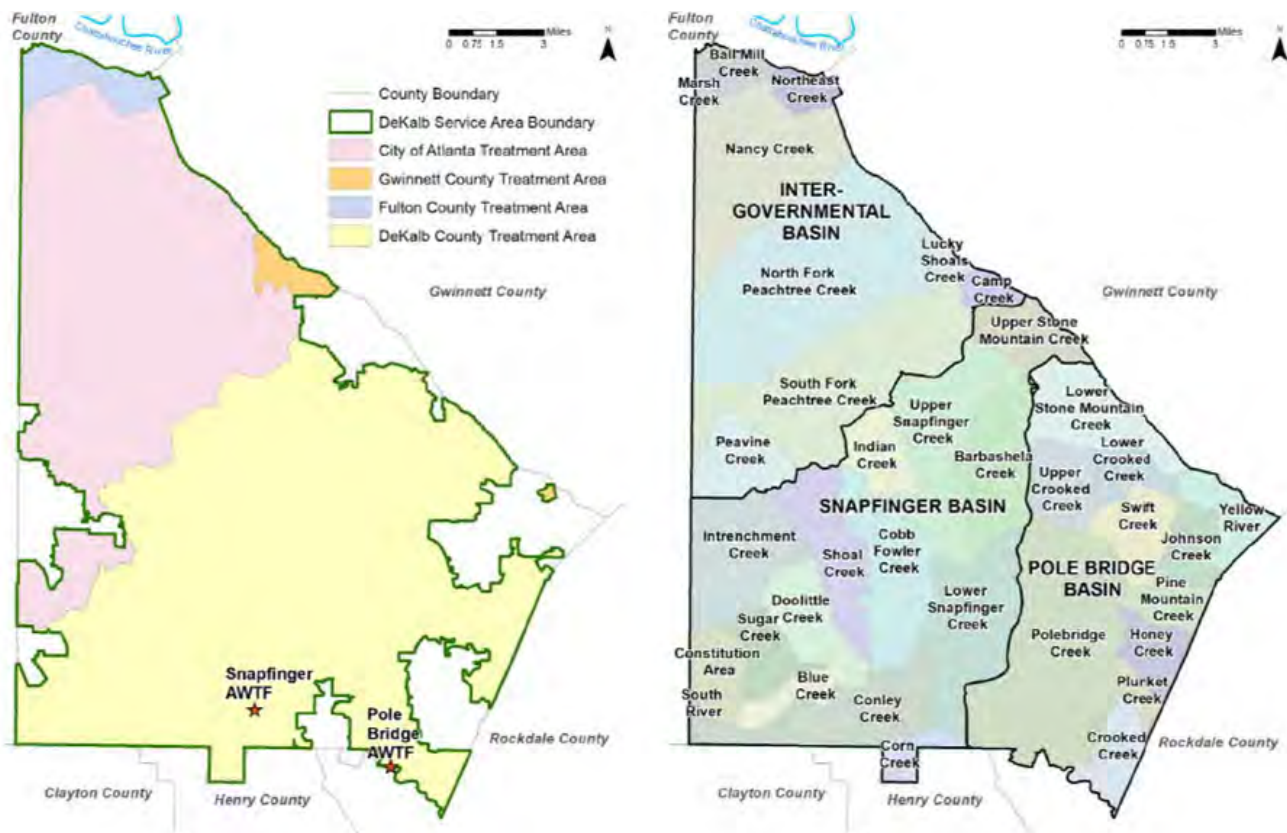


Wastewater System

DeKalb County and the City of Brookhaven have an intergovernmental agreement (IGA) for wastewater service that is in place at least until 2062 (current expiration date is December 17, 2062). All public sewer assets in the City of Brookhaven are owned and maintained by DeKalb County; however, DeKalb County also has an IGA with City of Atlanta for the treatment of wastewater that is generated in Brookhaven. As portrayed in Figure 16, DeKalb County's Intergovernmental Basin is part of the City of Atlanta Treatment Area.

Within the Intergovernmental Basin are two subbasins (also referred to as sewersheds) that comprise parts of Brookhaven: Nancy Creek and North Fork Peachtree Creek. Wastewater flows from these two subbasins are conveyed to the City of Atlanta's R.M. Clayton Water Reclamation Center for treatment.

Figure 16. DeKalb County Wastewater Service Area and Sewersheds



Source: Excerpt from Dekalb County Water and Wastewater Master Plan Summary (2020 - 2050), March 2022

Extent of Wastewater System

Within the City of Brookhaven, DeKalb County owns approximately 162 miles of sewer mains (almost exclusively gravity sewer). Map 14 depicts the existing sewer infrastructure throughout the city. There are also 631 known septic tanks in the city limits. Higher concentrations of septic tanks are found in the Roxboro, Lynwood Park, and Lakes District Character Areas.

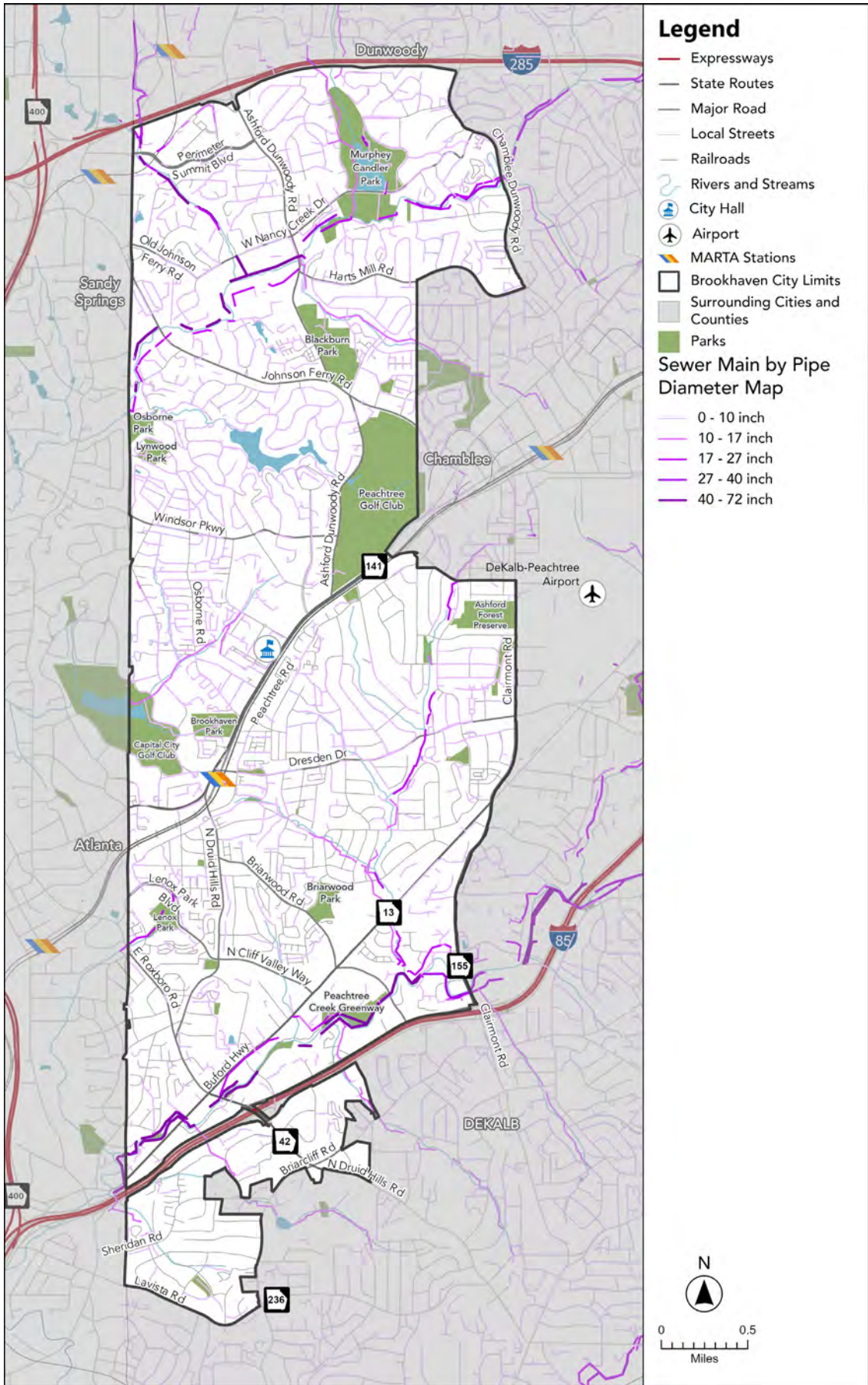
Capacity Assurance Program

For any construction (new construction or redevelopment), capacity evaluations from DWM are required. According to the DWM Capacity Assurance Program, all of the following trigger a capacity evaluation:

- New buildings, even if they are replacing demolished buildings (including single-family homes)
- Commercial building additions (adding square footage)
- Change in the use of commercial space
- Commercial building permits where plumbing work is being done
- Anytime sewer lines or sewer laterals are installed.
- Anytime additional flow in the sewers is anticipated.



Map 14. Sewer Lines in Brookhaven



Water and Wastewater Projects and Initiatives

Much of DeKalb County's efforts for water and sewer system improvements in recent years have been focused on reducing non-revenue water and preventing sanitary sewer overflows. The County is under a federal Consent Decree for its sanitary sewer system, meaning that it has an agreement with EPA that it will implement sewer system improvements and monitor and address spills in order to achieve compliance with the Clean Water Act. One of the key initiatives that DeKalb County has implemented to mitigate sewer spills is the Fats, Oils, and Grease (FOG) program. Brookhaven's Code helps to enforce compliance with the County's FOG program; depending on the type of development, sometimes a grease trap must be installed. In addition, the City provides educational information about FOG through its website and other programming.

Distribution System Upgrades

DeKalb County went through a period of inaccurate meter readings that impacted Brookhaven customers in the last five years. In 2019, DWM initiated its "New Day" program, which was a major capital improvement program to replace 102,000 meters in the County with new advanced metering infrastructure. This program is one of the County's key strategies for reducing the high percentage of water loss that has occurred in the distribution system over the past few years.

Another potential cause for water loss in the distribution system is the age of the infrastructure. Approximately 14 miles of distribution water mains in Brookhaven were installed prior to 1950. As of the writing of this

report, DWM currently has a project underway to replace aging water lines along Drew Valley Road in Brookhaven. The DeKalb County Water Master Plan (2020 – 2050) anticipates several other system improvements that will impact Brookhaven, such as hydraulic capacity improvements for smaller water lines and a major new 60-inch transmission main along Dresden Drive.

Sewer System Expansion

The DeKalb County Wastewater Master Plan (2020 – 2050) recommends that sewer main upsizing (from 12-inch to 24 or 30-inch) by 2025 for one mile of gravity sewer mains in the Nancy Creek Sewershed and three miles of gravity sewer mains in the North Fork Peachtree Creek Sewershed. These capital improvement projects will help with system capacity and sanitary sewer overflow concerns.

Outside of the Wastewater Master Plan, sewer expansion projects can be necessitated by new development. In 2017, the Brookhaven Development Authority and Children's Healthcare of Atlanta signed a community investment agreement, which included commitments from Children's Healthcare of Atlanta to support various types of infrastructure improvements as part of its massive hospital expansion projects at the I-85 and North Druid Hills Interchange. As part of this agreement, Children's Healthcare of Atlanta paid \$6 million for sanitary sewer capacity upgrades (replacing a 14-inch main with a 16-inch main).



5.4 Stormwater Infrastructure Planning

The City of Brookhaven has a Municipal Separate Storm Sewer System (MS4), permitted by the National Pollutant Discharge Elimination System (NPDES). The NPDES requirements for MS4 communities have become more stringent in recent years, but the City has maintained a strong record of meeting or exceeding requirements. In its MS4 Annual Report, the City tracks its progress with various best management practices, including public education and outreach, volunteer streamside cleanups, system inventory and map updates, and more.

The stormwater system is complex because some elements are maintained by the City, and others are maintained by private property owners or Homeowners' Associations. The City maintains and inspects all stormwater management facilities on public property and within the public right-of-way. In addition, the City has a routine inspection program for privately owned structural stormwater facilities. For context, the City owns over 10,000 stormwater conveyances (pipes, swales, ditches), 11,000 structures (inlets, catch basins), and 200 outfalls. There are also over 400 detention or retention ponds, most of which are private but require City inspections every year.

Stormwater Utility

The City funds stormwater management activities through a stormwater utility, which was adopted in 2013. The utility is an enterprise fund through which the City charges service fees to all property owners (both residential and commercial). The 2023 assessment fee is \$107 per equivalent residential unit (the City uses 3,000 square feet as its average size of a single-family residence).

With this dedicated funding stream for stormwater, the City is able to be strategic about budgeting for maintenance, condition assessments, and planning and design of new stormwater facilities. Emergency repairs are also a large part of the Stormwater Division's day-to-day operations. In recent years, emergency repairs have proven very expensive, so the City Council voted to increase the stormwater fee, as well as add a provision that the fee would increase annually by three percent or the Consumer Price Index, whichever is greater.



Recent Stormwater Initiatives

The City has in-house staff as well as support services from a contracted firm that specializes in stormwater functions. In addition to its regular stormwater maintenance and improvement projects, the City has also been a leader in its efforts to research and implement innovative stormwater solutions.

One such ongoing initiative is the Biochar Demonstration Project, which is a collaborative effort with the University of Georgia Warnell School of Forestry and Natural Resources. The project involves the creation and deployment of biochar-filled filter bags at stormwater runoff discharge points around Murphy Candler Lake. The research team is evaluating whether the biochar-amended soil will improve water quality and promote the growth of trees and turf. Mayor John Ernst has presented this project to audiences across the region to promote the Sustainable Brookhaven mission.

Another recently completed project is the Nancy Creek Stream Restoration Project, which was co-funded by the City and Georgia EPD through the 319(h) Nonpoint Source Pollution Control Grant. This construction project has resulted in stabilization of the streambank, restoration of habitat, removal of invasive species, and new natural vegetation. The City will continue to monitor water quality to evaluate the project's success.



5.5 Broadband Service

Broadband access is now a necessary technology needed by citizens and businesses to engage in everyday life. Therefore, access to a dependable and high-speed, high-capacity Internet connection is crucial to maintaining social, economic, educational, and political equity.

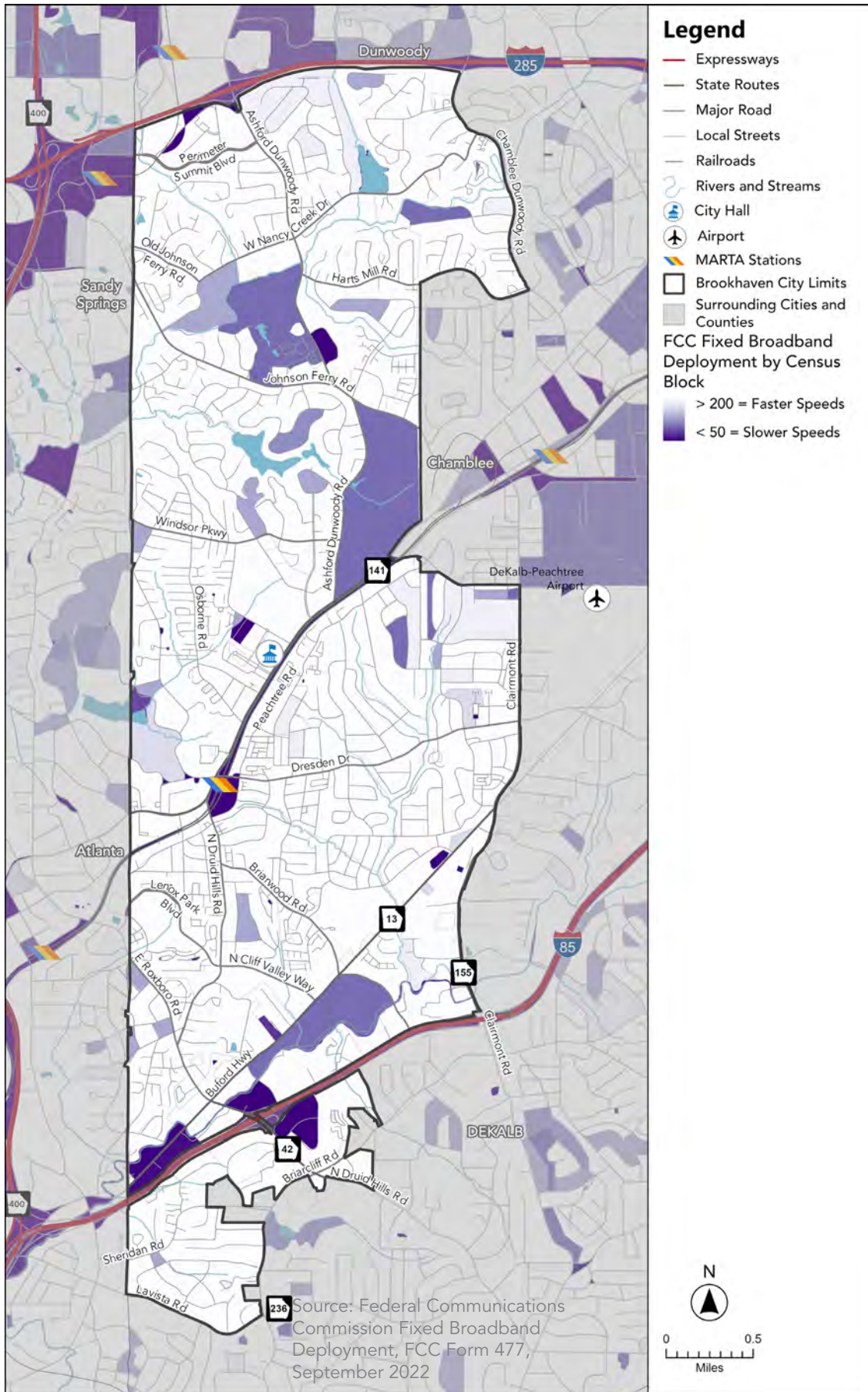
In 2018, the state initiated the Georgia Broadband Program. The initiative calls for broadband services throughout the state. It defines “served Census blocks” as those with 25 Mbps download and 3 Mbps upload speeds. Currently, 91 percent of the Census blocks in Brookhaven are considered “served” and 1 percent are “Unserved”. The remaining blocks (8 percent) are considered to have “no locations” to be served.

Although the City of Brookhaven is well covered by broadband services according to the 2022 Georgia Broadband Availability Map, there are areas where speeds are lower and could be improved. Map 15 shows data from the Federal Communications Commission (FCC) Fixed Broadband Deployment by Census Block, highlighting in darker shades of purple where the median download and upload speeds are lower in the city.

DeKalb County’s Department of Innovation & Technology has been working to address the need for expanding broadband connectivity by partnering with entities like WorkSourceDeKalb, DeKalb County School District, Georgia Piedmont Technical College as well as the DeKalb County Library to provide laptops, Wi-Fi hotspots and extend Wi-Fi. They have also partnered with private companies like Verizon, Sprint/T-mobile and AT&T Wireless to obtain hotspots at no cost and to pay monthly service costs for employees, disadvantaged or underserved students, and seniors. The City may consider similar partnerships with the private sector to address inequities in access to quality broadband service.



Map 15. FCC Fixed Broadband Deployment, Speeds by Census Block, 2022



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LOOKING AHEAD



6.1 Interrelationship of Plans

This report considers the context, growth and development, and trends experienced by the City of Brookhaven in the recent past. The understanding gained through this review establishes the foundation for the current planning process to continue the advancement of the priorities and goals of the city. This final chapter reviews the interrelationship of the other recent planning efforts the city has undertaken and then considers the emerging themes and priorities that will be guide the next phase of this planning process.

WHAT'S AHEAD?

6.2 Emerging Themes & Priorities

2034 Priorities and Goals

The 2034 Comprehensive Plan community goals, referenced in Section 1, drove the identification of community priorities, which fall into the subcategories of needs and opportunities organized by the following five focus areas:

- Land Use
- Community Facilities & Resources
- Economic Development
- Population
- Housing

Table 6 summarizes the priorities and goals driving recent planning efforts which also align directly with those of Comprehensive Plan 2034.

Table 6. Community Priorities

Focus Area	Type	Priority
Land Use	Need	Further Brookhaven as a walkable and bikeable community.
		Review tree ordinance (ensure appropriate protection)
		Address visual clutter in the community
		Further health and exercise in the community through supportive infrastructure and design
		Continue planning efforts that refine and implement the vision and recommendations of the Comprehensive Plan 2034 document and the Character Area Study
	Opportunity	Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road
Community Facilities & Resources	Need	Preserve the city's tree canopy
		Stormwater management – evaluate existing program to ensure sufficient capacity to meet needs
		Identify infrastructure and utility capacity improvements (water and sanitary sewer needed to support Future Land Use Plan
		Leverage city's creek system for greater access by community, while protecting their long-term health and viability
		Establish a Town Center
		Document and protect historic resources
	Ensure access to emergency services	
Opportunity	Improve coordination with DeKalb County Schools or consider development of a charter school system	
Economic Development	Need	Leverage the Brookhaven MARTA station to encourage further desirable development along the Peachtree Corridor
		Streamline information accessibility between economic development partners and for site selectors and prospective companies
		Ensure a well-rounded view of the city through coordinated data analysis
		Optimize efforts and resources at county and regional levels
	Opportunity	Continue to enhance, diversify, and attract business establishments and unique restaurants
		Identify opportunities for community festivals and events
		Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy
		Establish additional incentives to encourage sustainable development in the city
Population (Community Building)	Need	Complete a strategic wayfinding and branding study for the city that considers signage, lighting and landscaping unique to Brookhaven
		Promote lifelong communities
		Promote opportunities for community members from all districts to serve on boards or committees
		Enhance City's communications with public
	Opportunity	Grow the City's arts and cultural offerings
		Provide translation services for all city services (hire Spanish speaking staff)
Housing	Need	Promote workforce development programs for citizens as needed
		Preserve safe and affordable housing in the community
		Work with DeKalb County to target HUD funding for improvement and preservation of affordable housing in city

Recent Planning Efforts

Since 2019, the City has fulfilled or advanced specific objectives from the Comprehensive Plan 2034 update through the following supplemental studies and plans:

- Small Area Plans
- Windsor-Osborne Special Area Plan (2022)
- City Centre Master Plan (2022)
- Gateway South Character Area Vision (2021)
- Comprehensive Transportation Plan (2020)
- Corridor Studies
- Clairmont Road (2019)
- North Druid Hills Road (2019)
- Consolidated Housing Plan (2021)
- Economic Development Strategy (2020)
- Arts & Culture Strategic Plan (2020)
- Enterprise-Wide Community Engagement Plan (2022)

Related plan priorities are summarized in Table 7.



Table 7. Related Plan Priorities

Plan	Priorities & Goals
Comprehensive Transportation Plan	<ul style="list-style-type: none"> • Safety • Mobility & Access • Economic Prosperity • Public Health • Sustainability
Clairmont Road Corridor Study	<ul style="list-style-type: none"> • Create a consistent streetscape design • Leverage existing economic assets and create a vision for redevelopment • Improve multi-modal connectivity
North Druid Hills Road Corridor Study	<ul style="list-style-type: none"> • Improve east-west connectivity • Improve biking and walking conditions • Enhance access to destinations and expand options for reaching them • Improve travel efficiency and traffic operations
Windsor-Osborne Special Area Plan	<ul style="list-style-type: none"> • Respect neighborhood scale and character • Improve safety and connectivity for pedestrians • Minimize parking impacts on the neighborhood • Facilitate collaboration across property owners
Brookhaven City Centre Masterplan	<ul style="list-style-type: none"> • Establish unique & authentic identity • Improve connectivity • Create inclusive experience
2021-2025 Consolidated Housing and Community Development Plan	<ul style="list-style-type: none"> • Preserve and increase the supply of quality, affordable and accessible housing • Improve the quality of the existing rental housing stock • Increase the homeownership rate, particularly for minority residents • Improve neighborhood infrastructure and facilities • Improve mobility options through sidewalk and other non-motorized transportation enhancements
Arts Brookhaven: A Vision for Culture and Creativity in Our Community	<ul style="list-style-type: none"> • Create robust arts & culture organizational infrastructure and resource network • Support, celebrate, and promote city diversity through arts and culture initiatives • Strengthen and increase Brookhaven's cultural spaces and facilities • Create a public art and public space activation program • Provide enhanced access for all to arts and cultural educational opportunities • Support economic development through arts and cultural development strategies and collaborations
Enterprise-Wide Community Engagement Plan	<ul style="list-style-type: none"> • Highlight the City's core community engagement principles • Provide City employees a complete public engagement framework • Ensure the City offers the appropriate level of public engagement for every project, process, and program • Identify diverse stakeholder groups that should be engaged at every stage of a project, process, or program • Incorporate the City's brand into each engagement opportunity • Ensure public engagement is streamlined internally and externally



6.2 Emerging Themes & Priorities

Emerging Themes

As a result of the planning efforts over the past five years, recurring themes emerged, which emphasize key priorities and goals. Brookhaven has shown consistency in its commitment to the following values:

- Creating a transportation network that is safe, accessible, efficient, and multi-modal.
- Celebrating and preserving diversity through arts, culture, and economic development
- Pursuing equity in public services, facilities, and communications
- Incorporating sustainability into City initiatives wherever possible
- Ensuring housing remains affordable for low- and middle-income residents

Figure 17 depicts emerging priorities from plan and data review.

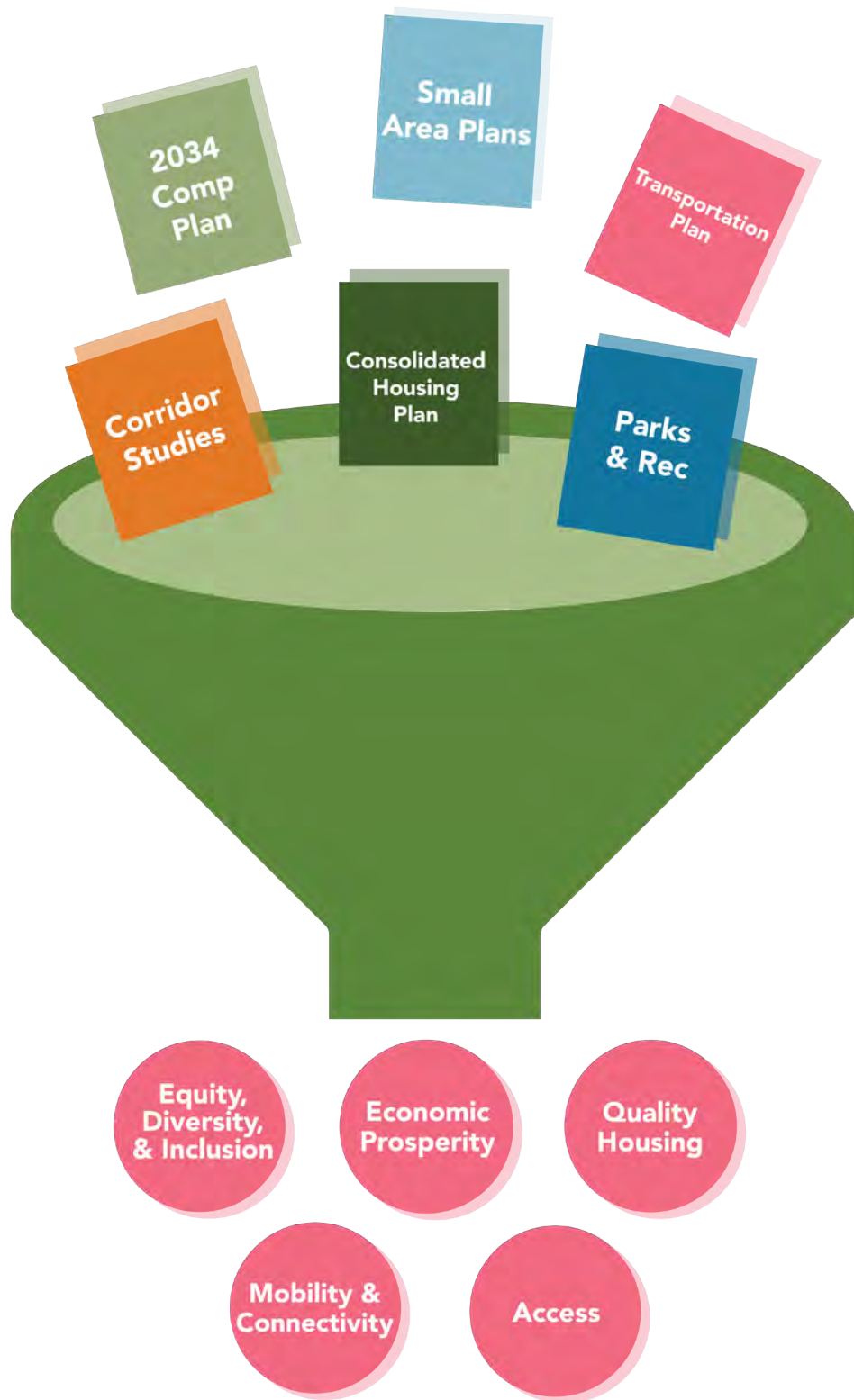
Regional Trends

The following regional trends will play a role in shaping Brookhaven's priorities going forward:

- The Atlanta metropolitan area will see sustained, dramatic population growth in the coming decades. This will bring challenges in transportation, housing, and environmental protection.
- As urbanization of Atlanta's northern suburbs continues, housing affordability will be a growing concern.
- Transformative projects like the Beltline and the Peachtree Creek Greenway will bring both economic revitalization and gentrification pressures.
- Traffic and pedestrian safety initiatives such as Vision Zero will lead to a significant reevaluation of transportation infrastructure. Redevelopment of major corridors to support more non-motorized travel modes will brush up against the desire to preserve affordable housing.
- The settling of commuting patterns in the wake of the COVID-19 pandemic will hold significant implications for the future of commercial real estate and transportation network capacity requirements.



Figure 17. Emerging Priorities



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APPENDIX

B

Public Involvement Documentation

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Contents

B1. Public Engagement Events

B2. Public Survey & Input Map

B3. Listening Sessions

B4. Steering Committee

B5. Stakeholder Interviews



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B1

Public Engagement Events

1. Round 1 Input Summary (Workshop Series 1 & Pop-up Booth 1)
2. Round 2 Input Summary (Workshop Series 2 & Pop-up Booths 2 & 3)
3. Pop-up Booth 4 Summary
4. Plan Celebration Open House Summary



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PUBLIC INPUT PERIOD 1 SUMMARY

Community Workshop Series 1

International Festival Pop-Up

ENGAGEMENT ACTIVITIES OVERVIEW

The following events and input opportunities were conducted during Input Period 1:

1. **Community Workshop Series 1:** Four workshops, with discussions and feedback activities focused on different subareas of the city (see subarea map in Figure 1).
2. **International Festival Pop-Up:** The planning team facilitated a pop-up booth at the International Festival which took place along a portion of the Peachtree Creek Greenway. The pop-up booth, stationed at the Corporate Square parking lot near other festival activities, raised awareness about the planning process and collected input.
3. **Community Survey:** An online community survey was offered online in both English and Spanish. *Results are summarized in a separate document.*
4. **Digital Input Map:** An online map tool provided an additional way for community members to share location-specific input. *Comments are summarized in a separate document.*

Workshop Activities

Each Community Workshop offered the following activities:

1. Visioning Photo Booth
2. How Will We Adapt Questions
3. Small Group Discussions
4. Character Area Feedback
5. General Subarea Map Feedback

Pop-Up Activities

Two input activities were offered at this event:

1. Visioning Photo Booth
2. How Will We Adapt Questions



City's Community Development teammates help with pop-up booth at the October 21 International Festival.

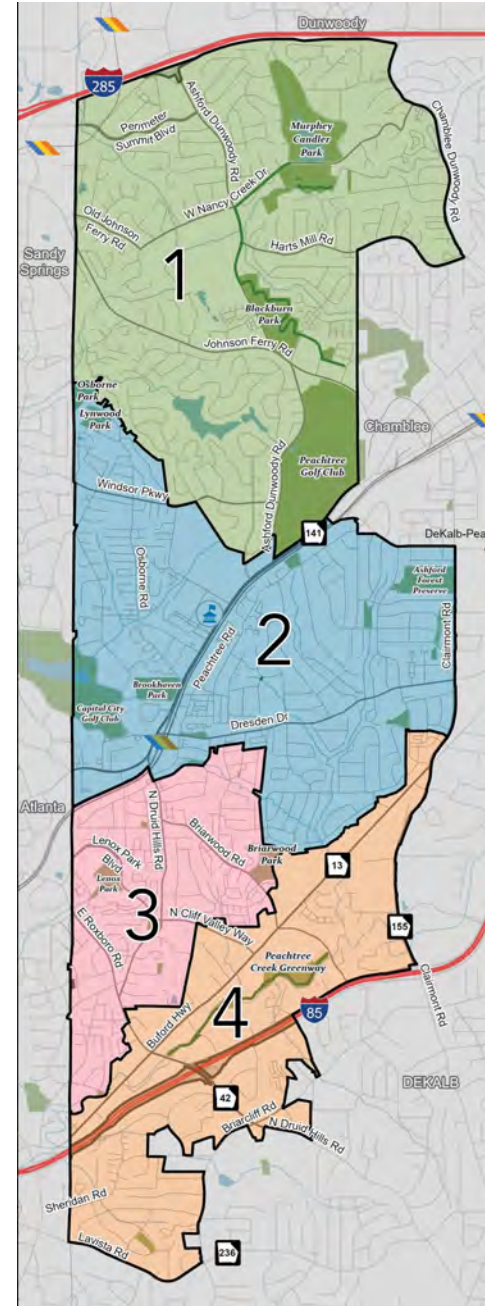


WHO WE HEARD FROM

Table 1. Total Participants by Activity

Participation Method	Details	Number of Participants
Workshop 1 (Subarea 1)	Oct. 5, Lynwood Park, 6:00 pm – 8:00 pm	9
Workshop 2 (Subarea 2)	Oct. 12, City Hall, 6:00 pm – 8:00 pm	14
Workshop 3 (Subarea 3)	Oct. 17, City Hall, 6:00 pm – 8:00 pm	4
Workshop 4 (Subarea 4)	Oct. 23, Latin American Association, 6:00 pm – 8:00 pm	6
International Festival Pop-Up	Oct. 21, Peachtree Creek Greenway/Corporate Square, 11:00 am – 6:00 pm	~ 30
Community Survey	Open from Oct. 5 through Nov. 10	235
Digital Input Map	Opened Oct. 5; will remain open through next phase of project	37

Figure 1. Subarea Map



Boards display at Subarea 1 workshop on October 5

OVERARCHING KEY TAKEAWAYS

- The Brookhaven community highly values **parks, green space, and tree canopy**. ‘Green spaces,’ ‘trails,’ ‘sustainability,’ and ‘ecological’ were among the top terms that resonated with community members who participated in the Visioning Photo Booth. Tree canopy and environmental protection initiatives were also raised as needs in the “How will we Adapt” Exercise and the Citywide Priorities discussion.
- **Housing choices** for different age levels and income levels are important for the City’s long-term sustainability. In the “How will we adapt?” exercise, some participants specifically addressed the need for affordable/workforce housing, while others discussed different types of housing that are more affordable/accessible by design, such as ADUs and ranch-style homes.
- Several responses to the “How will we adapt?” Exercise focused on **multimodal transportation needs**, such as sidewalks, pedestrian bridges, protected bike paths, improved connections to MARTA, and new transit options to serve short, local trips.
- Several people expressed desires for new **public spaces that allow for community-building**.
- Community members expressed a strong preference to **preserve the smaller, naturally occurring affordable housing units along Buford Highway**. Preservation may require City support for home maintenance and rehabilitation.
- The City can help protect Buford Highway’s cultural heritage by **supporting small businesses, particularly immigrant-owned businesses**. For instance, orientation materials for new residents are seen as a helpful strategy for promoting the goods and services available at local businesses.
- Improving **access and connectivity to the Peachtree Creek Greenway** should be a priority.
- **Transit-oriented development**, in terms of higher density housing and walkability near MARTA, is considered vital for Brookhaven’s future.
- **Walkability was a recurring theme expressed in the general map comments.**

COMMUNITY INPUT SUMMARY

Visioning Photo Booth

Community members were provided with a selection of various photo booth props with visionary descriptors. The words/phrases that most resonated with participants were:

- Green spaces – 6
- Trails – 5
- Safer Streets – 4
- Multicultural - 4
- Ecological – 3
- Foodie – 3
- Sustainable – 3



- Diverse – 2
- Attractiveness – 2
- Thriving businesses – 2
- Walkability – 2
- Vibrant – 1
- Mixed-use – 1
- Proud to live in Brookhaven - 1

Participants could also share original ideas by writing on whiteboards. The following ideas were reflected:

- Affordable housing
- More tree canopy (street and parking lot trees)
- Stuff in land use vision needs to be citywide
- Better define activity nodes
- We don't control educational facilities
- Parks within 10 minutes

➤ Visioning Key Takeaways

Words related to the **natural environment (green spaces, trails, ecological, sustainable)** rose to the top among desired characteristics. **Safer streets** and **walkability** were major themes, as was the City's **multicultural** identity. **Attractiveness** and **thriving businesses** were also considered important aspects of Brookhaven's future.

WE ARE BROOKHAVEN



“How Will We Adapt?” Activity

This activity collected input through four key questions about Brookhaven’s long-range planning.

What is needed to support a diversifying population?

- Recurring Topic 1: Affordable/Workforce Housing
 - More housing for workforce (Another participant added, “Agree”)
 - Workforce housing – reduce minimum house/home size
 - Affordable housing (Another participant added, “+1”)
 - Diverse housing types
 - ADUs
 - I live here now in an apartment, and I want to stay here because it’s the perfect location but too expensive

- Recurring Topic 2: Transit Options
 - City-provided vans to connect neighborhoods to retail and mass transit
 - Public transit
 - Mass transport and shuttles for shorter trips

- Recurring Topic 3: Shared Spaces
 - Shared greenspaces
 - More places to mingle
 - What’s needed to support a diversifying population is a better sense of community, dedicated spaces for people to gather and SIT DOWN (I haven’t seen a bench in Brookhaven in 17 years I live here), closed spaces (with roof and heating and chairs) where people can organize events for the community (group studies, support groups for all ages and needs)

- Recurring Topic 4: Walkability & Connectivity
 - Walkable areas (smart density > sprawl)
 - Connect to the beltline ASAP! 😊
 - More (and better) ways to get to MARTA trains.

- Unique Ideas/Perspectives
 - Orientation center “Welcome to Brookhaven” -- here’s where to find – grocery, library, cultural calendar
 - Provide orientation to new residents
 - Offer recreational activities for kids for free through the community

What should we do to prepare for climate change?

- Recurring Topic 1: Mobility Planning
 - Build more sidewalks
 - Protected bike paths
 - Pedestrian bridges at Northeast Plaza

- Recurring Topic 2: Tree Canopy/Environmental Protection
 - Increase street tree canopy - new parking lot surfaces and roof surfaces
 - More trees, less paving, green roofs
 - Recycling programs, educational programs, nature protection, initiatives – preserve animals and plants

- Unique Ideas/Perspectives
 - EV charging
 - Drainage planning – long term drainage plan and improvements
 - Absolutely nothing

How will we accommodate an aging population?

- Recurring Topic 1: Housing Choices
 - Smaller homes to allow aging in place
 - Affordable housing
 - More accessible housing (ranches and elevators) – smaller homes with less stairs

- Recurring Topic 2: Services and Community Centers for Seniors
 - Senior services
 - Cultural center for elderly
 - Community space at schools for interacting with students or after school hours

- Unique Ideas/Perspectives
 - On demand transit
 - More bike lanes
 - Design streets [in way] that makes people slow down
 - More parking near the path [Peachtree Creek Greenway] (and International Festival)

How can we embrace technology to become a smarter city?

- Unique Ideas/Perspectives
 - Community shareable cars – accessible via app
 - EV charging
 - Solar power
 - Online / night classes

Small Group Discussions

The following input came from small group discussions conducted as part of the Community Workshop Series.

Citywide Priorities

What are the City's top needs and opportunities for future growth and development?

CITYWIDE PRIORITIES DISCUSSION THEMES

1. Affordable housing
2. Tree canopy
3. Greenspace/parks/trails
4. Stormwater/flooding/stream protection
5. Traffic management
6. Redevelopment while protecting legacy residents/businesses from displacement
7. Safe neighborhoods
8. Shared spaces for community-building
9. Managed/smart growth
10. Walkability and bikeability (connectivity and safety)
11. Transit-oriented development
12. Preservation and celebration of different cultures
13. Support for small businesses and incubators for entrepreneurs and youth
14. Senior services, youth programming, and cultural programming

Housing/Affordability

What types of housing are appropriate for Brookhaven and where?

HOUSING/AFFORDABILITY DISCUSSION THEMES

1. Buford Highway has a lot of naturally occurring affordable housing.
2. With limited land to build out, the City should consider revisiting height restrictions so that developments can build up.
3. There are not enough housing choices for the middle class. Cluster homes, ADUs, and other missing middle formats are seen as solutions.
4. Parking requirements are a barrier to affordable housing development. Near MARTA, parking requirements could be lessened or removed altogether.
5. A gradient of housing density is needed in the land use plan, with more density near transit and job centers. Walkable neighborhoods are a top priority.
6. Affordable options are a major need. The current workforce housing requirements do not go far enough. It is important that not only are affordable housing options built, but that the affordability is preserved for the long term.
7. Different housing types need to be context sensitive. There is a concern about large multifamily developments abutting single-family neighborhoods.
8. Creativity is needed to expand housing options. Subdividing lots and redeveloping older strip malls as housing are some of the solutions that community members discussed.

Buford Highway

What is your vision for Buford Highway? Indicate your preference for the long-term future of Buford Highway on the scale below.



BUFORD HIGHWAY DISCUSSION THEMES

1. There is a sense that redevelopment is inevitable, but many expressed sentiments about thoughtful redevelopment that does not cause gentrification.
2. Preservation of naturally occurring affordable housing and cultural businesses is paramount. The Brookhaven community wants Buford Highway's heritage to be preserved and wants to be known as a welcoming place. It is recognized that immigrants may need more support to feel welcome in the community.
3. Pedestrian safety is a key need, especially since the bus route on Buford Highway has the highest ridership of any MARTA route.
4. Community development opportunities should focus on small, urban-scale commercial and retail, like a grocery market that people can walk to.
5. There are not enough green spaces and trees on Buford Highway. Small parks where kids can play would be a win for the community.
6. Greenway-oriented commercial, with different development types than are currently allowed by right (such as container commercial), presents an opportunity.
7. Expansion of public and private transportation options is needed to serve community members who lack access to vehicles.
8. More security along the corridor, along with additional investments in safety such as lighting, is desired.
9. Buford Highway would be a great location for a business incubator to serve entrepreneurs and youth.

Character Area Feedback

The Character Area Feedback Activity presented boards by Character Area, with draft sub-Character Area designations (interior and corridor) highlighted on an aerial parcel map. The boards from this activity are included in Exhibit A at end of this summary.

Participants were asked to give feedback on the following:

1. Current Character Area Land Use Policy
2. Current Sub-Area Land Use Policy
3. Parcels Designated as Interior versus Corridor

Character Area Feedback

As shown in Exhibit A, the boards for each Character Area instructed participants to add a red dot if there were any policies for which they had any objections. These “no” votes are captured in the summary as follows.

Workshop 1

A. Perimeter Center

- 1 “no” vote for “Ensure appropriate buffers and height transitions are provided for users adjacent to single family neighborhoods”
- 1 “no” vote for “Incorporate appropriate end-of-trip facilities for bicycle commuters, such as bicycle racks, showers/locker rooms, etc., within new and existing office development”

B. Lakes District

- 3 “no” votes for “Consider semi-cluster homes on 1/3 acre lots”
- 2 “no” votes for Institutional land use
- 1 “no” vote for “Neighborhood Commercial land use

C. Blackburn Park

- “Connect Blackburn Path to Chamblee Rail-Trail”

Workshop 2

D. Lynwood Park

- 1 “no” vote for “Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.”
- 1 “no” vote for “Encourage the development of the intersection at Windsor Parkway and Osborne road....”
- “Windsor-Osborne intersection looks blighted. Need neighborhood scale retail (restaurant, coffee shop, etc.)
- “Any future approval for commercial development needs to have strong controls to ensure neighborhood scale”

E. Historic Brookhaven

- 1 “no” vote for “The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district”
- 1 “no” vote for neighborhood scale retail in transition areas
- “Retail should not penetrate into this area”

F. Peachtree Corridor Overlay District

- “MARTA lot needs housing and development”



G. Osborne

- 1 "no" vote for "Ensure that the appropriate zoning is in place to maintain the character of the existing single-family residential neighborhood"
- 1 "no" vote for "provide buffers between the Peachtree Corridor Overlay District and single-family neighborhoods to ensure appropriate and gradual height and density transitions."
- "More density"
- "Allow subdivision of larger lots"
- "More pedestrian connectivity"
- "Area needs more sidewalks to allow for safer pedestrian activity"

H. Ashford Park-Drew Valley

- 2 "no" votes for "Promote more affordable housing and aging in place by allowing alternative development types such as accessory dwelling units and pocket neighborhoods"
- 4 "no" votes for pocket neighborhoods in interior
- "No problem with ADUs; don't like pocket neighborhoods"
- "Any development on Buford Highway near North Druid Hills, high rise, say 10 stories, should not extend north of Northeast Plaza or West of Buford Highway"
- "No high-rise buildings on Buford Highway north of NE Plaza. Any high-rise—if it happens—should be concentrated near North Druid Hills + Buford Highway"
- "No place to put gravel trails. Property lines cover entire character area"
- "Please rework 3rd point—unclear"
- "We need connectivity between 'sidewalks to nowhere' that builders put in, and a neighborhood-wide plan for sidewalks on every street"

Workshop 3

I. Brookhaven Heights-Brookhaven Fields

- 1 "no" vote suburban neighborhood commercial (3 stories with greenspace) for transition areas
- 1 "no" vote for mixed use residential with shared gardens for transition areas
- 1 "no" vote for protected bike lanes along Major Corridors

J. Roxboro

- 1 "no" vote for pursue pocket parks
- 1 "no" vote for protected bike lanes
- "Protected bike lanes require eminent domain grabs and reduce vehicular flow. Also curbing is a "trip" hazard for cyclists"
- "Both large and small parks; more park acreage, not less"
- "Trails are good, but not gravel"
- "Water fountain + bathrooms at parks"
- "Shady Valley Park needs to be revamped: replace old playground, new paint, more play options; see Brook Run Park" (not in Brookhaven City limits)

K. Briarwood Park

- 1 "no" vote for multi-family residential: "No more multi-family dwellings here – discourage"
- "Preserve and/or replace" regarding tree canopy
- "Can't just always build 'T' streets for firetrucks"
- "Can't have 1 development paradigm"

- 1 "no" vote for tiny homes in interior: "less density not more"
- 1 "no" vote for mixed use residential with shared garden in interior: "keep residential"
- 1 "no" vote for multi-family apartments along major corridors: "no more apartments"
- 1 "no" vote for protected bike lanes
- 1 "no" vote for co-working space: "keep Briarwood residential"

L. Lenox Park

- 1 "no" vote for neighborhood scale mixed-use residential/retail/office (4 stories) along major corridors
- 1 "no" vote for protected bikes lanes along major corridors

Workshop 4

M. Briar Hills Innovation

- Residential connections to greenway
- CHOA + Emory: add walking trails
- Condo area = more interior
- Target and shopping center: should be designated corridor instead of a transition area
- In transition areas: walkability is priority (now interior – condo area)

N. LaVista Park

- None

O. Buford Highway Corridor

- None



Subarea Map Feedback

Large subarea maps were spread out on tables to collect general open-ended comments via sticky notes. The following comments are organized by subarea and topic.

Subarea 1 – Walkability/Connectivity Comments

- Osborne and Lynwood Park (need more connections from other areas)
- Ashford Dunwoody near Blackburn Park
- Need more connections, especially to schools, neighborhoods, & destinations
- Connect PATH trail to Chamblee Rail Trail

Subarea 1 – Miscellaneous Comments

- Better pool facility and hours of operation at Murphey Candler Park
- Share schools for programming for seniors/other community members (e.g., Montgomery Elementary)

Subarea 2 – Walkability/Connectivity/Safety Comments

- Traffic-calming devices along Osborne going from W-O to Lynwood Park
- Crosswalks at Windsor and Mabry
- Pedestrian crossing lights and traffic circle and back off the circle along spokes
- Larger sidewalks down Osborne
- Sidewalk on side of Osborne and pedestrian entrance to Town Brookhaven
- Pedestrian connectivity to MARTA – need sidewalks
- More sidewalks, safer roads, more traffic enforcement
- Sidewalk on Thomson Road completed

Subarea 2 – Land Use/Amenity Comments

- Neighborhood-scale retail at Windsor-Osborne
- Morrison Farm would be an awesome park!
- Retail at W-O must be neighborhood-scale (cannot be commercial-scale)
- Bates/Thompson Road acreage zoned for green space; ensure the area is not zoned for townhomes or apartments

Subarea 3 – Walkability/Connectivity Comments

- Vehicular and bike/ped connectivity
- Require connectivity for parcels of a certain size
- BuHi = needs to be walkable, connectivity between developments
- Pedestrian connectivity on Buford Highway
- Requirements for connectivity between developments

Subarea 3 – Miscellaneous Comments

- Retain local services
- Flats/bungalows

- Transition area: scalable tradeoffs for parking, buffers, density (affordable or senior housing)
- Zoning incentives
- Multiple tools to preserve small businesses
- Small business space
- Public-private partnerships for food hall spaces, green spaces, other
- Tax incentives to preserve affordable housing
- Brookhaven Development Authority to subsidize businesses
- Wins: code enforcement, sidewalks

Subarea 4 – Miscellaneous Comments

- Nodal redevelopment pattern, with retail hubs along tributaries of the Peachtree Creek (one behind Corporate Square and one behind Northeast Plaza)
- Incentivize affordable housing, more so than the current ordinance already does (more than 10 percent)



Planning Team members facilitated conversations using a map of the subarea.

EXHIBIT A

Online Input

The following comments were provided on the project website webform. Comments have not been modified; they are listed exactly as submitted.

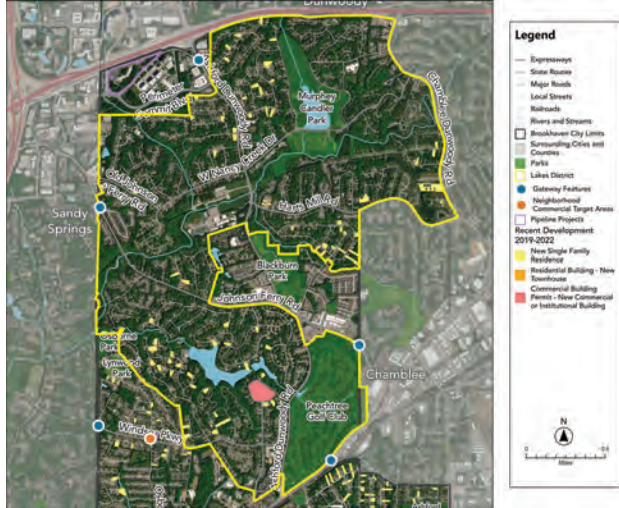
Table 2. Online Input Webform

Comment #	Comment
1	HOW: what's needed to support a diversifying population is a better sense of community, dedicated spaces for people to gather and SIT DOWN (I haven't seen a bench in Brookhaven in 17 years I live here), closed spaces (with roof and heating and chairs) where people can organize events for the community (group studies, support groups for all ages and needs)
2	The survey is all about green living and doesn't address the major problem in Brookhaven village (Dresden corridor, Peachtree Rd intersections at N Druid hills and Dresden. Brookhaven has taken no improvements to Peachtree Rd/Dresden/N Druid hills intersections while adding tons of apartments and a misplaced City Hall.
3	Please fix Johnson Ferry & Ashford Dunwoody intersection. Can the Valero be purchased and the additional space be incorporated into a traffic circle?
4	Brookhaven Fields has become a nightmare to get commute in and out of. I moved closer to the city to reduce my commute from Gwinnett and now it's just as long trying to get in and out of my neighborhood due to the overdevelopment of bottle-necked neighborhood intersections.
5	To achieve the vision, we need to be working to ensure greater emphasis on walking and biking, non-motorized transport. We need to be preserving as much of the tree canopy as possible and adding to it. While we may need more housing, we should be seeking to do so on industrial sites, which does not involve clear felling of trees. We have lost so much of our forests to the endangerment of our people and our natural wildlife in the last 10 years. Developers should be prevented from clear felling sites and work around as many existing trees as possible.

Lakes District

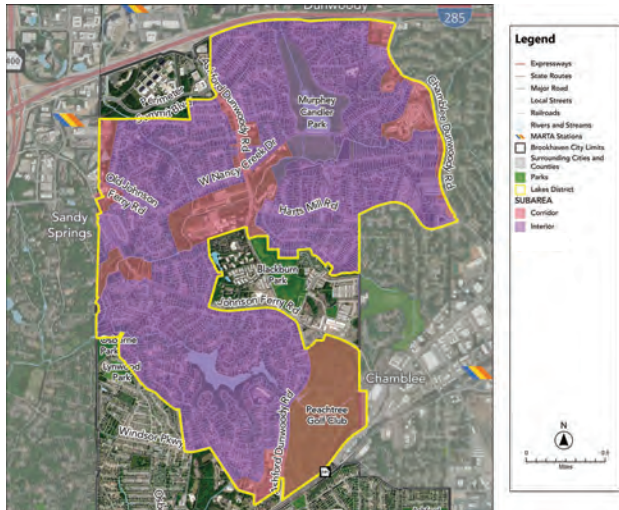
Current Vision

The vision for this area is for the single-family neighborhoods to be maintained and preserved. Residential infill development should be permitted only if it **maintains the single-family detached character** of the surrounding neighborhood. The Nancy Creek stream corridor has been identified as appropriate for a linear park and trail. An extension of the PATH trail through this area and another extension south along Ashford Dunwoody Road should be investigated.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Lakes District? If yes, leave it blank. If no, place a red dot for no next to the policy.	
Ensure that the proper zoning is in place to maintain the character of the single-family residential neighborhoods with infill development.	<input type="checkbox"/>
Conduct neighborhood specific surveys regarding infill development for neighborhoods in this Character Area that have experienced significant infill.	<input type="checkbox"/>
Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.	<input type="checkbox"/>
Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.	<input type="checkbox"/>
Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center Character Area.	<input type="checkbox"/>
Limit the subdivision of lots that will result in increased density throughout neighborhoods.	<input type="checkbox"/>
Maintain required setback and height requirements.	<input type="checkbox"/>
Explore accessory dwelling units that are restricted for use by relatives ("in-law" suites).	<input type="checkbox"/>
Consider semi-cluster homes on 1/3-acre lots.	<input type="checkbox"/>
Establish comfortable walking connections to neighborhood commercial.	<input type="checkbox"/>
Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.	<input type="checkbox"/>
Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.	<input type="checkbox"/>
Improve convenience and safety for bicycles and pedestrians.	<input type="checkbox"/>
Enforce buffer between single-family areas adjacent to Perimeter Center Character Area and ensure transitional uses are contained wholly within the Perimeter Center	<input type="checkbox"/>

Do you agree with the appropriate land uses for the Lakes District? If yes, leave it blank. If no, place a red dot for "no" next to the land use.	
Single-Family Residential	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Institutional	<input type="checkbox"/>
Neighborhood Commercial*	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

*Only at existing node at Chamblee Dunwoody Road and I-285.

Current Sub-Area Policy

Are the listed uses, amenities, and development forms for the Lakes District still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.	
Interior of Character Area	
Single-family detached homes	<input type="checkbox"/>
Multi-use trails	<input type="checkbox"/>
Neighborhood street with sidewalks and bike lanes	<input type="checkbox"/>
Accessory dwelling units	<input type="checkbox"/>
Pocket neighborhoods	<input type="checkbox"/>
Along Major Corridors	
• Neighborhood scale retail*	<input type="checkbox"/>
• Sidewalks with wide grassy strip and lighting	<input type="checkbox"/>
• Sidewalks with paved strip and lighting	<input type="checkbox"/>
• Bike racks, street furniture	<input type="checkbox"/>
• Protected bike lanes	<input type="checkbox"/>
• Multi-use trails	<input type="checkbox"/>

*Only at existing node at Chamblee Dunwoody Road and I-285.

Perimeter Center

Current Vision

The vision for this area is for it to remain an area of high-intensity land uses, providing employment opportunities and a diverse tax base to the city. This area is seen as appropriate for additional development, particularly in the form of mixed-use residential and neighborhood commercial development. This area is currently dominated by large-scale office uses. To better diversify the area, additional multi-family development and retail is seen as particularly appropriate for this character area. A potential park designation is seen as appropriate for the forested area south of Lake Hearn Drive, adjacent to the western boundary of the city. Higher densities are more appropriate for areas adjacent to I-285 with a step down in intensity near surrounding residential areas. The character area will be appropriately designed to ensure sufficient buffers and transitions to adjacent areas.

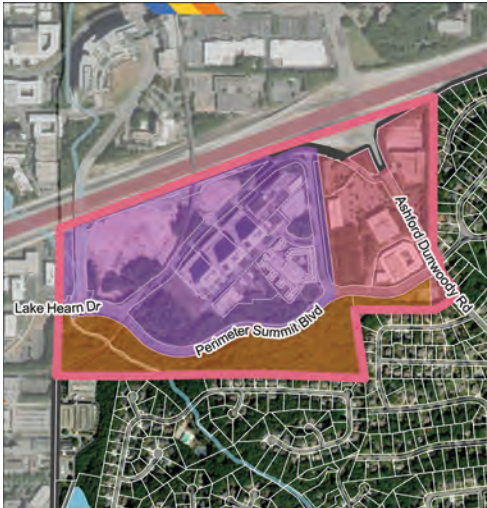


Current Character Area Land Use Policy

Do you agree with the current land use policies for the Perimeter Center? If yes, leave it blank. If no, place a red dot for no next to the policy.	
Coordinate planning efforts with Sandy Springs and Dunwoody, particularly in regards to large development projects that may impact this area	<input type="checkbox"/>
Ensure that the appropriate zoning is in place to foster dense, mixed use development with high quality design.	<input type="checkbox"/>
Investigate adding a nature trail through the wooded area south of Perimeter Summit Parkway	<input type="checkbox"/>
Ensure appropriate buffers and height transitions are provided for uses adjacent to single family neighborhoods.	<input type="checkbox"/>
Ensure DeKalb County Schools are involved in new development proposals that include housing and will have potential impacts on schools.	<input type="checkbox"/>
Incorporate appropriate end-of-trip facilities for bicycle commuters, such as bicycle racks, showers/locker rooms, etc., within new and existing office development.	<input type="checkbox"/>
Work with the Perimeter Center Improvement District to jointly pursue relevant recommendations of the Perimeter Center LCI 10 year update.	<input type="checkbox"/>
Given this area's proximity to an ARC designated Wellness District (St. Joseph's Hospital and Northside Hospital), senior housing and adherence to Lifelong Communities principles are seen as appropriate in this area. The following principles of Lifelong Communities should be followed: <ul style="list-style-type: none"> Special accommodations should be made for vanpools, shuttle services and Human Services Transportation (HST). Improve sidewalk connectivity, calm traffic and provide pedestrian refuge islands where necessary. Pedestrian crossings should employ signal timing suitable for slower walking speeds. Promote mixed-use development and proximity between single-use developments. Follow design standards set forth for ADA compliance and AARP recommendations. 	<input type="checkbox"/>

Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



Do you agree with the appropriate land uses for the Perimeter Center? If yes, leave it blank. If no, place a red dot for "no" next to the land use.	
Office	<input type="checkbox"/>
Multi-Family Residential	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Hotel	<input type="checkbox"/>
Mixed Use	<input type="checkbox"/>
Retail	<input type="checkbox"/>
Neighborhood Commercial	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Current Sub-Area Policy

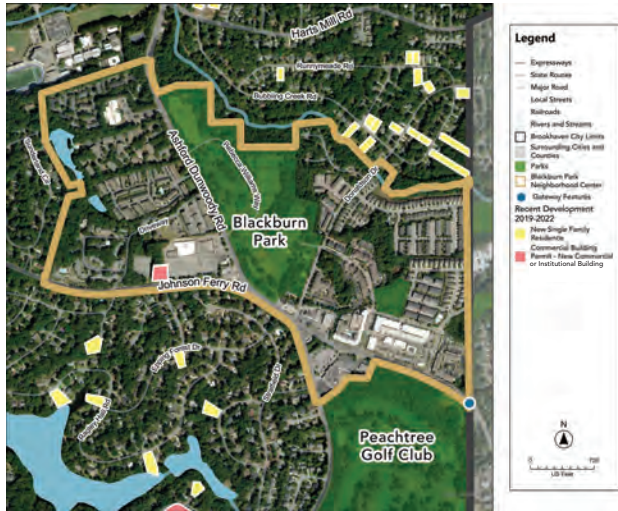
Are the drafted subarea policies for the Perimeter Center still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.	
Interior of Character Area	
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
Transition Areas	
<input type="checkbox"/>	<input type="checkbox"/>
Along Major Corridors	
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments?

Blackburn Park Neighborhood Center

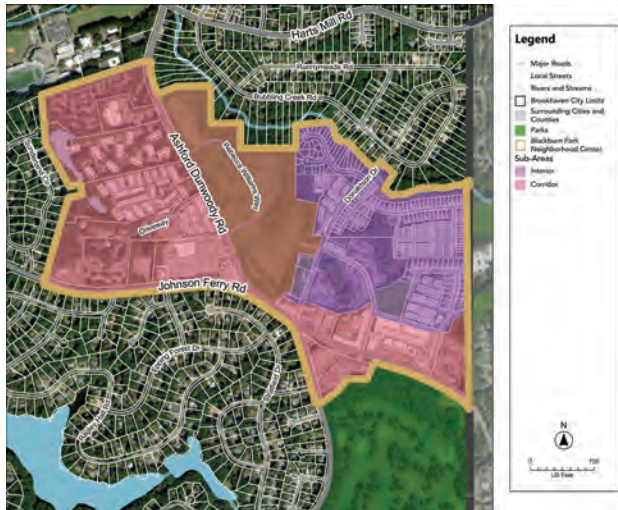
Current Vision

The vision for this area is for it to continue to develop into a walkable neighborhood mixed-use center, through the strategic redevelopment of existing uses. This area should exhibit characteristics in which the pedestrian has priority over the automobile. Redevelopment into pedestrian-friendly neighborhood commercial and mixed-use developments are seen as appropriate for this area.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Blackburn Park? If yes, leave it blank. If no, place a red dot for no next to the policy.	
Incorporate a series of safe pedestrian crossings along Johnson Ferry Road and Ashford Dunwoody Road to promote pedestrian connectivity.	
Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.	
Develop a more user friendly mixed-use zoning district to be applied in this area.	
Pursue opportunities to connect existing path network with new pedestrian connections.	
Implement streetscaping standards that promote walkability along portions of Johnson Ferry Road and Ashford Dunwoody Road.	
Expand and amend the Pedestrian Community (PC) zoning district in this area per the recommendations of the Ashford Dunwoody Master Active Living Plan.	
Implement improvements to Blackburn Park per the recommendations of the Parks and Recreation Master Plan.	
Focus on redevelopment of existing commercial uses in the Blackburn Park Character Area before considering new construction	
Coordinate with Park and Recreation Department to address light pollution issues/nuisance resulting from usage of Blackburn Park fields.	
Increase the availability of passive recreational spaces.	
Establish comfortable walking connections to neighborhood commercial.	
Develop path to connect Blackburn Park and Murphey Candler Park.	
Improve connection from Blackburn Park to the Cowart Family/Ashford-Dunwoody YMCA.	
Improve convenience and safety for bicycles and pedestrians.	

Do you agree with the appropriate land uses for the Blackburn Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.	
Mixed-Use	
Multi-Family Residential	
Townhomes	
Single-Family Residential	
Institutional	
Neighborhood Commercial	
Parks and Recreation	

Current Sub-Area Policy

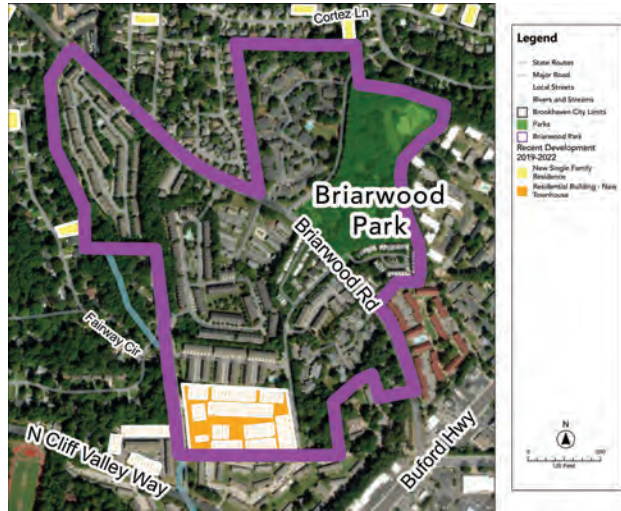
Are the listed uses, amenities, and development forms for Blackburn Park still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.	
Interior of Character Area	
Single-family detached homes	
Multi-use gravel trails	
Multi-use urban trails	
Multi-use asphalt/concrete trails	
Neighborhood street with sidewalks and bike lanes	
Accessory dwelling units	
Along Major Corridors	
Single-family attached townhomes	
Suburban-type neighborhood commercial (3 stories with greenspace)	
Neighborhood scale retail	
Sidewalks with wide grassy strip and lighting	
Sidewalks with paved strip and lighting	
Bike racks, street furniture	
Protected bike lanes	
Multi-use urban trails	

Briarwood Park



Current Vision

The vision for the Briarwood Park Character Area is to continue to be an area of high-quality, higher-density townhome and condominium development. Major land use changes which deviate from the existing land use mix are not seen as appropriate for this area. Briarwood Park itself should be maintained and improved as necessary to continue to provide recreational opportunities within comfortable walking distance of area residents. The future vision also includes a more complete sidewalk network along Briarwood Road and safe pedestrian crossings that would serve to better link the park to surrounding developments.



Current Character Area Land Use Policy

Do you agree with the current land use policies for the Briarwood Park? If yes, leave it blank. If no, place a red dot for no next to the policy.

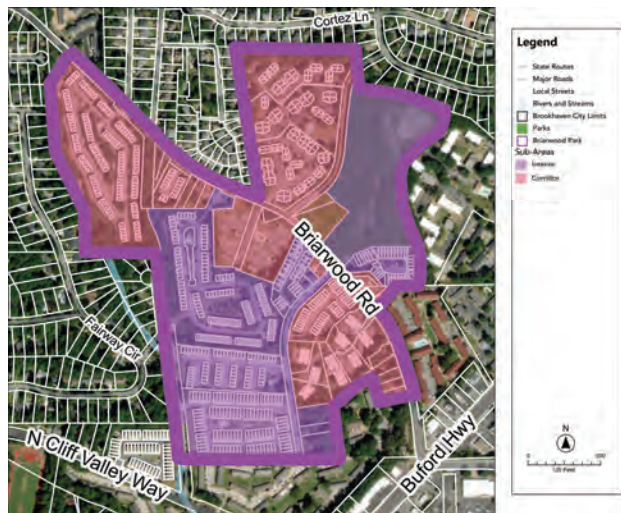
Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.	<input type="checkbox"/>
Ensure that the area is properly zoned to ensure a mix of appropriate land uses.	<input type="checkbox"/>
Ensure that new developments provide connectivity to Buford Highway activity center area.	<input type="checkbox"/>
Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.	<input type="checkbox"/>
Preserve the tree canopy through ensuring adequate protections within the tree ordinance.	<input type="checkbox"/>
Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.	<input type="checkbox"/>
Promote aging in place and more affordable housing by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.	<input type="checkbox"/>
Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.	<input type="checkbox"/>
Preserve the residential character of the Character Area.	<input type="checkbox"/>
Explore relocating utilities underground.	<input type="checkbox"/>

Do you agree with the appropriate land uses for the Briarwood Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

Multi-Family Residential	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Single-Family Residential	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>
Institutional	<input type="checkbox"/>

Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Current Sub-Area Policy

Are the listed uses, amenities, and development forms for Briarwood Park still relevant? If yes, leave it blank. If no, place a red dot next to the policy.

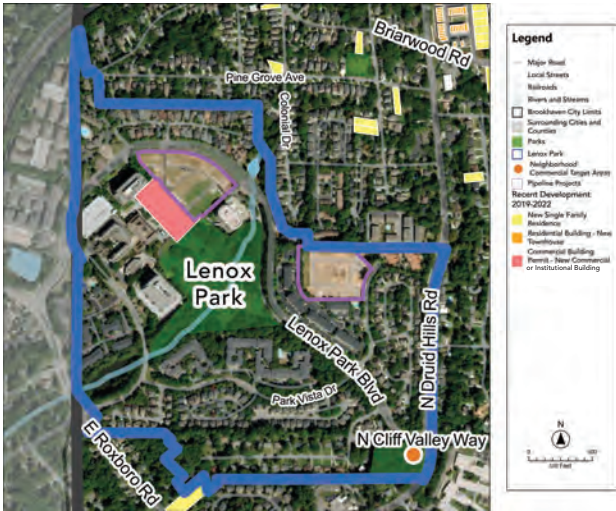
Interior of Character Area	
Single-family attached townhomes	<input type="checkbox"/>
Single-family attached duplexes	<input type="checkbox"/>
Single-family attached live/work units	<input type="checkbox"/>
Single-family detached homes	<input type="checkbox"/>
Sidewalks on neighborhood streets with bike lanes	<input type="checkbox"/>
Multi-use asphalt/concrete trails	<input type="checkbox"/>
Single-family detached (narrow structure on narrow lot)	<input type="checkbox"/>
Tiny homes	<input type="checkbox"/>
Accessory dwelling units	<input type="checkbox"/>
Pocket neighborhoods	<input type="checkbox"/>
Mixed-use residential with shared garden	<input type="checkbox"/>
Mixed-income with detached and attached housing	<input type="checkbox"/>
Along Major Corridors like Briarwood Road	
Multi-Family Apartments	<input type="checkbox"/>
Sidewalks with wide grassy strip and lighting	<input type="checkbox"/>
Sidewalks with narrow paved strip and lighting	<input type="checkbox"/>
Bike racks, street furniture	<input type="checkbox"/>
Protected bike lanes	<input type="checkbox"/>
Co-working space	<input type="checkbox"/>
Retail/artist lofts	<input type="checkbox"/>

Additional Comments?

Lenox Park

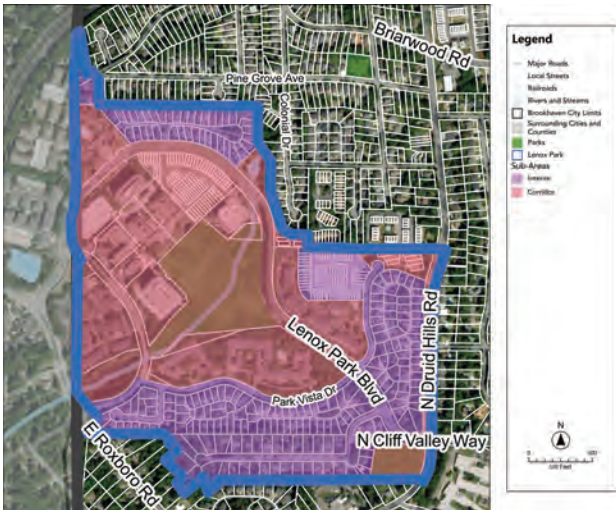
Current Vision

This vision for this Character Area is for it evolve into a more vibrant 'live-work-play' environment. The area currently contains significant 'live' and 'work' components, but lacks a 'play' component. This could be addressed through adding more destinations, which may include restaurants, coffee shops, neighborhood commercial and services. The area includes significant open space that could accommodate additional development. Previous planning efforts for this area have identified it as being appropriate for town center style compact mixed-use development.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Lenox Park? If yes, leave it blank. If no, place a red dot for no next to the policy.

Conduct a small-area planning study within Lenox Park. This study should include a concept plan identifying areas appropriate for additional development and the appropriate scale and type of development. It should also recommend any needed changes to land use regulations to help facilitate the desired development types.	<input type="checkbox"/>
Develop a new more user friendly mixed-use zoning district to be applied in this area.	<input type="checkbox"/>
Encourage neighborhood commercial and mixed-use development with a retail component within this area.	<input type="checkbox"/>
Encourage neighborhood commercial that promotes walking, not driving.	<input type="checkbox"/>
Maintain the central walking trail and passive open spaces.	<input type="checkbox"/>
Improve pedestrian accessibility and crosswalks.	<input type="checkbox"/>

Do you agree with the appropriate land uses for the Lenox Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

Single-Family Residential	<input type="checkbox"/>
Multi-Family Residential	<input type="checkbox"/>
Neighborhood Commercial	<input type="checkbox"/>
Hotel	<input type="checkbox"/>
Office	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Mixed-Use	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Current Sub-Area Policy

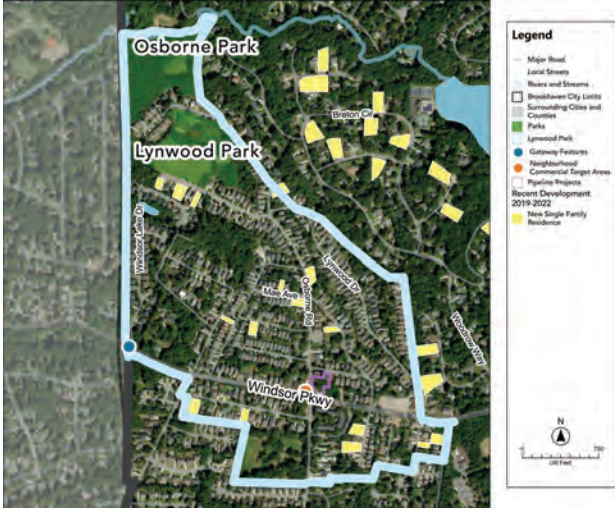
Are the listed uses, amenities, and development forms for Lenox Park still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.

Interior of Character Area	
Single-family detached homes	<input type="checkbox"/>
Single-family attached duplexes	<input type="checkbox"/>
Neighborhood scale retail	<input type="checkbox"/>
Neighborhood scale mixed-use residential/retail/office (3 stories)	<input type="checkbox"/>
Sidewalks with wide grassy strip and lighting	<input type="checkbox"/>
Sidewalks with paved strip and lighting	<input type="checkbox"/>
Bike lanes, bike racks, street furniture	<input type="checkbox"/>
Multi-use urban trails	<input type="checkbox"/>
Multi-use gravel trails	<input type="checkbox"/>
Multi-use asphalt/concrete trails	<input type="checkbox"/>
Along Major Corridors	
Single-family attached townhomes	<input type="checkbox"/>
Single family attached live/work units	<input type="checkbox"/>
Co-working space	<input type="checkbox"/>
Neighborhood scale mixed-use residential/retail/office (4 stories)	<input type="checkbox"/>
Neighborhood street with sidewalks and bike lanes	<input type="checkbox"/>
Protected bike lanes	<input type="checkbox"/>
Multi-use gravel trails	<input type="checkbox"/>

Lynwood Park

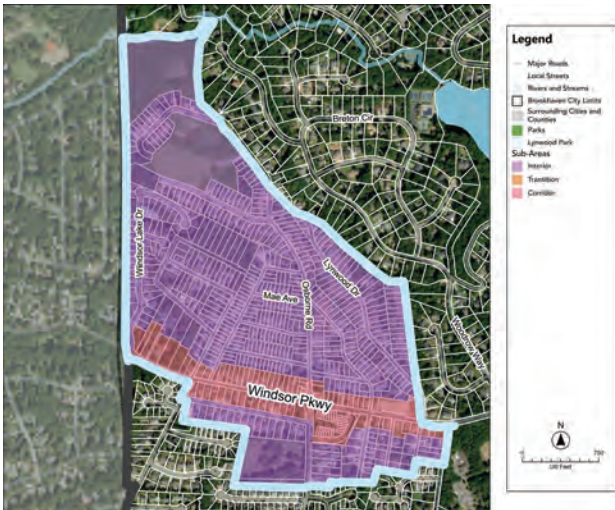
Current Vision

The vision for this area is for it to maintain the current character of a traditional neighborhood. This includes single-family homes on narrow lots with short setbacks and small block sizes. Infill residential development should only be permitted if it complements the character of the traditional neighborhood elements found in this Character Area. There is currently one small neighborhood commercial use found near the intersection of Windsor Parkway and Osborne Road. The development of additional neighborhood commercial uses is desired for this intersection.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change.



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Lynwood Park? If yes, leave it blank. If no, place a red dot for no next to the policy.	
Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.	<input type="checkbox"/>
Implement improvements to the Lynwood and Osborne Parks, per the recommendations of the Parks and Recreation Master Plan.	<input type="checkbox"/>
Conduct a neighborhood specific survey regarding infill development in this area to assess the need for infill regulations in this neighborhood.	<input type="checkbox"/>
Preserve the tree canopy through ensuring adequate protections within the tree ordinance.	<input type="checkbox"/>
Update the zoning code to provide for infill compatibility.	<input type="checkbox"/>
Encourage the development of the intersection at Windsor Parkway and Osborne Road into a neighborhood-only commercial node with the following considerations: <ul style="list-style-type: none"> • Rezone favorably to allow additional retail and restaurant uses • Relax setbacks and minimum lot size requirements to match existing conditions • Reduce parking requirements per zoning to minimum restaurant needs • Consider resident-only parking zone along adjacent streets • Allow commercial use on smaller lots 	<input type="checkbox"/>
Allow subdivision of larger lots with minimum lot size of R-50.	<input type="checkbox"/>
Explore options to improve mobility along Windsor Parkway such as traffic calming, flow improvement; sidewalks and/or bicycle lanes.	<input type="checkbox"/>
Promote aging in place and more affordable housing through zoning by exploring alternative development types such as accessory dwelling units; pocket neighborhoods; and mixed-income neighborhoods with attached and detached housing types.	<input type="checkbox"/>
Explore potential of "Morrison Farms" property as active and passive recreation, townhomes, cluster homes or more affordable housing development.	<input type="checkbox"/>

Do you agree with the appropriate land uses for Lynwood Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.	
Single-Family Residential	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Institutional	<input type="checkbox"/>
Neighborhood Commercial	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

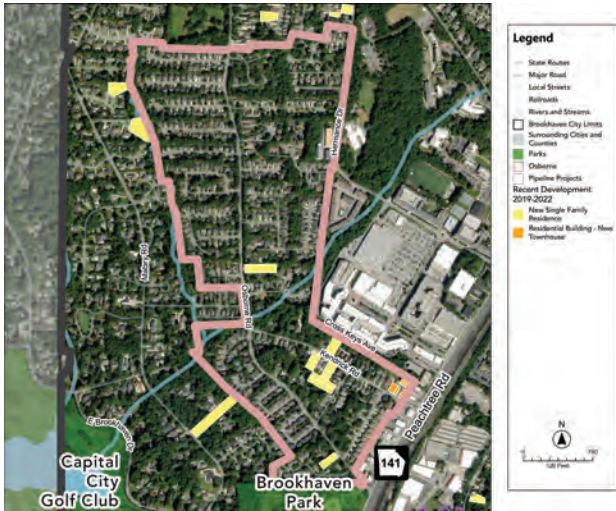
Current Sub-Area Policy

Are the listed uses, amenities, and development forms for Lynwood Park still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.	
Interior of Character Area	
Single-family detached homes	<input type="checkbox"/>
Sidewalks along neighborhood streets	<input type="checkbox"/>
Multi-use urban, gravel and asphalt/concrete trails	<input type="checkbox"/>
Accessory dwelling units	<input type="checkbox"/>
Pocket neighborhoods	<input type="checkbox"/>
Along Major Corridors	
Single-family attached townhomes	<input type="checkbox"/>
Single-family attached duplexes	<input type="checkbox"/>
Single-family attached, live/work	<input type="checkbox"/>
Single-family detached homes	<input type="checkbox"/>
Neighborhood scale retail	<input type="checkbox"/>
Sidewalks with paved strip and lighting	<input type="checkbox"/>
Sidewalks with wide grassy strip and lighting	<input type="checkbox"/>
Bike racks, street furniture	<input type="checkbox"/>
Neighborhood streets with sidewalks and bike lanes	<input type="checkbox"/>
Multi-use urban trails	<input type="checkbox"/>
Pocket neighborhoods	<input type="checkbox"/>
Mixed-income detached/attached housing options	<input type="checkbox"/>
Protected bike lanes	<input type="checkbox"/>

Osborne

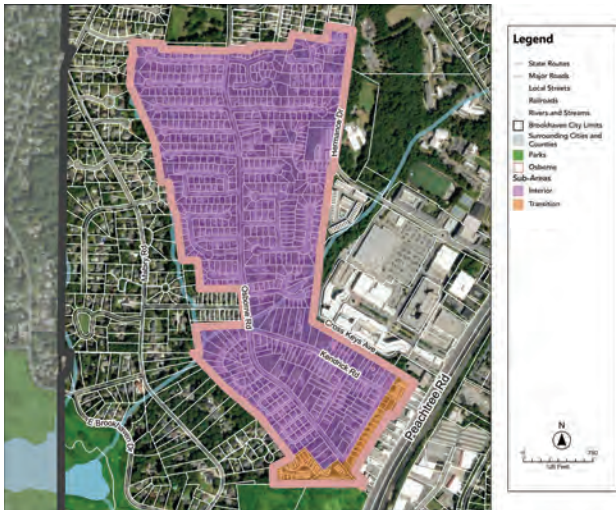
Current Vision

The vision for the Osborne Character Area is to preserve and maintain the existing residential neighborhoods, while promoting improved connectivity **where possible**. The current cul-de-sac development **pattern provides a sense of privacy and security to residents, but does limit** pedestrian and vehicular connectivity by creating a series of dead-end streets. Opportunities to connect these streets through pedestrian or bicycle connections should be pursued **only as the area, and community desires, change over time**. Only single-family residential and parks and recreationland uses are seen as appropriate for this area.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for Osborne? If yes, leave it blank. If no, place a red dot for no next to the policy.	
Ensure that the appropriate zoning is in place to maintain the character of the existing single-family residential neighborhood.	<input type="checkbox"/>
Promote strategies that encourage walking/biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.	<input type="checkbox"/>
Preserve the tree canopy through ensuring adequate protections within the tree ordinance.	<input type="checkbox"/>
Allow subdivision of larger lots with minimum lot size of R-50.	<input type="checkbox"/>
Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single-family neighborhoods to ensure appropriate and gradual height and density transitions.	<input type="checkbox"/>
Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.	<input type="checkbox"/>
Explore opportunities to protect Character Area residents against parking overflow from the Peachtree Corridor Overlay District.	<input type="checkbox"/>

Do you agree with the appropriate land uses for Osborne? If yes, leave it blank. If no, place a red dot for "no" next to the land use.	
Single-Family Residential	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

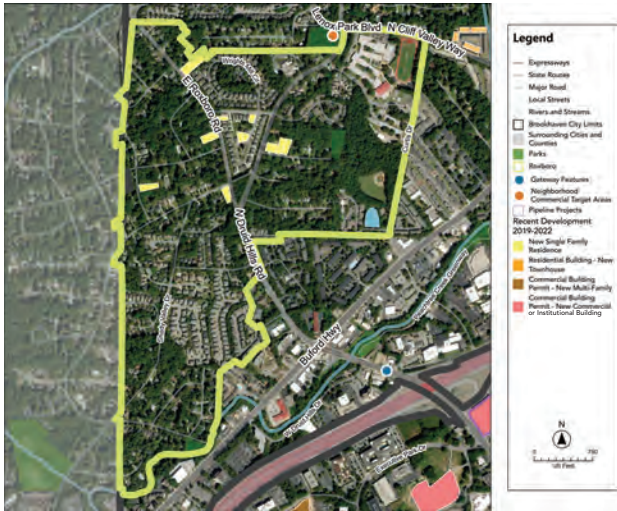
Current Sub-Area Policy

Are the uses, amenities, and development forms for Osborne still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.	
Interior of Character Area	
Single-family detached homes	<input type="checkbox"/>
Neighborhood streets with sidewalks and bike lanes	<input type="checkbox"/>
Pocket neighborhoods	<input type="checkbox"/>
Transition Areas	
Neighborhood streets with sidewalks and bike lanes	<input type="checkbox"/>
Multi-use urban trails	<input type="checkbox"/>

Roxboro

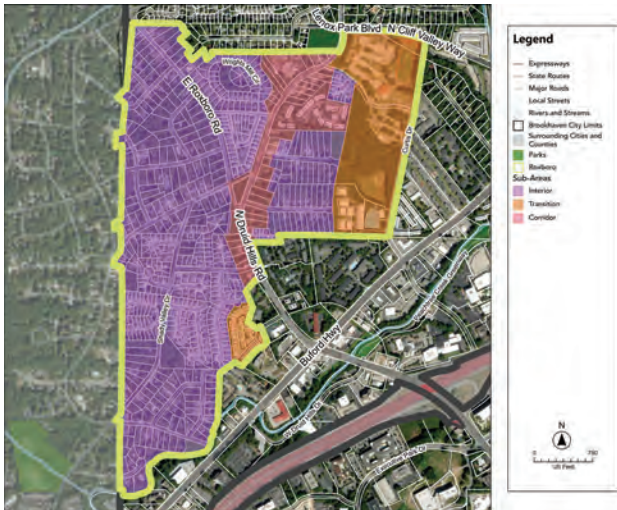
Current Vision

The vision for the Roxboro Character Area is to maintain, preserve, and enhance the existing single-family residential neighborhoods. Residential infill development should only be permitted if it **maintains the current residential form. Subdivision of current single-family lots for the purpose of rezoning to a higher density is discouraged.** The southwestern portion of the city currently lacks public park space and this has been identified as an important unmet need. The vision for this area is to incorporate new park space to better serve local residents.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for Roxboro? If yes, leave it blank. If no, place a red dot for no next to the policy.	
Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city	<input type="checkbox"/>
Preserve the tree canopy through ensuring adequate protections within the tree ordinance.	<input type="checkbox"/>
Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard.	<input type="checkbox"/>
Update the zoning code to provide for infill compatibility.	<input type="checkbox"/>
Maintain single-family detached housing in interior of Character Area.	<input type="checkbox"/>
Maintain current density allowed by district.	<input type="checkbox"/>
Consider low-density townhouses along North Cliff Valley.	<input type="checkbox"/>
Restrict high-density development.	<input type="checkbox"/>
Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.	<input type="checkbox"/>
Encourage neighborhood commercial that promotes walking, not driving.	<input type="checkbox"/>
Pursue pocket parks instead of regional parks.	<input type="checkbox"/>
Establish passive parks, without night lighting for active recreation.	<input type="checkbox"/>

Do you agree with the appropriate land uses for Roxboro? If yes, leave it blank. If no, place a red dot for "no" next to the land use.	
Single-Family Residential	<input type="checkbox"/>
Neighborhood Commercial	<input type="checkbox"/>
Institutional	<input type="checkbox"/>

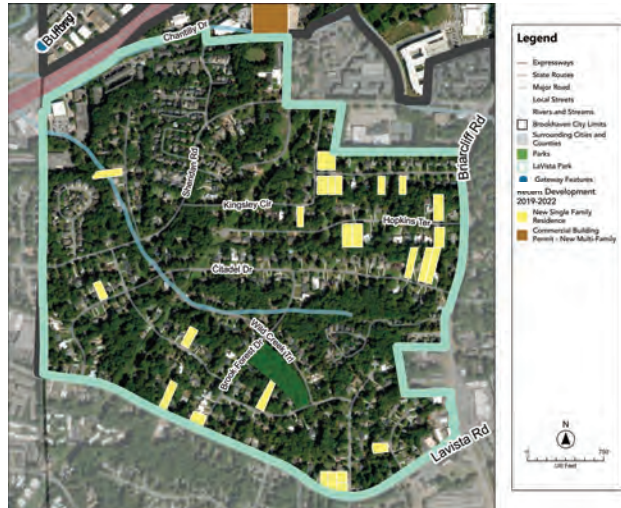
Current Sub-Area Policy

Are the uses, amenities, and development forms for Roxboro still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.	
Interior of Character Area	
Single-family detached homes	<input type="checkbox"/>
Neighborhood scale retail	<input type="checkbox"/>
Neighborhood street with sidewalks and bike lanes	<input type="checkbox"/>
Multi-use gravel trails	<input type="checkbox"/>
Transition Areas	
Single-family attached townhomes	<input type="checkbox"/>
Sidewalks with grass strip with lighting	<input type="checkbox"/>
Bike racks, street furniture	<input type="checkbox"/>
Multi-use asphalt/concrete trails	<input type="checkbox"/>
Along Major Corridors	
Sidewalks with wide grassy strip and lighting	<input type="checkbox"/>
Sidewalks with paved strip and lighting	<input type="checkbox"/>
Bike racks, street furniture	<input type="checkbox"/>
Protected bike lanes	<input type="checkbox"/>
Multi-use urban trails	<input type="checkbox"/>

LaVista Park

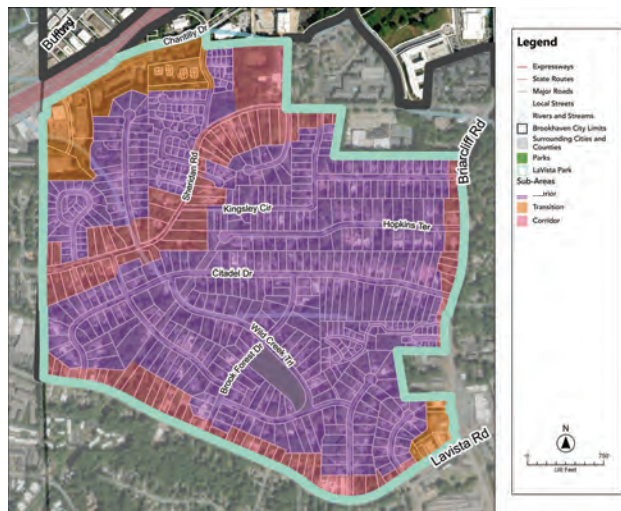
Current Vision

A tight-knit community, LaVista Park is a neighborhood of single-family homes and wooded areas that is well connected to nearby retail and job centers. Its walkability, safety, and peacefulness further its desirability as a place to call home.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for LaVista Park? If yes, leave it blank. If no, place a red dot for no next to the policy.	
Ensure that the proper zoning protections are in place to maintain the character of the single-family residential neighborhood, including buffers to non-residential uses, light reduction, and neighborhood sensitive noise controls	
Protect single-family neighborhoods from encroachment by higher-intensity land uses	
Continue to coordinate and work with the LaVista Park Civic Association	
Maintain required setback and height requirements	
Establish safe, comfortable walking connections on arterials to nearby commercial areas.	
Evaluate context-sensitive options for traffic calming to reduce cut-through traffic, considering overall traffic flow impacts and creative design solutions	
Explore the possibility of a trail in the utility corridor easement that will connect to the trails and sidewalks proposed at Emory at Executive Park in Brookhaven	
Ensure protection of the healthy tree canopy is prioritized in the revision of the City's tree ordinance	
Define a clear vision for the area around Chantilly Drive through the Livable Centers Initiative update or small area study.	
Limit development that will add to roadway congestion	
Work with Brookhaven Police Department and the LaVista Park Civic Association to proactively address and mitigate safety concerns.	
Identify and implement opportunities to further the area's bike friendliness	

Do you agree with the appropriate land uses for LaVista Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.	
Single-Family Residential	
Institutional	
Neighborhood Commercial (in transition areas only)	
Parks and Recreation	

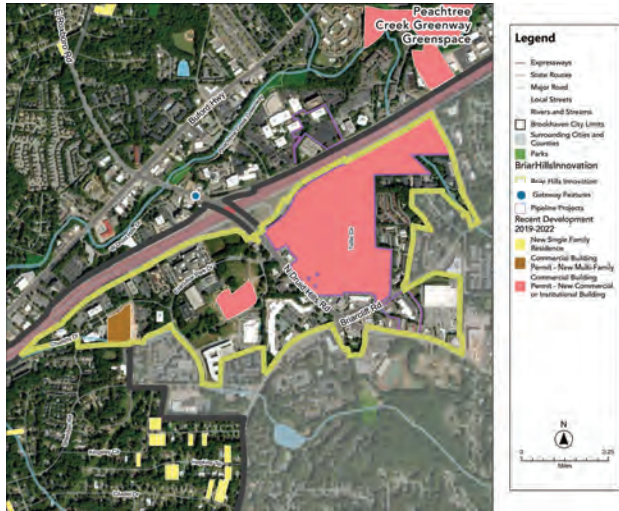
Current Sub-Area Policy

Are the listed uses, amenities, and development forms for LaVista Park still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.	
Interior of Character Area	
Single-family detached homes	
Context-sensitive infill	
Passive, wooded park space	
Traffic-calming, when part of a comprehensive traffic solution	
Transition Areas	
Neighborhood commercial	
Townhomes	
Institutional	
Buffers when adjacent to single-family detached homes	
Along Major Corridors	
Single-family detached homes	
Sidewalks with wide grassy strip, lighting, and safe crossings	

Briarhills Innovation District

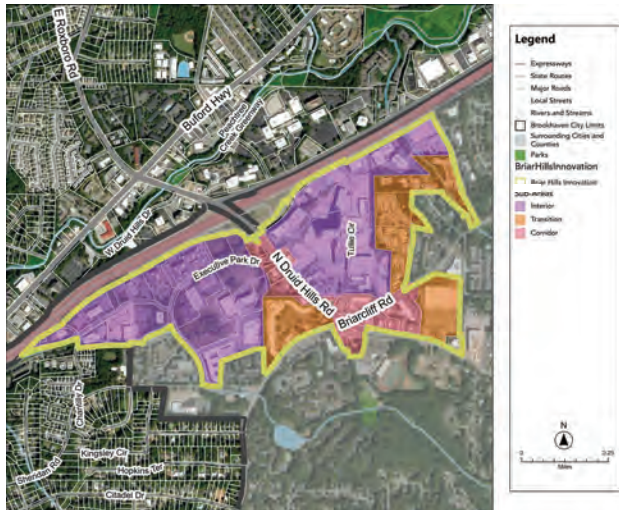
Current Vision

A mixed-use hub of activity for living and working, Briar Hills Innovation District is a unique job center and accessible community destination. Its thoughtful design and spirit of collaboration and opportunity mark a cohesive southern gateway into the City of Brookhaven.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Briarhills Innovation District? If yes, leave it blank. If no, place a red dot for no next to the policy.

Remove area from the Buford Highway Overlay and consider the addition of a new overlay more reflective of the envisioned character	<input type="checkbox"/>
Improve pedestrian connectivity and safety on North Druid Hills Road NE and Briarcliff Road NE	<input type="checkbox"/>
Create pedestrian links across Interstate-85 through the construction of CHOA's connection to the Peachtree Creek Greenway in the north and a potential pedestrian bridge to the south near Executive Park Drive South NE	<input type="checkbox"/>
Continue to facilitate open communications between CHOA, Emory, and the community regarding ongoing development and construction with a particular focus on buffers as well as light, noise, and traffic mitigation efforts	<input type="checkbox"/>
Identify opportunities for placemaking and branding, including gateways and public art –integrate and implement as a part of Brookhaven's Arts & Culture Master Plan	<input type="checkbox"/>
Evaluate opportunities to provide a stronger buffer between intense commercial/institutional land uses and lower scaled residential	<input type="checkbox"/>
Improve pedestrian connectivity with adjacent neighborhoods both in Brookhaven and in unincorporated DeKalb County	<input type="checkbox"/>
Clarify and communicate public access opportunities to proposed green space at CHOA and the Emory at Executive Park in Brookhaven campuses	<input type="checkbox"/>
Evaluate multi-modal transportation options to help alleviate congestion on arterials	<input type="checkbox"/>
Encourage workforce housing opportunities in new development	<input type="checkbox"/>
Encourage better connectivity between Brighton Park's commercial/retail uses and Emory at Executive Park in Brookhaven	<input type="checkbox"/>

Do you agree with the appropriate land uses for the Briarhills Innovation District? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

Multi-Family Residential	<input type="checkbox"/>	Mixed-Use	<input type="checkbox"/>
Commercial/Retail	<input type="checkbox"/>	Parks and Recreation	<input type="checkbox"/>
Institutional	<input type="checkbox"/>	Hotel	<input type="checkbox"/>
Office	<input type="checkbox"/>	Neighborhood Commercial	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>	Light Industrial*	<input type="checkbox"/>

*on medical campus only

Current Sub-Area Policy

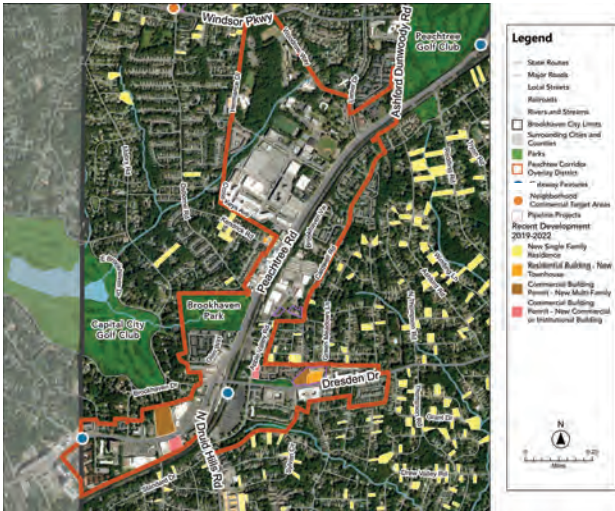
Are the listed the uses, amenities, and development forms for the Briarhills Innovation District still relevant? If yes, leave it blank. If no, place a red dot next to the policy.

Interior of Character Area	
Institutional	<input type="checkbox"/>
Greenspace	<input type="checkbox"/>
Mixed-Use	<input type="checkbox"/>
Hotel	<input type="checkbox"/>
Multi-family residential	<input type="checkbox"/>
Multi-use paths	<input type="checkbox"/>
Light industrial	<input type="checkbox"/>
Transition Areas	
Townhomes	<input type="checkbox"/>
Sidewalks	<input type="checkbox"/>
Multi-use trails	<input type="checkbox"/>
Neighborhood commercial	<input type="checkbox"/>
Along Major Corridors	
Mixed-use	<input type="checkbox"/>
Commercial/retail	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>

Peachtree Corridor Overlay District

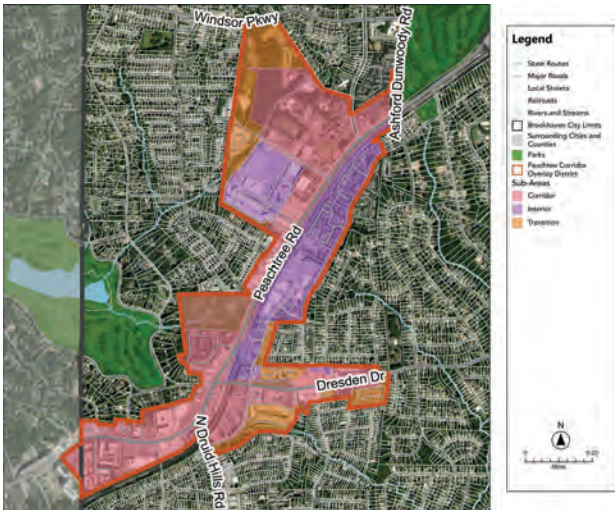
Current Vision

The vision for the Peachtree Road corridor is for the area to continue to transition into a pedestrianfriendly urban boulevard with medium-density, multi-story mixed-use development centered around the Brookhaven MARTA station. Low-rise commercial uses will be redeveloped into mixed-use developments that incorporate a mixture of office, civic, multifamily residential and retail uses. This character area is an appropriate location for a permanent City Hall/ Government Complex. The vision also includes a redesigned and improved Brookhaven Park resulting in a more open, accessible, and inviting public space. Given the parks central location it has the ability to serve as Brookhaven's 'Central Park' hosting city-wide events



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Peachtree Corridor Overlay District? If yes, leave it blank. If no, place a red dot for no next to the policy.

Complete a strategic plan to identify the location of Brookhaven's permanent City Hall and civic land uses.	<input type="checkbox"/>
Pursue recommendations of the Parks and Recreation Master Plan to make improvements at Brookhaven Park.	<input type="checkbox"/>
Update the Peachtree-Brookhaven Overlay District to clarify ambiguous language.	<input type="checkbox"/>
Establish gateways at entrance and exit points of City along Peachtree Road.	<input type="checkbox"/>
Develop a more user-friendly mixed-use zoning district to be applied in this area.	<input type="checkbox"/>
Encourage the redevelopment of key vacant or underutilized parcels to further the vision of the Peachtree Brookhaven LCI study.	<input type="checkbox"/>
Coordinate with and leverage MARTA Transit Oriented Development initiative at Brookhaven MARTA station to further community's vision for the area.	<input type="checkbox"/>

Do you agree with the appropriate land uses for the Peachtree Corridor Overlay District? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

Office	<input type="checkbox"/>
Multi-family residential	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Hotel	<input type="checkbox"/>
Mixed-use	<input type="checkbox"/>
Retail	<input type="checkbox"/>
Neighborhood commercial	<input type="checkbox"/>
Parks and recreation	<input type="checkbox"/>

Current Sub-Area Policy

Are listed uses, amenities, and development forms for Peachtree Corridor Overlay District still relevant? If yes, leave it blank. If no, place a red dot next to the policy.

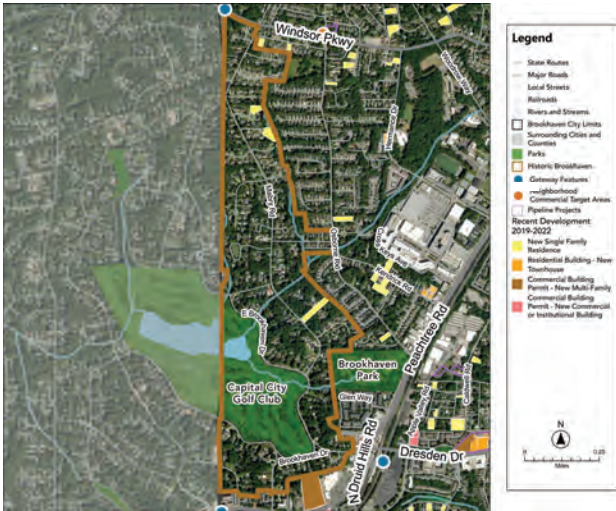
Interior of Character Area	
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
Transition Areas	
	<input type="checkbox"/>
Along Major Corridors	
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>

Historic Brookhaven



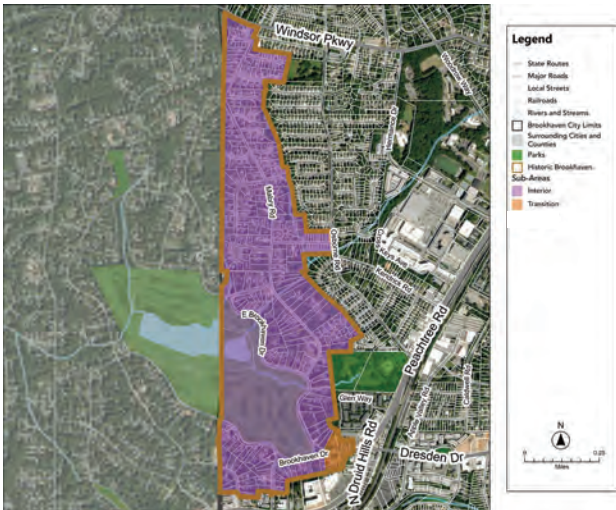
Current Vision

The vision for this area calls for the preservation of the golf course and existing historic structures to maintain the neighborhood's architectural heritage. It also calls for the preservation of the large-lot residential character in historic and more recently developed areas. Higher-density residential forms and non-residential land uses are not deemed to be appropriate within this Character Area, which extends from lots abutting Peachtree Road development in the south to Windsor Parkway in the north.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for Historic Brookhaven? If yes, leave it blank. If no, place a red dot for no next to the policy.

Maintain the existing large lot single-family residential zoning designation (R-100, which permits lot minimums of 15,000 square feet or roughly 1/3 of an acre) to ensure the large lot residential character is retained.	<input type="checkbox"/>
Conduct a neighborhood survey to assess the need for establishing a City-designated historic district designation for portions of this area to help protect the historic character of this neighborhood.	<input type="checkbox"/>
As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.	<input type="checkbox"/>
Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.	<input type="checkbox"/>
The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district.	<input type="checkbox"/>
Improve convenience and safety for bicycles and pedestrians.	<input type="checkbox"/>
Improve pedestrian connectivity to Town Brookhaven.	<input type="checkbox"/>
Establish comfortable walking connections to adjacent neighborhood commercial.	<input type="checkbox"/>
Consider connecting discontinuous sidewalks.	<input type="checkbox"/>
Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.	<input type="checkbox"/>
Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.	<input type="checkbox"/>

Do you agree with the appropriate land uses for Historic Brookhaven? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

Single-Family Residential	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Current Sub-Area Policy

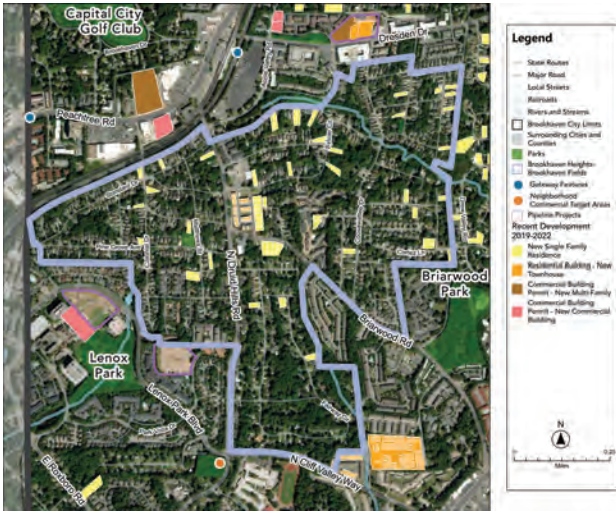
Are the listed the uses, amenities, and development forms for Historic Brookhaven still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.

Interior of Character Area	
Single-family detached homes	<input type="checkbox"/>
Neighborhood streets with sidewalks and bike lanes	<input type="checkbox"/>
Neighborhood Streets with wide grassy strip, lighting	<input type="checkbox"/>
Multi-use gravel trails	<input type="checkbox"/>
Multi-use urban trails	<input type="checkbox"/>
Multi-use asphalt/concrete trails	<input type="checkbox"/>
Accessory dwelling units	<input type="checkbox"/>
Transition Areas	
Single-family detached homes	<input type="checkbox"/>
Neighborhood scale mixed use	<input type="checkbox"/>
Neighborhood scale retail	<input type="checkbox"/>
Pocket neighborhoods	<input type="checkbox"/>
Along Major Corridors	
Single-family attached	<input type="checkbox"/>
Multi-family apartments	<input type="checkbox"/>

Brookhaven Heights-Brookhaven Fields

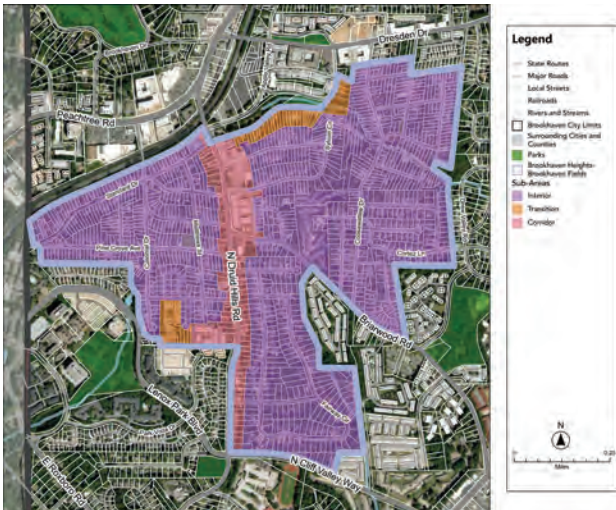
Current Vision

The vision for the Brookhaven Heights-Brookhaven Fields Character Area is to maintain, preserve, and enhance the existing single-family residential neighborhoods. Residential infill development should only be permitted if it maintains the current residential form. Neighborhood commercial was not identified as a need within this Character Area given the area's proximity to commercial developments along the Dresden Drive and Peachtree Road corridors. The area is also well served by three parks in the vicinity offering passive and active recreation options (Fernwood Park, Clack's Corner and Briarwood Park) and as a result has not been identified as in need of additional park space.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Brookhaven Heights/Fields? If yes, leave it blank. If no, place a red dot for no next to the policy.

Provide appropriate buffers between proposed Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods.	<input type="checkbox"/>
Conduct neighborhood specific surveys regarding infill development within character area to assess if infill regulations need to be changed	<input type="checkbox"/>
Preserve the tree canopy through ensuring adequate protections within the tree ordinance.	<input type="checkbox"/>
Implement improvements to Clack's Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.	<input type="checkbox"/>
Update the zoning code to provide for infill compatibility.	<input type="checkbox"/>
Buffers between the Peachtree Corridor Overlay District and single-family neighborhoods should provide appropriate and gradual height/density transitions.	<input type="checkbox"/>
Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.	<input type="checkbox"/>
Promote aging in place and more affordable housing by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.	<input type="checkbox"/>
Explore opportunities to protect Character Area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.	<input type="checkbox"/>
Revisit and refine the Peachtree Corridor Overlay District.	<input type="checkbox"/>

Do you agree with the appropriate land uses for Brookhaven Heights/Fields? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

Single-Family Residential	<input type="checkbox"/>
Townhomes	<input type="checkbox"/>
Institutional	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>

Current Sub-Area Policy

Are the listed the uses, amenities, and development forms for Brookhaven Heights/Fields still relevant? If yes, leave it blank. If no, place a red dot next to the policy.

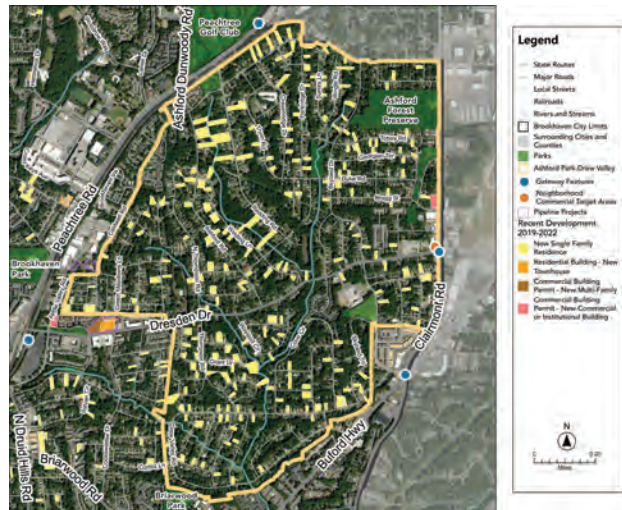
Interior of Character Area	
Single-family detached homes	<input type="checkbox"/>
Neighborhood street with sidewalks and bike lanes	<input type="checkbox"/>
Multi-use gravel trails	<input type="checkbox"/>
Accessory dwelling units	<input type="checkbox"/>
Pocket neighborhoods	<input type="checkbox"/>
Transition Areas	
Single-family attached townhomes	<input type="checkbox"/>
Single-family attached duplexes	<input type="checkbox"/>
Single-family attached live/work units	<input type="checkbox"/>
Suburban neighborhood commercial (3 stories with greenspace)	<input type="checkbox"/>
Multi-use asphalt/concrete trails	<input type="checkbox"/>
Retail/artist lofts	<input type="checkbox"/>
Mixed-use residential with shared gardens	<input type="checkbox"/>
Single-family detached (narrow structure on narrow lot)	<input type="checkbox"/>
Mixed-income detached or attached housing options	<input type="checkbox"/>
Along Major Corridors	
Sidewalks with wide grassy strip and lighting	<input type="checkbox"/>
Sidewalks with narrow paved strip and lighting	<input type="checkbox"/>
Multi-use urban trails	<input type="checkbox"/>
Bike racks	<input type="checkbox"/>
Protected bike lanes	<input type="checkbox"/>

Ashford Park-Drew Valley



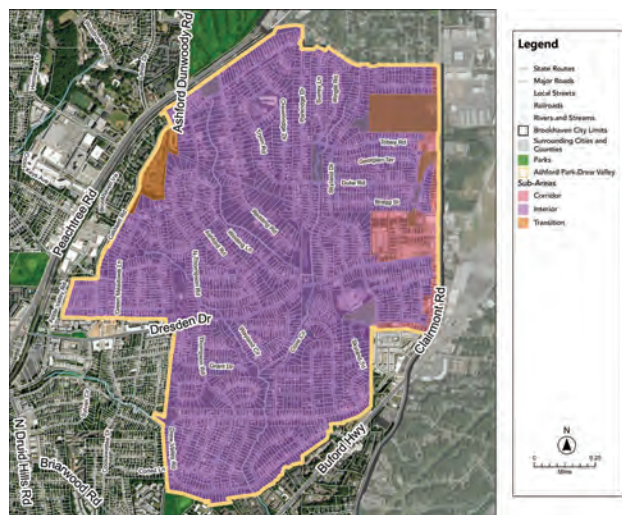
Current Vision

The vision for the Ashford Park-Drew Valley area is for the existing single-family residential neighborhoods to be maintained and preserved. Infill residential development should be permitted only if it is in keeping with **this current residential form**. Neighborhood commercial development is seen as appropriate for the intersection of Clairmont Road and Dresden Drive. This would serve residents on the eastern side of the Character Area outside of the comfortable walking distance to the existing neighborhood commercial provided within the Brookhaven Village area.



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for Ashford Park-Drew Valley? If yes, leave it blank. If no, place a red dot for no next to the policy.

Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.	
Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks (Parks and Recreation Master Plan)	
Conduct neighborhood specific surveys regarding infill development for neighborhoods in this Character Area that have experienced significant infill.	
Provide incentives to promote the development of neighborhood commercial at the intersection of Dresden Road and Clairmont Road.	
Encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts and larger development.	
Update the zoning code to provide for infill compatibility	
Establish transitional buffers that provide appropriate and gradual height and density transitions between the Peachtree Corridor Overlay District and single-family	
Ensure greater enforcement of existing codes, such as front, side and rear setback requirements, to protect neighborhoods and promote consistency in development	
Promote more affordable housing and aging in place by allowing alternative development types such as accessory dwelling units and pocket neighborhoods	
Create an opportunity for the redevelopment of Clairmont Road into a boulevard-style corridor with neighborhood-scale commercial (up to 3 stories)	
Limit the subdivision of lots for infill development.	
Explore traffic calming measures within neighborhoods.	
Pursue sidewalk connectivity throughout Character Area neighborhoods.	
Preserve single-family and restrict further commercial development on Dresden from Conasauga Avenue east to the intersection of Clairmont Road and Dresden Drive	
Establish separate guidelines to differentiate passive greenspace and developed park areas.	

Do you agree with the appropriate land uses for Ashford Park-Drew Valley? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

Single-Family Residential	
Institutional	
Neighborhood Commercial*	
Parks and Recreation	

Current Sub-Area Policy

Are the listed the uses, amenities, and development forms for Ashford Park-Drew Valley still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.

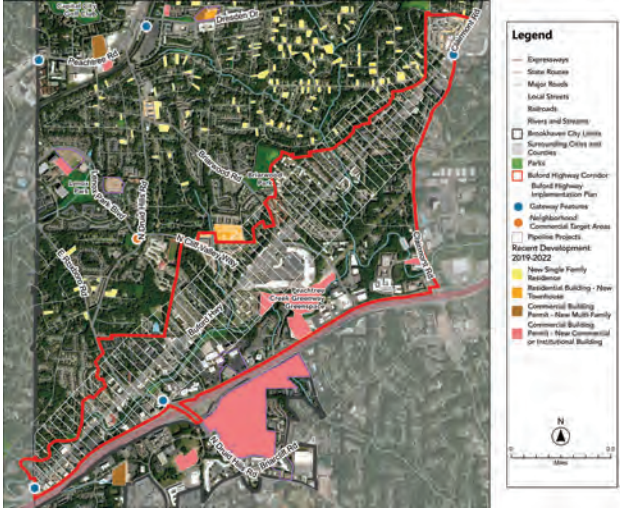
Interior of Character Area	
Single-family detached homes	
Multi-use gravel trails	
Neighborhood street with sidewalks and bike lanes	
Accessory dwelling units	
Pocket neighborhoods	
Transition Areas	
Single-family attached townhomes	
Single-family attached duplexes	
Single-family attached live/work units	
Multi-family adaptive reuse lofts	
Mixed-use neighborhood scale residential/retail	
Neighborhood scale retail	
Bike racks, street furniture	
Mixed-income detached/attached housing options	
Along Major Corridors	
Single-family attached townhomes	
Single-family attached duplexes	
Single-family attached live/work units	
Multi-family adaptive reuse lofts	
Mixed-use neighborhood scale residential/retail	
Neighborhood scale retail	
Co-working space	

Buford Highway Corridor



Current Vision

The vision for the Buford Highway Corridor Character Area is for it to transition from an auto-orientated suburban corridor into a denser, more walkable and bikeable urban corridor, that features compact pedestrian-friendly development. Large shopping centers within the corridor are seen as appropriate areas for mixed-use redevelopment. Higher intensity land uses are appropriate in the areas adjacent to I-85, with a step down in intensity near surrounding residential character areas to the north. Within this Character Area, the City should strive to balance opportunities for land use transformation, **the addition of greenspace**, redevelopment and economic investment with the desire to preserve and maintain affordable housing options, and cultural diversity within the City.



Do you agree with the appropriate land uses for the Buford Highway Corridor? If yes, leave it blank. If no, place a red dot next to the use.

Single-family residential	<input type="checkbox"/>	Institutional	<input type="checkbox"/>
Multi-family residential	<input type="checkbox"/>	Industrial	<input type="checkbox"/>
Neighborhood commercial	<input type="checkbox"/>	Office	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	Townhomes	<input type="checkbox"/>
Commercial/retail	<input type="checkbox"/>	Mixed Use	<input type="checkbox"/>
Parks and Recreation	<input type="checkbox"/>	Others?	<input type="checkbox"/>

Additional Comments?

Current Character Area Land Use Policy

Do you agree with the current land use policies for the Buford Highway Corridor? If yes, leave it blank. If no, place a red dot for no next to the policy.

Encourage the redevelopment of key parcels identified within the Buford Highway Improvement Plan and Economic Development Strategy.	<input type="checkbox"/>
Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.	<input type="checkbox"/>
Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.	<input type="checkbox"/>
Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.	<input type="checkbox"/>
Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.	<input type="checkbox"/>
Limit visual clutter in the corridor by implementing adequate sign regulations.	<input type="checkbox"/>
Explore rebranding and marketing the corridor as an international culinary destination.	<input type="checkbox"/>
Task the Affordable Housing Task force with conducting a needs assessment for affordable housing along with an inventory of current units detailing size, location, rental rates and condition.	<input type="checkbox"/>
Set affordable housing goals and create policies and incentives for developers to meet these goals.	<input type="checkbox"/>
Promote more affordable and diversified housing options through zoning by allowing alternative development types such as accessory dwelling units; pocket neighborhoods; mixed-income neighborhoods with attached and detached housing types; tiny houses; and development of narrow structures on narrow lots.	<input type="checkbox"/>
Develop park space as both passive and active and look for opportunities to develop pocket parks.	<input type="checkbox"/>
Encourage greenspace as part of new developments.	<input type="checkbox"/>
Create neighborhood access points and connecting paths to the Peachtree Greenway	<input type="checkbox"/>
Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.	<input type="checkbox"/>
As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.	<input type="checkbox"/>
Encourage neighborhood commercial in transition areas.	<input type="checkbox"/>
Encourage inter-parcel connectivity with new developments.	<input type="checkbox"/>
Create buffer zones between commercial and residential areas.	<input type="checkbox"/>
Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.	<input type="checkbox"/>
Consider civic or cultural performing arts center to showcase local/regional talent and provide event space	<input type="checkbox"/>
Create more opportunities for children and youth through recreational and social programming	<input type="checkbox"/>
Incorporate crime prevention through environmental design (CPTED) principles to strategically address concerns with crime.	<input type="checkbox"/>

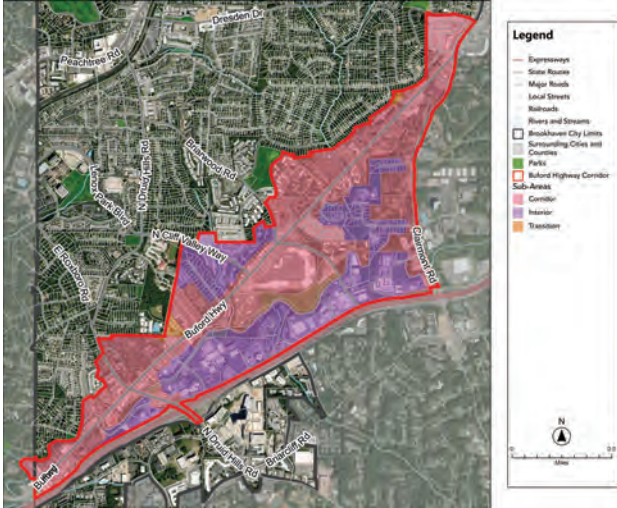


Buford Highway Corridor



Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



Additional Comments?

Current Sub-Area Policy

Are the listed the uses, amenities, and development forms for the Buford Highway Corridor still relevant? If yes, leave it blank. If no, place a red dot next to the policy.

Interior of Character Area and Corridors	
Single-family detached homes	
Neighborhood sidewalks/bike lanes	
Multi-use urban trails	
Multi-use gravel trails	
Multi-use asphalt/concrete trails	
Accessory dwelling units	
Pocket neighborhoods	
Mixed-income developments	
Transition Areas	
Single-family attached townhomes	
Single-family detached duplexes	
Single-family attached live/work units	
Neighborhood scale mixed-use residential/retail	
Neighborhood scale retail	
Mixed-use residential with shared garden	
Accessory dwelling units	
Pocket neighborhoods	
Tiny houses	
Single-family detached (narrow structure on narrow lot)	
Mixed-income developments	
Major Corridors	
Co-working space	
Retail/artist/loft	
Mixed-use residential with shared garden	
Single-family attached live/work units	
Multi-family adaptive reuse/lofts	
Multi-family apartments	
Single-family attached townhomes	
Neighborhood scale mixed-use residential/retail/office	
Protected bike lanes	
Bike racks/street furniture	
Multi-use urban trails	
Multi-use asphalt/concrete trails	
Sidewalks wth grass or paved strip with lighting	
Cultural performing arts center	

Additional Comments?

PUBLIC INPUT PERIOD 2 SUMMARY

Community Workshop Series 2

Latin American Association Christmas Market Pop-Up

Light Up Brookhaven Pop-Up

ENGAGEMENT ACTIVITIES OVERVIEW

The following activities were conducted during Input Period 2:

1. **Latin American Association Christmas Market Pop-Up**
 - December 2, 1:00 – 4:00 p.m.
2. **Community Workshop Series 2**
 - December 4 and 14, 6:30 – 8:00 p.m. (Virtual via Zoom)
 - December 11, 6:00 – 8:00 p.m. (In-Person at City Hall)
 - December 15 – 31 (Online Input Period)
3. **Light Up Brookhaven Pop-Up**
 - December 6, 6:00 – 9:00 p.m.

Community Workshop Series #2 Summary

Overview

The second Community Workshop Series included three dates, and each meeting covered the same material. A total of 17 community members attended the meetings, with the greatest attendance at the in-person meeting on December 11 (9 people attended). Following the Workshop Series, an online input period was open from December 15 through December 31. Community members could access a dedicated “Make Your Mark” page on the project website to review information and provide feedback through the same polling tool that was used at the in-person meetings. A total of 33 people participated in the online input period; however, not all of the questions on the online poll received an equal number of responses.

Each of the Community Workshops followed a similar agenda. The in-person workshop on December 11 was slightly longer to accommodate more discussion on the front and back ends of the meeting.

Agenda

1. Welcome & Project Update
2. Draft Priorities & Feedback
3. Draft Land Use Policy Updates & Small Group Discussion
4. Next Steps & One-on-One Discussion
5. Adjourn



In-Person Workshop Orientation

Nine members of the public came to the December 11 workshop. Upon signing in, participants could review information and participate in self-paced input activities prior to the formal presentation that began at 6:15 p.m.

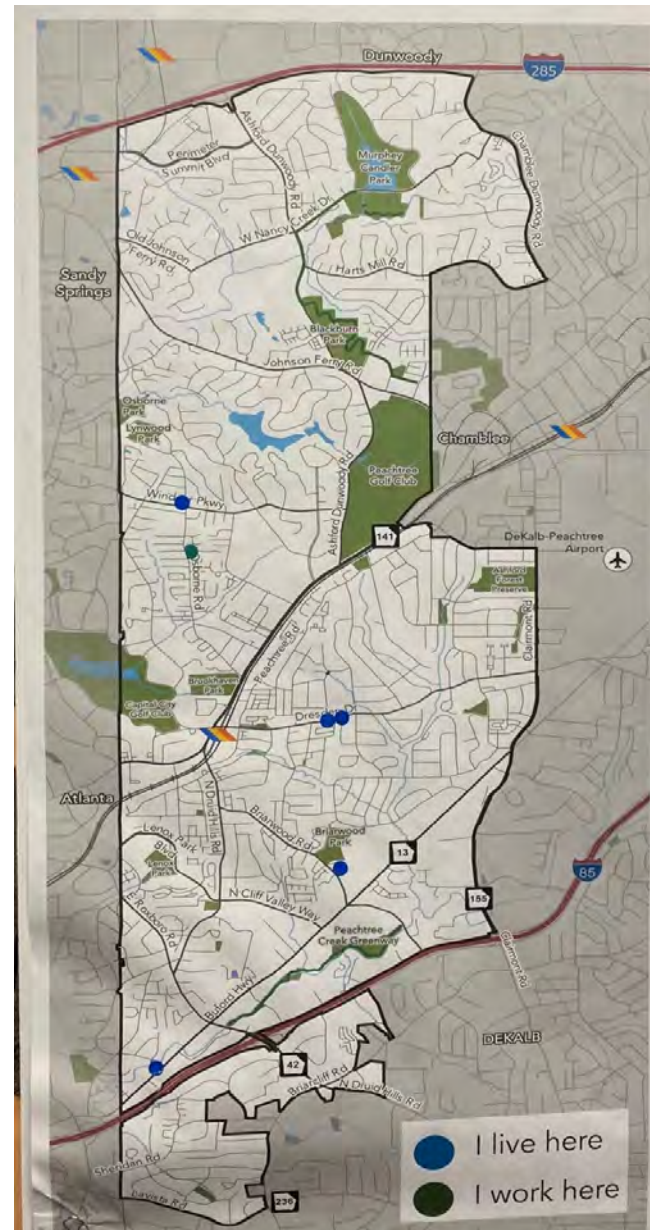
As shown in Figure 1, the meeting attendees live throughout the city, though there were no attendees that live south of Interstate 85 or north of Johnson Ferry Road. Only one attendee indicated that they work within the city.

The orientation section at the in-person workshop also included the opportunity to provide feedback on the draft Comprehensive Plan vision statement, long-term goals, and land use policy direction for three major economic engine areas: Peachtree Road Corridor, Briar Hills Innovation District, and Buford Highway-Peachtree Creek. Table 1 includes all comments collected for these topics.

Table 1. Comments on Orientation Boards

Topic	Public Comments
Draft Comprehensive Plan Vision Statement	<ul style="list-style-type: none"> No comments on this board.
Draft Long-Term Goals	<ul style="list-style-type: none"> TOD statement needs fleshing out to include neighborhood connections and city's transit connected to MARTA. Red dots were also added on Goal 1 (Land Use and Transportation Coordination) and Goal 6 (Economic Prosperity), indicating that the wording needs more work.
Peachtree Road Corridor Land Use Policy	<ul style="list-style-type: none"> Turning right is unsafe and many people get hit by cars. Move crosswalks underground. Need to preserve residential areas as residential.
Briar Hills Innovation District	<ul style="list-style-type: none"> No comments on this board.

Figure 1. Where do you live and/or work?



Topic	Public Comments
Buford Highway-Peachtree Creek	<ul style="list-style-type: none"> ○ Briarwood Park needs lighting and security cameras (flock). ○ Briarwood Rd. needs enhanced safety for pedestrians and cyclists. ○ Do not want Buford Highway to have the same fate as Lynwood (lose its culture).

Polling Results

An online polling tool (Menti.com) was used to gather feedback on the draft vision statement and short-term priorities both during public meetings and the online input period. The questions and results (aggregated from all the workshops in the series as well as the online input period) are summarized below.

Figure 2. Poll #1 – Which of the following applies to you?

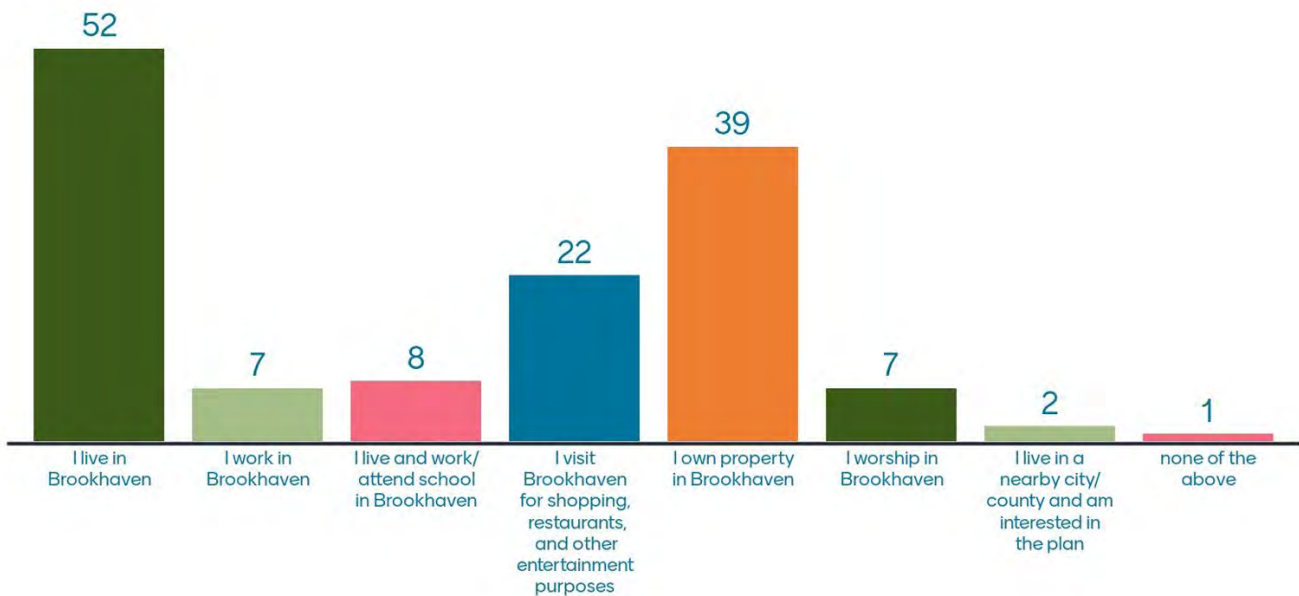


Figure 3. Poll #2 – Does the refreshed vision statement reflect your desires?



Figure 4. Poll #3 – Which special areas would benefit from more planning?

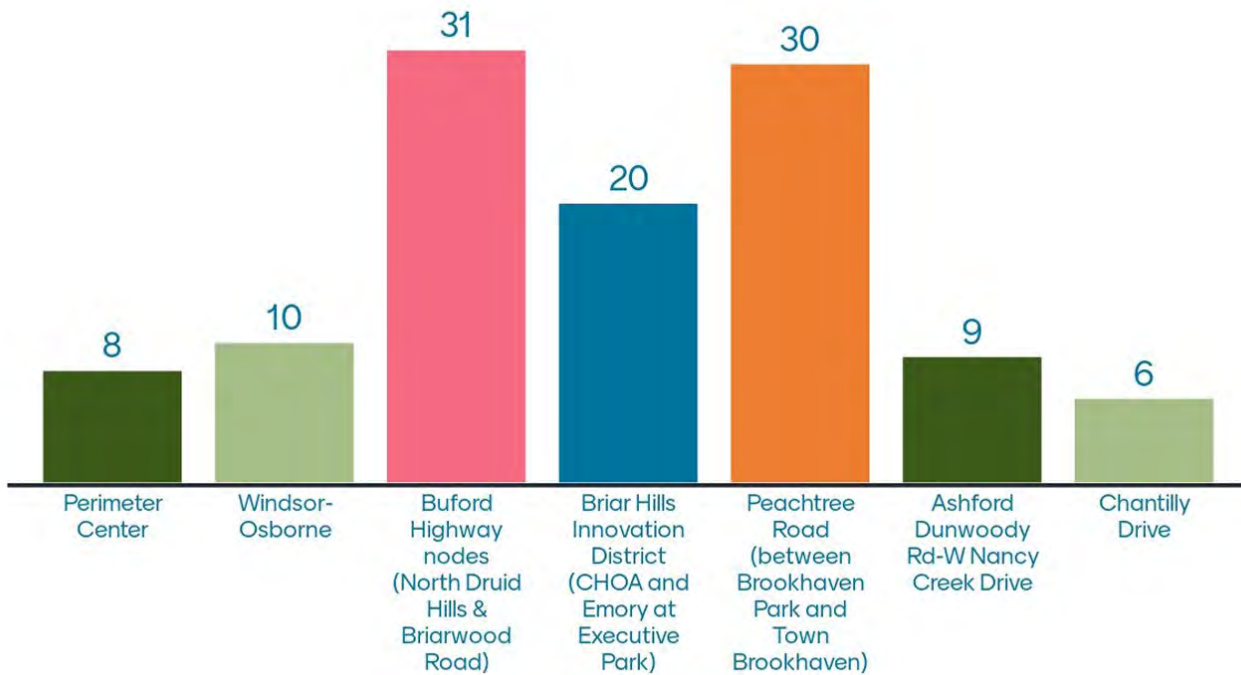


Figure 5. Poll #4 – Which metric should be considered when identifying locations for duplexes, triplexes, and townhomes?

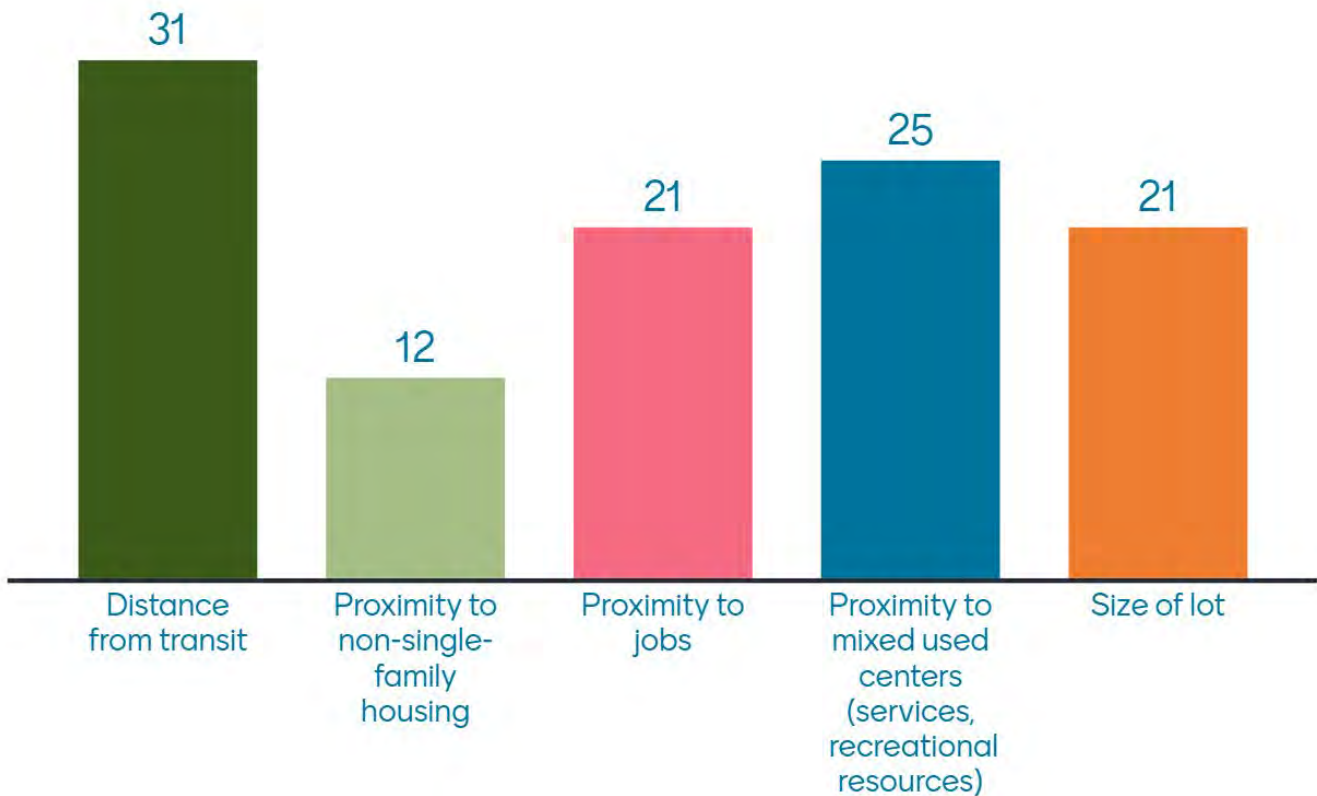


Table 2. Poll #5 – Do you have suggestions for additional characteristics to evaluate?

ID #	Comment
1	Close to shopping and transit
2	Proximity to schools/medical facilities
3	Number of cars that would be there and if they would be parked out in the street.
4	Avoid encroaching multi-family housing on single-family areas.
5	This questionnaire does not allow for us to disagree. The majority of Brookhaven residents who have lived here all their lives or who have moved here because of the quiet residential neighborhoods,
6	Your backyard.
7	Where appropriate, they should be allowed in more locations. NIMBY backlash should not be overly catered to, as it's often cynical, ignorant, and not in the public interest.
8	They should be allowed everywhere. Perhaps some design standards so they look like other houses in the neighborhood.
9	We need less multifamily housing.
10	Ability for local roads to handle extra commuters
11	"Infrastructure
12	Traffic
13	Make a working area with these listed above. Common area for residents and workers"
14	Electric grid - power outages around Dresden problematic

ID #	Comment
15	Price - ensuring that the price of the units meets the affordability requirements of individuals who are at or below the Area Median Income of location of the units.
16	Our home is assessed at over a million from purchase price and such taxed at that level. We need to think through the hardship the city has placed on current long term residents first
17	Do not place in highly congested intersections such as Johnson Ferry and Ashford Dunwoody. Traffic has increased and clogging major arteries.
18	Yes. I am in favor of single family homes in Brookhaven. This question assumes that I am in favor of duplexes, triplexes and or townhomes. I am not. Let's try to preserve the wonderful area we hav
19	No
20	Why not allow them everywhere and let developers/markets decide?
21	Impact to traffic, environment, wildlife
22	Don't need anyone growth.
23	I think duplexes, triplexes, and townhomes should be able to be built anywhere. I am opposed to restrictive zoning that limits construction of multifamily structures.
24	Ensure that roads are being expanded to deal with increased volume of duplexes, triplexes and townhomes. Brookhaven traffic is getting bottlenecked in some areas now with new developments.
25	Keep them away from single family neighborhoods. If you must build them, put them along major roads (Buford Highway), not internal neighborhood roads.
26	do not want anything major or national or to grow. We want to stay small. Dont build this monster govt bldg, use it to improve the low income housing which exists. we don't want theatre. we don't
27	Your backyard. See how it feels to be screwed
28	Why is this a priority our density and commuted street traffic is beyond capacity
29	I WISH I HAD PAID MORE ATTENTION TO the new city hall. It takes a congested area and adds traffic to it. Only God knows what we are paying for this monument to the city government.
30	Why stop with those building types. Let's allow accessory dwellings and small single stair-case apartment buildings in residential areas. We could also relax parking and setback/lot coverage rules
31	want to attract more people or traffic. we want to preserve single family homes not have any more multi family buildings. I wish that our government would listen to our agenda instead of their own
32	Same
33	narcissistic and grandiose dreams that do not match us, their constituents.
34	Same

**Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

Figure 6. Poll #6 – What types of creative placemaking do you think Brookhaven should pursue or continue?

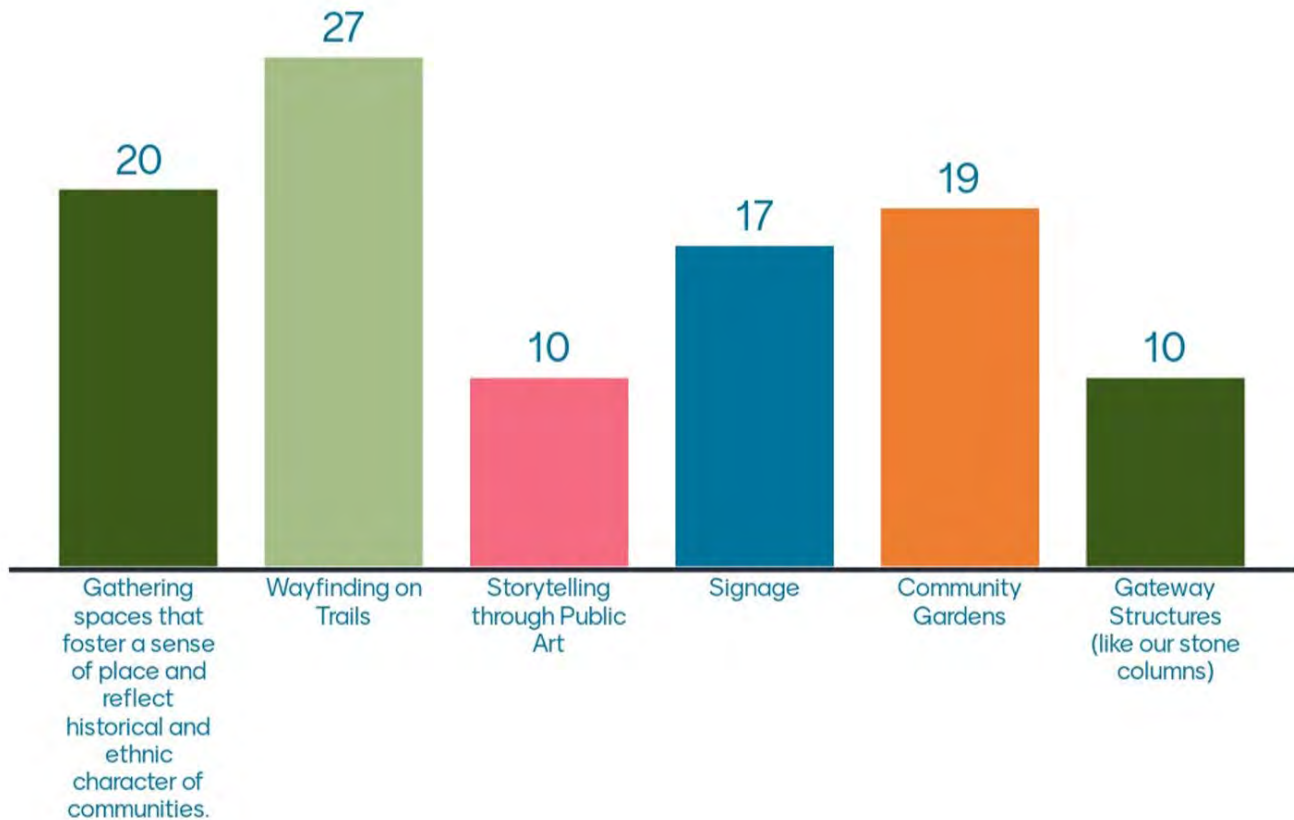


Table 3. Poll #7 – What other types of creative placemaking efforts would you like to see?

ID #	Comment
1	Interactive
2	Bike trails and walking trails that connect neighborhoods. "Art trails" along walking trails.
3	None of this is any good if you can't get to it. I can speak of many examples where driving to an arts event and trying to find parking is too difficult. I'd bike that that is not safe.
4	How about reviving the theatre at oglethorpe
5	Generally find ways to create/support places where people can gather and build community (coffee shops, theaters, etc)
6	Sorry, but "placemaking" does not appear to be a word (at least not according to Merriam-Webster).
7	none
8	we do not want any creative placemaking other than improving the parks we already have. we do not want growth, we want improvement. we do not want more people and traffic or development at all. we
9	Acquisition of park land in key areas. Use of public funds/tools to preserve BuHi character (e.g. land acquisition, grants/bonds, subsidized commercial rent programs, community land trust, etc.)
10	Lights across Dresden Dr. to establish it as a pedestrian zone (plus it's cute).
11	Very few. Focus on needed infrastructure before this fluffy stuff
12	None

ID #	Comment
13	"Encourage not-for-profit arts (new and existing) groups to live and practice and perform in Brookhaven (goat farm)
14	Italian Arts & Food Fest similar to what Greek church does. Partner with OLA"
15	We are unable to use our current outdoor park event spaces without paying fees, this should not be the case
16	Upgrade the corner of Dresden and Peachtree - the chain link fence could be replaced with something that looks less institutional.
17	I am not in favor of placemaking efforts. Let's provide utilities and keep a low profile for the wonderful place where we reside.
18	Peachtree Greenway,
19	get rid of the bits of the zoning code that restrict light commercial uses in residential areas and get rid of parking requirements so we might one day have shops and restaurants in our neighborhoods
20	Green space
21	Your job is to plan for the structure of a functioning city, not to socially engineer the populace. I am so ashamed of the City of Brookhaven and what it has become.
22	keep saying this to no avail. brookhaven movers and shakers please stop and listen versus pretending and trying to compete as a sandy springs wanna be. by the way sandy springs is no longer considered a place you want to live in or travel through, even for recreation. it is the cement city and it is such a shame.
23	None. Save the tax money. You were elected to serve, not to spend.
24	None. Save the taxpayers' money.

**Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

Figure 7. Poll #8 – Rate the importance of each sustainability action below on a scale of 1 (not important) to 5 (very important).



Table 4. Poll #9 – What else should we be doing as a community to facilitate sustainability or innovation?

ID #	Comment
1	Underground paths across Peachtree by Marta station. Save time, reduce the traffic jams at rush hour
2	Have language included on all building permit/tree removal applications
3	Walkability/trails is important part of sustainability
4	Bigger than sustainability, how to foster more engagement with city
5	Just more sidewalks. People drive in Brookhaven because walking is unsafe or not possible.
6	Work with Dekalb Watershed to update outdated infrastructure that leads to a lot of leaks
7	Be sure that all sustainability initiatives are also economically sustainable, i.e. that they are economically self-supporting and do not burden city financial resources.
8	Clean up litter in creeks and along roadways. Educate about harm and health hazards from litter and waste (especially around homeless camps). Enforce litter and waste disposal laws.
9	stop developing
10	Transit oriented development, missing middle housing, fund & implement improvements from your bike plan, create programs similar to Midtown Alliance to boost density near transit
11	Fixing outdated infrastructure will reduce inefficiencies.
12	Define your terms better. This is not an answerable question.
13	None
14	Creative's Biz Incubator between City of Brookhaven, Schools, and Universities (particularly Oglethorpe) and major employers to encourage start-ups and growth biz to be in Brookhaven.

ID #	Comment
	Create more walkable areas to reduce reliance on autos for transportation. Create more affordable, public transportation options (i.e. like the BUC bus in Buckhead) to reduce the auto population.
15	Stop high density building, we have become a concrete jungle
16	Reign in developers who are clear cutting
17	Improve recycling!!!!
18	Improve traffic flows. Improve utility services, internet, water, electricity, sewage. Congrats on the police force we have in place. Spend wisely and build a reserve fund. Conserve assets in plac
19	Soil and water conservation
20	transit oriented developments should be a priority. I know the MARTA development was shot down a few years ago, but it's time to try again
21	Public transit, bike trails
22	Increase density and improve infrastructure for walking and biking as alternative modes of transportation.
23	Stop allowing trees to be removed from properties for tear downs and new developments. This will help with climate change and provide continued homes for wildlife.
24	Get off the climate change band wagon. Private enterprise will solve problems that actually exist, not hustles promoted by government.
25	Improve traffic flows. Improve utility services, internet, water, electricity, sewage. Congrats on the police force we have in place. Spend wisely and build a reserve fund. Conserve assets in plac
26	Soil and water conservation
27	transit oriented developments should be a priority. I know the MARTA development was shot down a few years ago, but it's time to try again
28	Public transit, bike trails
29	Increase density and improve infrastructure for walking and biking as alternative modes of transportation.
30	Stop allowing trees to be removed from properties for tear downs and new developments. This will help with climate change and provide continued homes for wildlife.
31	Get off the climate change band wagon. Private enterprise will solve problems that actually exist, not hustles promoted by government.
32	Boost density around the MARTA station, plus make it super convenient to get to the station. 10 minute walking & biking routes & a 5 minute shuttlebus route leaving every 5 minutes.
33	Educate residents on ways they can make their homes more environmentally friendly. The city could provide incentives if it makes sense (esp re: flooding/infrastructure)
34	Enhance zoning to encourage the development of smaller retail to accommodate walkable access to healthy food and healthcare facilities.
35	Be consistent with variance measures especially on new builds. So many are obviously over the permeable rate.
36	Address the very heavy and low hanging ATT and other company wires . It's not only an eye sore, they are dangerous when they repeatedly fall.
37	Build center medians with trees along 4+ lane roads like Peachtree and Buford Highway. Plant trees in the narrow strip between Peachtree and the MARTA tracks
38	

**Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

Table 5. Poll #10 – What did we miss? Share your ideas for actions that you think the City should advance to facilitate smart growth.

ID #	Comment
1	I had a lot of ideas in this regard but the consultants did not give enough time to complete this survey. It felt rushed. Let's take time and get the comp plan right.
2	Incorporate green space into new developments. Have program to buy property to preserve greenspace instead of development. Make sure all commercial development enhances neighborhoods, not destroy
3	A pronounced dedication to bike infrastructure.
4	Just generally focus on transit oriented development.
5	Connectivity and safe multimodal access to area south of I-85 badly in need of improvement. Be sure Briar Hill Innovation District follows through on proposed trails.
6	Enable Bus Rapid Transit on major corridors like Claremont, Peachtree and Buford Hwy
7	If the city wants to encourage bicycle use, bike lanes (or even better, separate bike paths) are very important.
8	We need to keep safety in mind. I don't see that here and we are concerned about crime. Stolen car on kendrick. Soliciting on kendrick.
9	stop building multiuse and keep us as the single residential neighborhood we have always cherished.
10	Is there anything we can do to assist small businesses who can't afford to lease here?
11	The multimodal plan should not put pathways that violate the privacy of existing homes (ie, no paths in people's backyards).
12	An entrepreneur-in-residence for Ignite HQ, joint venture between Cobb County and KSU in Marietta
13	Require and retrofit increase in sidewalk size to accommodate/encourage a more walkable environment. Make walkable access to destinations a desirable mode vs. driving.
14	Brookhaven was a sweet community of all age and stage, the current administration has changed this to fill every open space with expensive living and dining, attempting affordability is silly now
15	Build multi-use path on Dresden to Clairmont to facilitate walking + biking to the Marta stop. Make Clairmont safer for pedestrians: wider sidewalk, buffer between sidewalk and street, more crosswalks
16	Crack down on rogue drivers. I realize there are high priority issues but driving in town is dangerous due to red light runners and overall, aggressive drivers.
17	I don't believe we need a bridge over Peachtree.
18	Come see the cyclists on a Wednesday afternoon in the area of the Capital City Club. I do not want to encourage cyclists. I find them to be a law unto themselves, to whom traffic controls are meanin
19	Make drastic changes to zoning codes and other ordinances that restrict land use. Allow and encourage the traditional/organic development patterns that make the oldest neighborhoods the most desirable

ID #	Comment
20	Influence expansion of public transit within Atlanta and beyond. Traffic (specifically Brookhaven) is awful and with growth will not get better.
21	Stop growing the city. Don't need the new city hall building.
22	Access to MARTA stations for Brookhaven employees, especially those in the old and new city buildings is critical for the staff and the environment.
23	Focus on making it safe for people to walk and bike.
24	Please ensure that long-term residents are not being forced to move out of Brookhaven as a result of city growth planning policies and/or incentives to developers or other parties.
25	Ditch the EV crap. I am tired of subsidizing people who can afford to pay \$100,000+ for a car that relies on toxic, unreliable energy, destroys roads, and are unsafe.
26	Create uninterrupted walking path on the east side of peachtree between Dresden and Redding
27	Bicycles on narrow, heavily traveled roads are not only dangerous to bicyclists, they are a menace to motorists and create accidents and traffic.
28	Focus on safety and keeping crime levels down - gun safety and theft
29	You missed that most of us DO NOT WANT GROWTH
30	Take existing sidewalks and improve those only
31	PLEASE make Marta easier to get to during the City Hall construction.
32	Build facilities where parking already exists. Do not allow access to Town Center from Peachtree Road. Move the traffic through that area, not add to it.
33	Safety must be the top priority if you are determined to give criminals easy access routes to our city and neighborhoods. Safety hasn't been presented as a priority. Fix this.
34	Druid Hills, Dresden, Peachtree intersection is a nightmare for drivers, and pedestrians alike. Fix it
35	I am not in favor of failatiting electric vehicles with public dollars. We now have parks and greenways enough. What are the usage rates of what exists today? I see few users.
36	Let's not build facilities hoping users will come. Wait for demand to increase so it will support facilities that are built. Does a greenway support citizens or draw the homeless?

**Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

Land Use Discussion and Feedback

During small group discussions, the Planning Team shared the policy direction for several key corridors. Participants were amenable to the proposed land uses and intensities for most corridors. There was a mix of support and opposition for the proposed intensities for Johnson Ferry Road and Ashford Dunwoody Road—some felt that these corridors should not allow development that is more intense than what is there today. Several participants also discussed the need for more multimodal transportation and roadway infrastructure to improve traffic before development intensity increases.

General Notes

- It is great that you are giving examples of residential intensity. There seems to be a huge jump between the lighter options and multifamily—need more types of missing middle.

Ashford Dunwoody Road

- We don't really feel like we need more development in the area; most have bought in because they are the communities they are. We handle as much traffic as we can and I don't want Ashford-Dunwoody widened to four lanes. COVID helped us with people working from home, but we're a major thoroughfare with all the development. I'm really not interested in more density.
- The proposal (for intensity and uses) is reasonable, but there are issues with vehicular traffic (particularly at the Roxboro intersection).
- The uses are proper, but again the traffic configuration here is tricky.
- This area needs help on traffic flow first before more stuff can be put here.
- This area is particularly challenging because of traffic.
- Given the proximity to a great park, a grocery store, and a number of restaurants, I think Blackburn Park could easily support smaller apartments (in addition to townhomes or duplexes, etc.).
- Always have to consider transportation, particularly the cars that people bring with them.
- There is not much space or opportunity for redevelopment at this time.

Johnson Ferry Road

- I know live-work-play has been a real focus, but I'd love to see studies on how many people actually take advantage of that. With all the developments that went up near Perimeter, I'm not sure how many people are doing everything in one place; based on what I've read, people aren't, though I'm not an expert.
- The group saw this more as a residential corridor.
- It could take some increases in intensity with some high-density structures, but it needs to be appropriate with the existing corridor.
- The intensity bar should be in the middle of the circle thing.
- Moving Publix may soften up the node and could help with traffic.
- This area dumps into the residential areas. Maybe line the corridor with mixed and town homes. It's hard to fix.
- A good combination of what we have and what has been developing.
- Preserve single-family residential.

Clairmont Road

- Open to some more density along Clairmont Road corridor, but not sure the people living there would be open to that. A lot of houses have been redone in the neighborhood adjacent to Clairmont Road. It would be nice if the denser housing occurred on the corridor (not high rises, but tasteful condos that would fit into a neighborhood).
- A lot of land here.
- Plaza Fiesta is here, it's really cool. You could use the space more. Maybe have a ring of multifamily surrounding it.
- This area is currently underutilized.
- Do neighborhood level shopping development here.
- It could be more intense, residents in this area want things to do but without it gentrifying.
- Being right next to the airport, the noise and pollution factor make me nervous to put in residential or daycares.
- Office might be the right use for the area.
- From the chat: This is a tough one. It's a wide road (and not fun to walk on), but it could probably accommodate higher density than it has today.
- Opportunity for a road diet - going down to one lane in each direction could improve efficiency. Doing so could enable a lane for bus rapid transit or bike lanes.
- The airport is a positive because it doesn't create too much competition.
- Help with canopy and bike/ped access.

Dresden Drive

- I think it would be great to extend the Dresden land use policy – it seems like they've done a lot of that in Chamblee. As a homeowner, the Dresden area is more appealing to me.
- The group felt that there were at least 500 new apartments built here in the last two years.
- Don't put anything else there.
- Don't push the boundary past Camille Street into the neighborhood on the north side.
- You've built what you can there.
- The police car in the street is super liked by residents – it's helpful and slows folks down.
- The group also really liked the pedestrian flashing lights by Valencia (a restaurant) – it helps that it is in the sidewalks and in the road, it makes walking at night feel safer. Pedestrian islands are great.
- I would be amenable to more townhomes and multi-plexes, but not apartments.
- I like the look and feel of Dresden but am concerned about traffic with increased development.
- Street markings on Dresden need improvement.
- Support for extending further east past Camille Drive.
- This area could be an opportunity for creatively designed duplexes, with parking in the back, alleys, and shared space in the middle.
- There was a proposal that would have extended the node just east of the overlay and there was community opposition.
 - Clarification from Consultant: Part of our goal is to see if community views have shifted since that opposition.
- There's more opportunity on the MARTA side that can be advanced first.

E Roxboro Road

- A lot of new stuff has gone in here recently.
- Townhomes and Live/Work is appropriate.
- There are some areas that could have higher density still.
- Roxboro and North Druid Hills Intersection is so hard to navigate.
- Solving road and traffic problems first before allowing more population growth needed– that is a priority for the larger community at a whole. If that order isn't thought through, the community could get upset.
- I think townhomes make sense, but that road also gets a lot of traffic. The sidewalk infrastructure is also not great, so need to invest in walkability if bringing in townhomes.
- For a developer to pull together parcels to do anything of significance, it is going to be tricky.

North Druid Hills: Brookhaven Heights-Brookhaven Fields

- This area is also tough with the street traffic.
- Hard to make left hand turns in North Druid Hills (this is how one participant measures the quality of life in an area)
- The corridor can handle something more intense, but the traffic from Peachtree needs addressing first.
- Participants asked whether the light timing changes may help. And if the city had considered the impacts of a new city center.
- Some of the traffic issues could be fixed with more multimodal travel options – they need to consider safety.
- Cut-through traffic is not as bad on this segment of North Druid Hills.
- The townhomes on Hernance Drive are a tasteful design that should be emulated elsewhere.
- How can we work to encourage more moderate price points?
- The "Aria" development in Dunwoody is a good example of one development with various types of housing within it.
- I like certain townhomes, like those with cars/garage in the back.

North Druid Hills: Roxboro

- You could do a higher percentage of intensity here – like to the center and toward the end of the right side of the intensity bar.
- Still though, you have to fix the intersection (maybe a larger double traffic circle?)

North Druid Hills: Briar Hills Innovation District

- North Druid Hills should be widened.
- The pedestrian bridge is going in here.
- Far right of the intensity bar (with right infrastructure)
- Flip empty office buildings into mixed use maybe?
- That makes sense. The one shopping center has good commercial. How can we add more housing.
- Walking and biking between CHOA.
- Much opportunity here for housing to help with live/work and less traffic.
- Residents of LaVista Park will be interested in what happens here. Importance of avoiding encroachment on residential areas.

December Pop-Up Events

Pop-Up Event Details

Members of the Planning Team participated in two pop-up events in December. Dates and locations are provided in Table 6.

Table 6. December Pop-Up Events

Pop-Up Event	Details
Latin American Association Christmas Market	December 2, 1:00 pm – 4:00 pm Latin American Association Building (Buford Highway)
Light Up Brookhaven	December 6, 6:00 pm – 9:00 pm Blackburn Park



Members of the Planning Team working the booth at the Light Up Brookhaven event at Blackburn Park

Pop-Up Activities

The project booth at each pop-up event included the following information and activities:

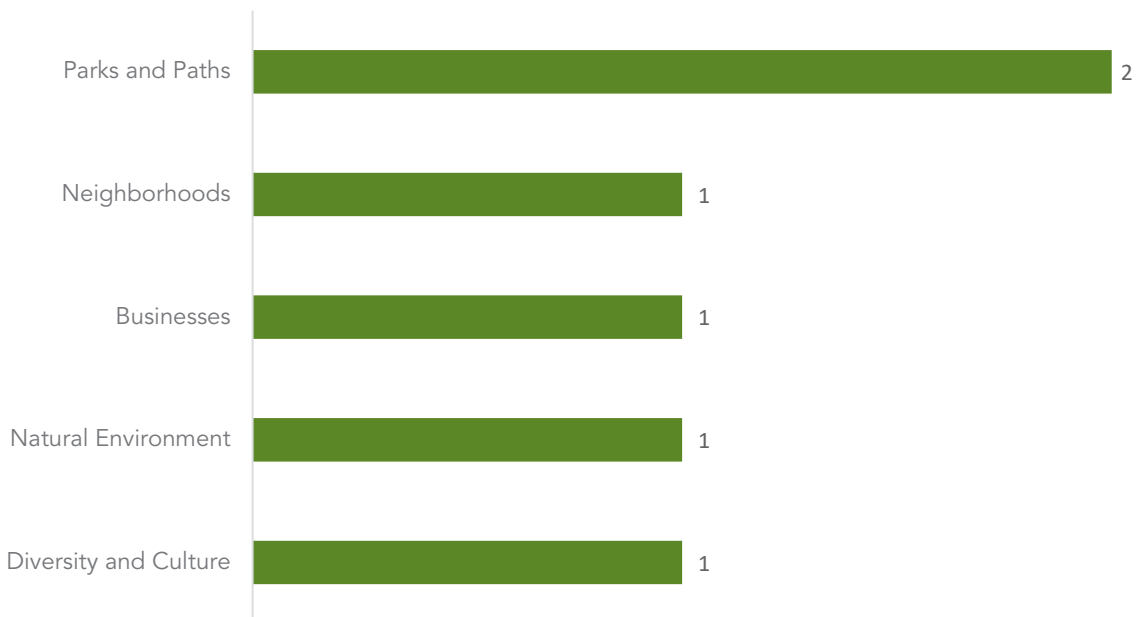
1. Outreach List Sign-Up Sheet
2. Comprehensive Plan Overview Board
3. "About You" Board Input Exercise
4. Postcards Promoting December Workshops
5. Intercept Survey
6. Make your own Ornament

Intercept Survey

Two people completed the intercept survey. Aggregated results are provided as follows.

1. Do you live or work in Brookhaven? *Responses:*
 - I use the dog park
 - Neighbor from Sandy Springs
2. What do you love about Brookhaven? Check all that apply.

Figure 8. Survey Responses – "What do you love about Brookhaven?"



3. What does Brookhaven lack or need more of?
 - 1 response: Arts, culture, and entertainment facilities
4. When you close your eyes and envision Brookhaven in 20 years, what does it look like?
 - 1 response: BHwy is still diverse but safe. Brookhaven is so central between Sandy Springs, Buckhead, Chamblee, Dunwoody, and Decatur. All should plan and work well together.

Appendix

Zoom Transcript: 12/4 Virtual Workshop

ID #	Comments
1	How can someone participate online if they cannot attend?
2	Where is that - do you have a link? I have looked at all the documents and have not seen a map we can comment on.
3	https://www.brookhaven2044.com/get-involved
4	Here is the map input tool: https://brookhaven.mysocialpinpoint.com/brookhaven2044#/
5	signage to key locations in the city like city hall (future), parks, etc. like in Athens
6	So I am not trying to be negative but a comment on the tree canopy. It is almost impossible to remove a tree on my own property unless it is dead. The tree may be hanging over my home, dropping lots of leaves, etc that clog gutters, etc. And yet a path is being proposed through wooded areas and I have to believe trees will be removed for those just like they were in Murphey Candler Park for many of the projects.
7	What is the best way to give feed-back on the multimodal plan?
8	Many people in my neighborhood did not know about the plan and it runs through many yards, wooded spaces, etc.
9	You can send comments on the multimodal plans at multimodalstudy@brookhavenga.gov

**Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

Zoom Transcript: 12/14 Virtual Workshop

ID #	Comments
1	Can you define neighborhood placemaking?
2	How does preventing gentrification on Buford Highway relate to needing a catalyst for redevelopment?
3	Do you have any info on how representative this breakdown of respondents is or is not of the residents of Brookhaven?
4	Something about the syntax of the vision statement is off...
5	Re: vision statement. On the previous slide, you mentioned that walkability was a key theme. I'd suggest finding a way to bring that specific word in. I think "well-connected" is intended as the proxy, but would prefer walkable instead.
6	I think some of the words are not clear enough, and might be confusing, like attainable?
7	Feels like buzz word bingo. A challenge of trying to check every box is that it leaves something out. It also doesn't provide specific enough language to provide meaningful guidance.
8	I also would appreciate more specific language instead of broad themes :)
9	Unique Brookhaven could be either very good (or very bad), kind of an open ended statement.
10	The "and Paths" may be more profound and consequential than intended. Paths are also about transportation and traffic, but this framing could make it seem like Brookhaven views non-car mobility the same as other parks and recreational needs.
11	Where can we view updates for specific city properties (like the recently-acquired Morrison property on Osborne)
12	I've come to the conclusion that size of lot (and number of cars for humans living there) drives everything
13	With the zoning rewrite, earlier drafts had policies that implied certain people should/shouldn't live in certain areas. When drafting the character area housing recommendations, please be mindful of what messages can be unintentionally sent.
14	One sustainably challenge will be understanding the trade-offs among different priorities.

Webform Comments

ID #	Comment
1	Constituents in Brookhaven came here cuz they wanted to stay residential. We're not looking to grow. We're not looking to get big. We don't want this 70 million dollar ostracity of money use in our neighborhood. We want you to protect what we have. Protect Buford Highway the way it is. Protect our residential neighborhood. Don't let the pdk airport become huge. Do your job instead of getting narcissistic and grandiose. Listen to your constituents because they are repeatedly telling you the same thing and you repeatedly don't listen. You're not any better than city of Atlanta

**Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

CHERRY BLOSSOM FESTIVAL POP-UP EVENT SUMMARY

OVERVIEW

The Planning Team facilitated a booth at the City of Brookhaven’s Cherry Blossom Festival in Blackburn Park on Saturday, March 23, from 10 a.m. to 2 p.m. The purpose of the booth was to help raise awareness about the Comprehensive Plan, the 10-year update process, and the upcoming Plan Celebration Open House. Approximately 40 people stopped by the booth. Planning Team members Ansley Belton and Anna Baggett also walked around the festival to pass out information about the April 11 Plan Celebration Open House.

Materials

- Outreach List Sign-Up Sheet
- 4 x 6 postcard promoting April 11 Open House (English/Spanish)
- Educational Boards
 - Comprehensive Plan History
 - Refreshed Vision and Goals
 - Priorities + Connection to Other Key Initiatives
 - Character Areas Board with Subareas Denoted and Defined

Front and back Images of 4x6 postcards handed out to promote the Open House

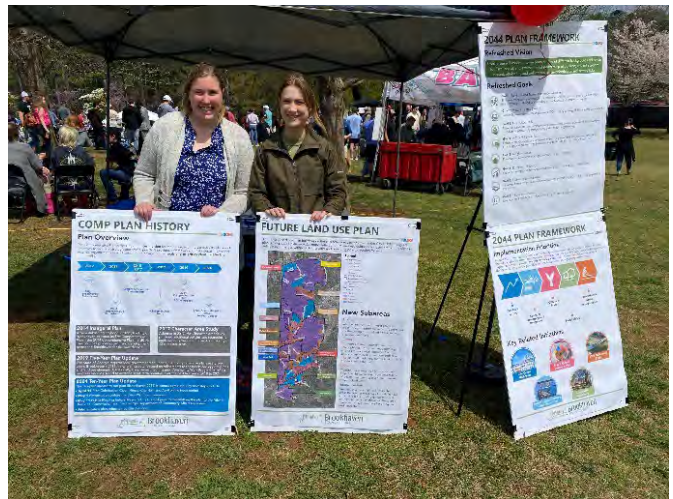


PUBLIC INPUT

Interested community members visited the booth and shared their perspectives on future development in Brookhaven. The most common topic that community members asked about was the plan's approach for housing diversification. Multiple people shared concerns about increasing residential density, but the Planning Team had good conversations with them about the need to accommodate the growth that is already happening across the region. After these discussions, community members seemed receptive to the plan's approach to protecting established single-family neighborhoods while increasing density at strategic locations.

Some community members also brought up the concurrent Multimodal Study and stated the need for more connectivity through safe biking and walking paths. The Planning Team discussed with them that connectivity and active transportation are a key priority in the 2044 Comprehensive Plan. The City has many initiatives underway that the 2044 Comprehensive Plan helps elevate as critical for achieving the future development vision and quality-of-life that Brookhaven residents prefer.

Comprehensive Plan Booth at the Cherry Blossom Festival, located between the performance stage and vendors



PLAN CELEBRATION OPEN HOUSE SUMMARY

OVERVIEW

The Planning Team held a Plan Celebration Open House at Brookhaven City Hall on April 11, 2024, from 6:00 p.m. to 8:00 p.m. The purpose of the meeting was to unveil the highlights of the draft plan update and gather community feedback. Twelve members of the public attended the meeting.

Participants received a meeting comment form when they signed in at the welcome table. The comment form had sections that corresponded to the board stations around the room, which included:

1. Welcome and Sign-In Table
2. Plan Overview and Vision & Goals
3. Future Land Use & Character Areas
4. Implementation

Each station provided plan highlights presented via boards. Copies of the full draft 2044 Comprehensive Plan document were also available for community members that wanted to review more details of the plan. The Planning Team noted to attendees that the full document would also be posted on the project website the following week.

Community Members interact with the planning team at the Open House.



PUBLIC INPUT

All the comments in this section are transcribed exactly as provided. The Planning Team did not make any spelling or grammar adjustments.

General Comments

The comment form included a space for general comments on the plan/planning process. One comment was shared in this space.

1. I don't think I see anything objectionable. It looks like you have represented what people were asking for.

Vision and Goals Comments

After visiting Station 2, participants reviewed and provided feedback on the newly refined vision statement and long-term land use goals for the 2044 Comprehensive Plan. One comment was collected about this topic.

1. Like the focus on affordable housing options that blend with the community and do not create burdens with cars, etc. that big apartment and townhome communities can create. Like the focus on equity and sustainability and addressing EJ issues with heat/tree canopies, youth play.

Land Use/Character Area Comments

Community members had the opportunity to review and provide feedback on any of the character area policies, which were available as handouts with signage denoting where to locate information about each character area. Only the three character areas, listed below, received comments.

Ashford Park-Drew Valley

1. Traffic calming – reduced speed limits, daylighting and improving crosswalks desperately needed along Dresden at the Shops. Crosswalks aren't even perpendicular to the road/Dresden – hard to see pedestrians. Better lighting needed. Less on street parking needed to improve crosswalk visibility. Need to preserve Camille's housing as chiefly SF or duplexes could be ok. Not a townhome community at Dresden. WE cannot have more cars parking on Camille – impossible to turn onto the road now. *What is East Dresden – need to be better defined/illustrated.

Lakes District

1. The plan suggests that duplexes be allowed. The Bubbling Creek neighborhood wouldn't be open to that. We just fought to have a path not put by our creek. We would definitely be opposed to duplexes.

Peachtree Corridor Overlay District

1. Updates to the overlay district should not encroach/include Camille Dr. High density housing such as townhomes should not be allowed on Camille at Dresden. The (Camille) road cannot support more cars.

Implementation Comments

Needs and opportunities, listed under the five priority implementation areas, were presented on boards. The Planning Team was available to discuss recommended actions that address each need and opportunity and are incorporated in the corresponding 2019-2024 Community Work Program. Community members could also flip through the draft Community Work Program, included in the draft document available in a central location in the meeting room.

Comments received under each Priority Implementation Area are summarized as follows.

Strategic Growth

No comments received.

Equitable Development & Investment

No comments received.

Culture & Place

1. Like the effort to preserve, promote/support our diverse community.

Sustainability

1. Like the EJ focus, tree canopy improvement in disadvantaged communities, heat addressed focus on underserved youth is great – safe play.

Connectivity & Active Transportation

1. I was pleased to see this. We need to get cars off the road. Small public transit would be great.
2. Active transportation bridge idea is great see Dresden Dr. comments on other page – need to improve pedestrian safety – daylight crosswalks by removing some of street parking, crosswalks should not be angled, crosswalk signs hard to see with tree limbs covering them, speeds should drop to 25 mph on Dresden at shops

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B2

Public Survey & Input Map

1. Community Survey Summary
2. Digital Input Map Summary



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COMMUNITY SURVEY SUMMARY

Input Period: October 5 – November 10, 2023

COMMUNITY SURVEY

Overview

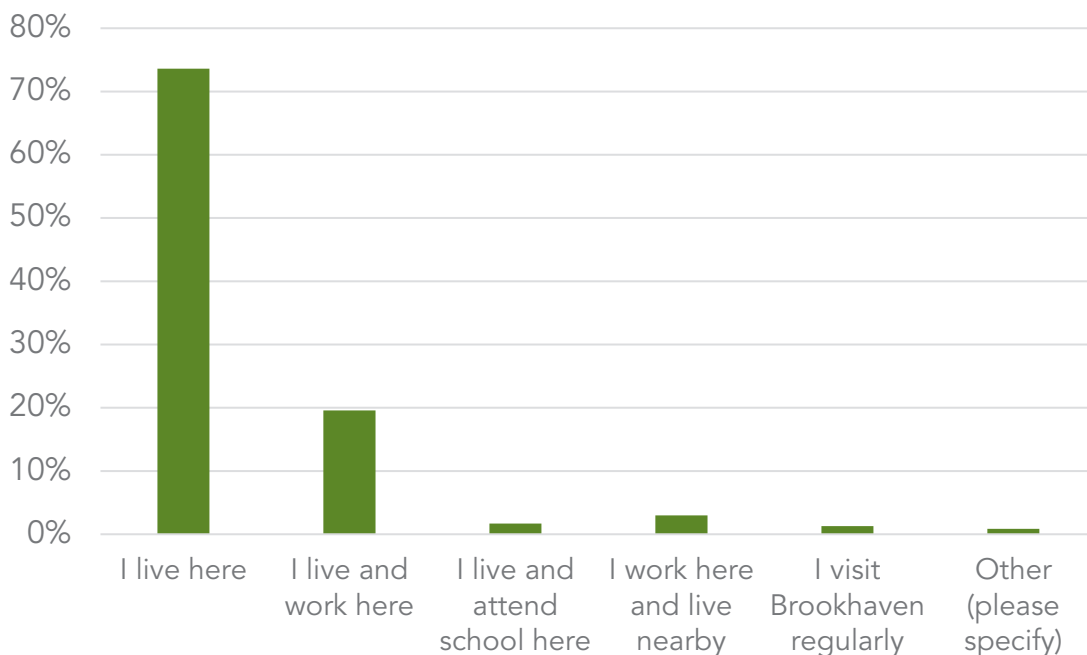
The Community Survey was available online from October 5 through November 10, 2023. The survey was offered in English and Spanish; 232 people responded to the English survey, and 3 people responded to the Spanish survey. A summary of participant characteristics and survey responses is presented in the sections that follow.

Participant Characteristics

1. What best describes your relationship to Brookhaven?

As shown in Figure 1, over 70 percent of respondents were residents of Brookhaven, while only about 20 percent both live and work in Brookhaven. Those who answered “Other” provided the following specifications: 1) worships in Brookhaven, and 2) owns property in Brookhaven.

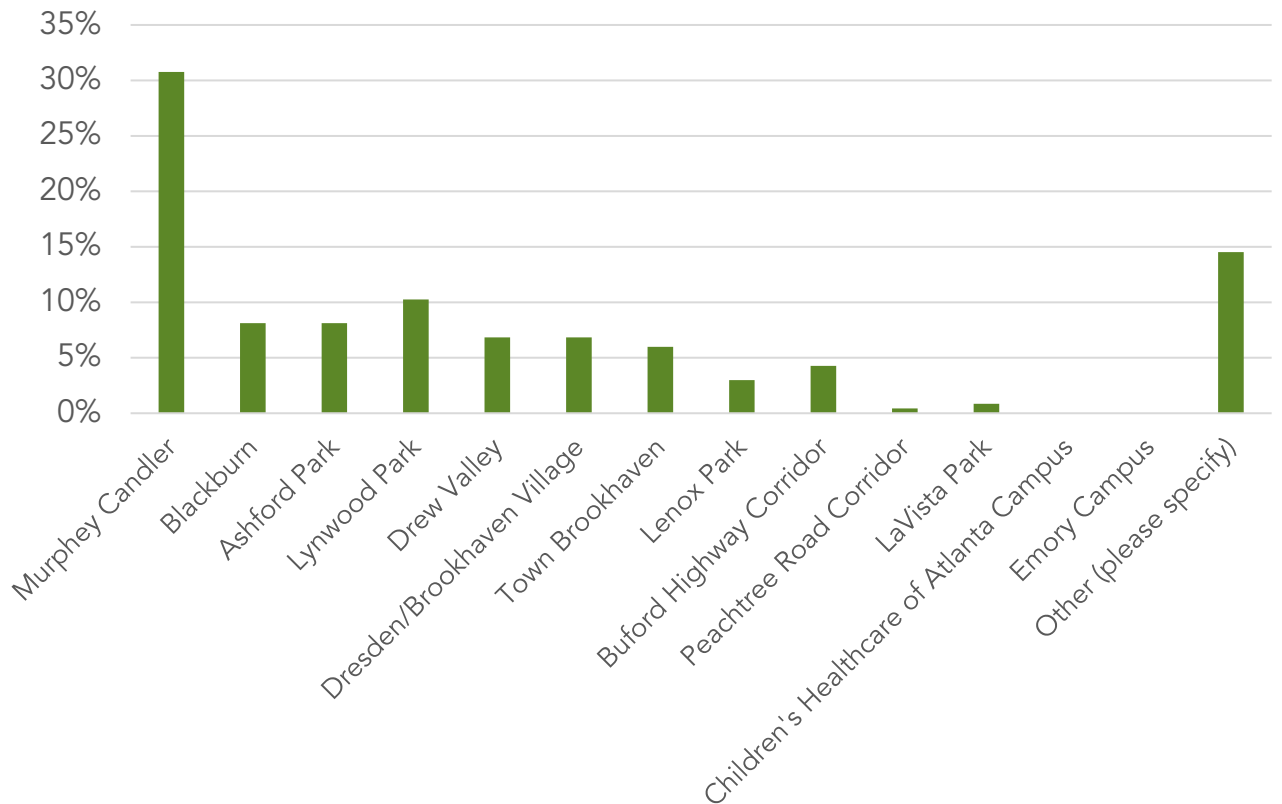
Figure 1. Relation to Brookhaven



2. *What neighborhood or area of Brookhaven do you most associate with?*

Shown in Figure 2, the Murphey Candler area had the highest participation rate among neighborhoods listed. Of the open-ended responses submitted for “Other,” the most frequently listed areas were Osborne Road (10), Oglethorpe University Neighborhood (4), and Brookhaven Fields (3).

Figure 2. *Neighborhood that Participants Associate With*



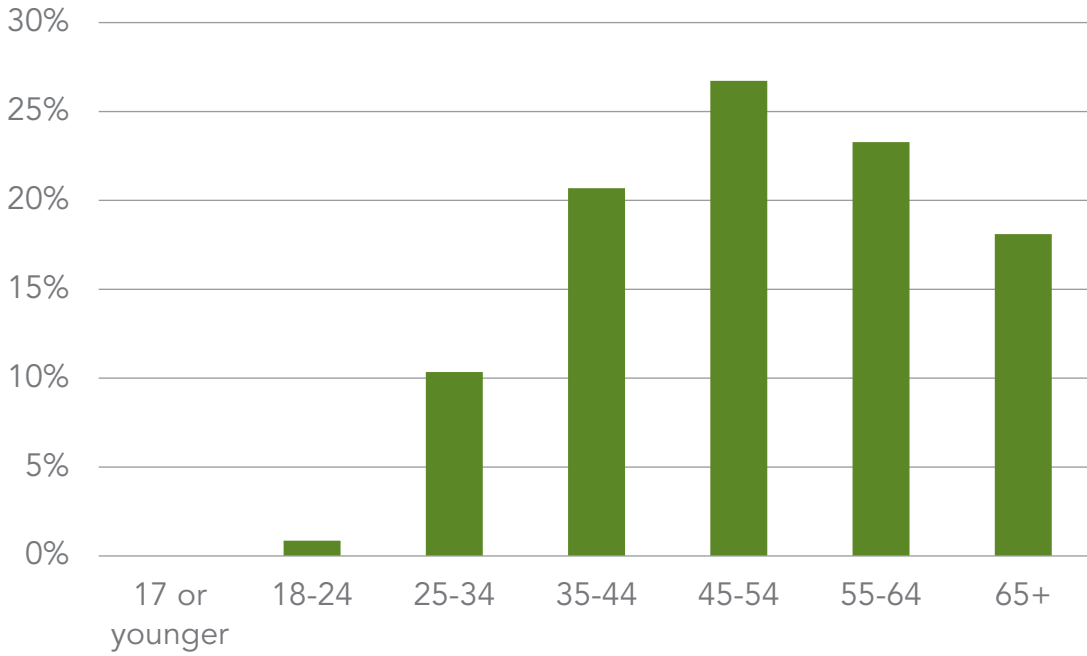
3. *What is your ZIP code?*

The 30319 ZIP code had the highest participation rate among neighborhoods listed. Aside from the options presented, only two “Other” ZIP codes appeared once each: 30307 and 30349.

4. *What is your age?*

As shown in Figure 3, the respondent pool was quite balanced, with the largest share (27 percent) of participants falling in the 45-54 age range, and similar representation for all groups of people 35 and over. No one under 18 took the survey, while 1 percent of respondents were under 25.

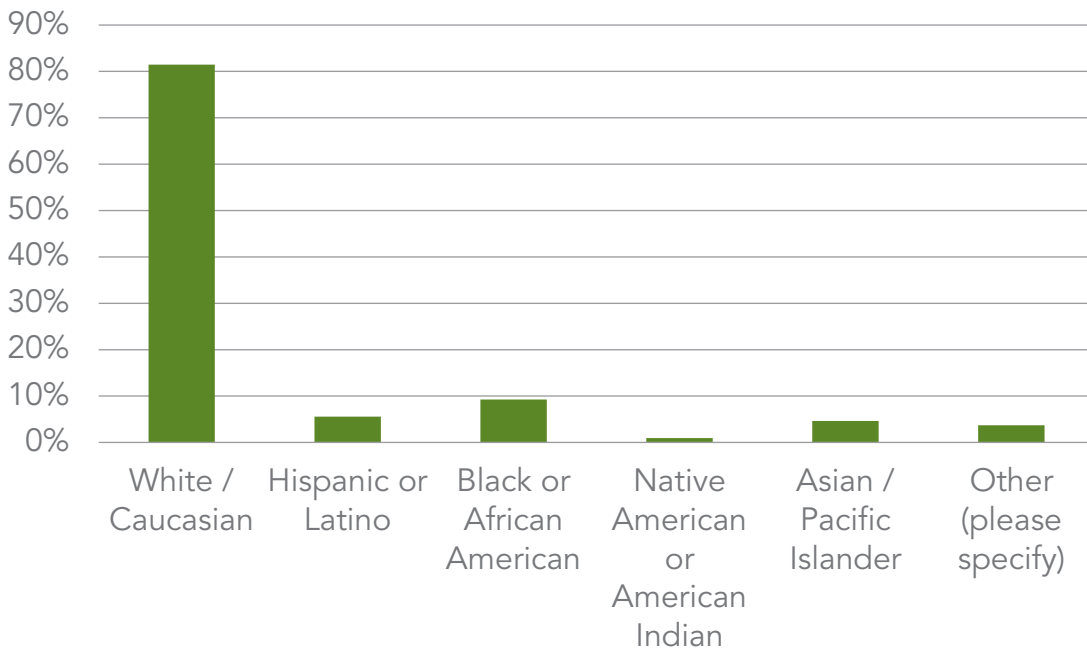
Figure 3. Age



5. What is your race/ethnicity?

As Figure 4 shows, 81 percent of respondents identified as White / Caucasian. Black or African American respondents comprised 9 percent of total survey participation. Relative to the population of Brookhaven, White individuals were overrepresented, while Hispanic or Latino individuals were underrepresented.

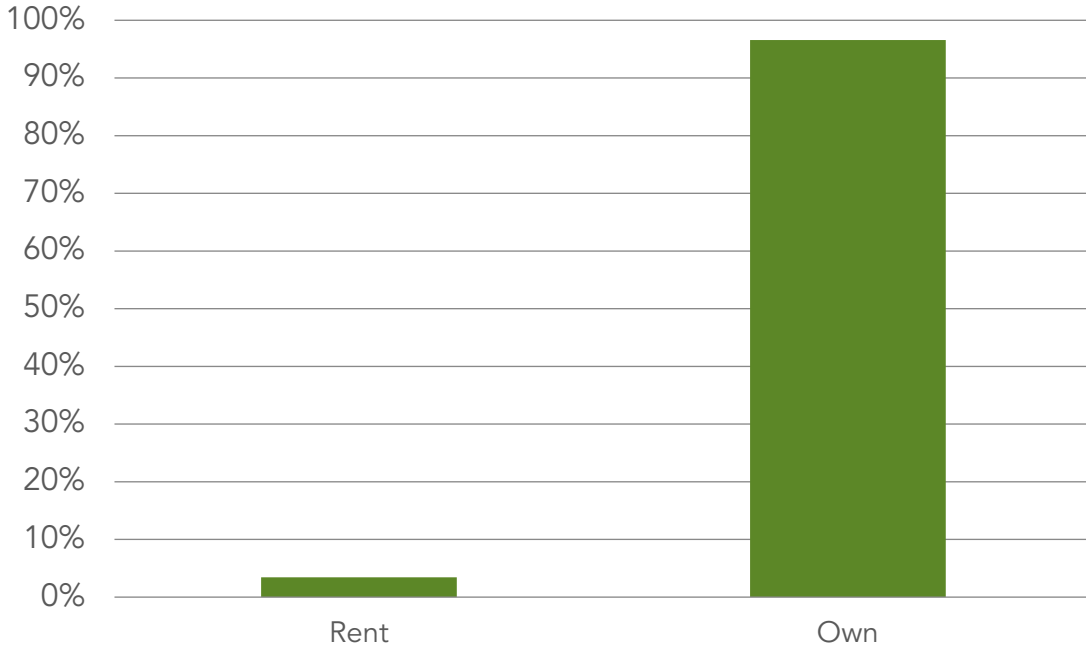
Figure 4. Race/Ethnicity



6. Do you or the head of household rent or own your place of residence?

As Figure 5 shows, 97 percent of respondents own their home.

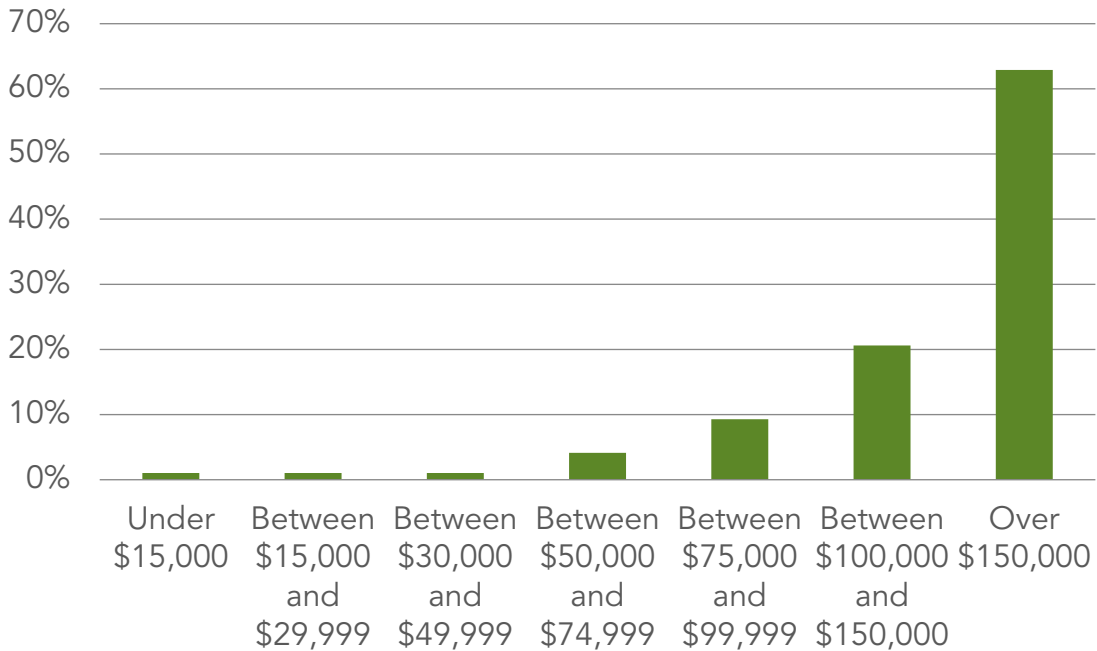
Figure 5. Housing Tenure



7. What is your annual household income?

As Figure 6 shows, 97 percent of respondents own their home.

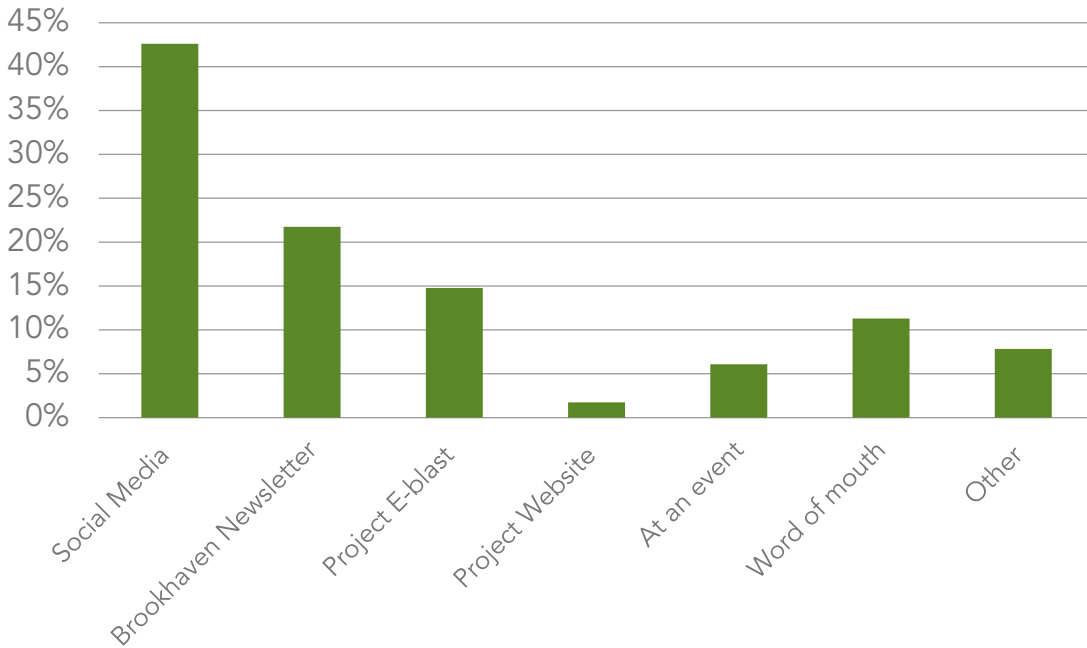
Figure 6. Annual Household Income



8. How did you hear about this survey?

As Figure 7 shows, 43 respondents heard about the survey, while another 22 found out through the Brookhaven Blast newsletter. Project e-blasts and word of mouth also led a significant share of respondents to take the survey.

Figure 7. How did you hear about this survey?

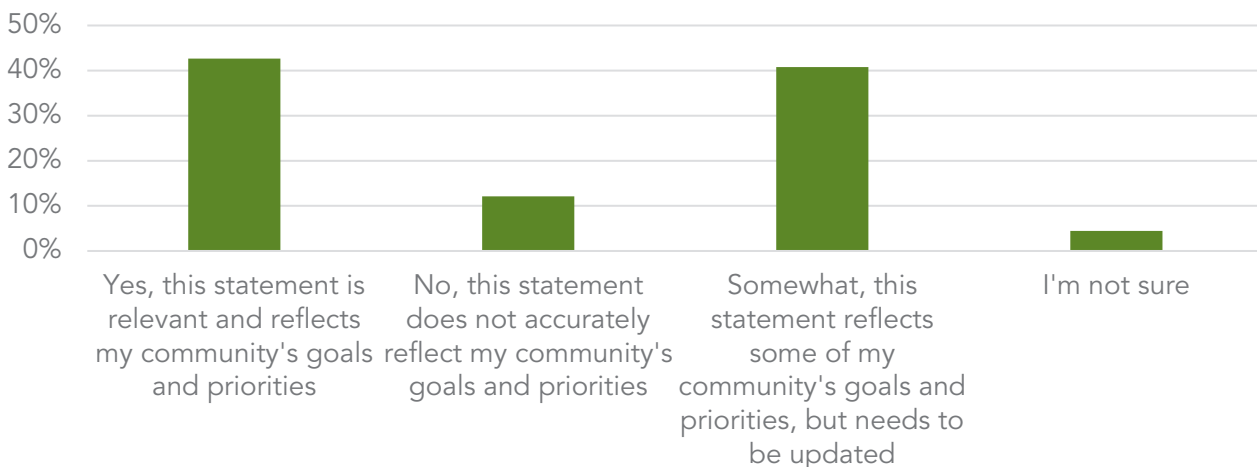


Citywide Visioning

Citywide Vision Statement: Brookhaven will be nationally recognized as a beautiful community where multiple generations can live in safety, flourish in business, and succeed in a historic, sustainable environment with exceptional education and transportation options.

9. Do you feel that this vision statement is still accurate and relevant?

Figure 8. Opinions Regarding Current Citywide Vision Statement



10. What are (up to) three words you would like to see added to the Vision Statement?

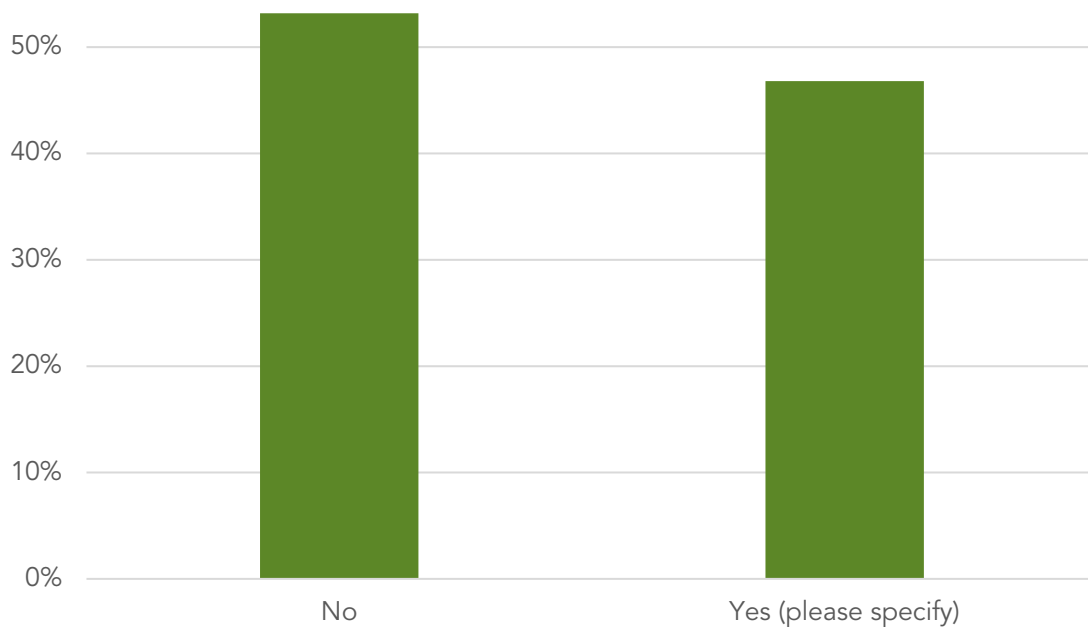
The top five words (or similar terms) that were suggested to be added to the vision statement are:

1. **Diverse** – 30 suggestions for this term or similar terms—diversity, multi-cultural, inclusive, welcoming, and equity.
2. **Green** – 17 suggestions for this term or similar terms – parks, natural spaces, trees, flora and fauna protection, conservation, greenway access, and environmental preservation.
3. **Walkable** – 14 suggestions for this term or similar terms – pedestrian-friendly and walkability.
4. **Fiscally responsible and transparent** – 13 suggestions for this term or similar terms—government accountability, well-managed, cost-effective, fiscally sound, and measured.
5. **Affordable** – 12 suggestions for this term or similar terms—affordability and affordable housing.

11. Is there any part of the Vision Statement you would suggest removing?

The respondent pool was almost split in half for whether they had any suggested words to remove from the Vision Statement.

Figure 9. Is there any part of the Vision Statement you would suggest removing?



Common answers to this question included: “nationally recognized,” “historic,” and “education.”

Citywide Mission Statement

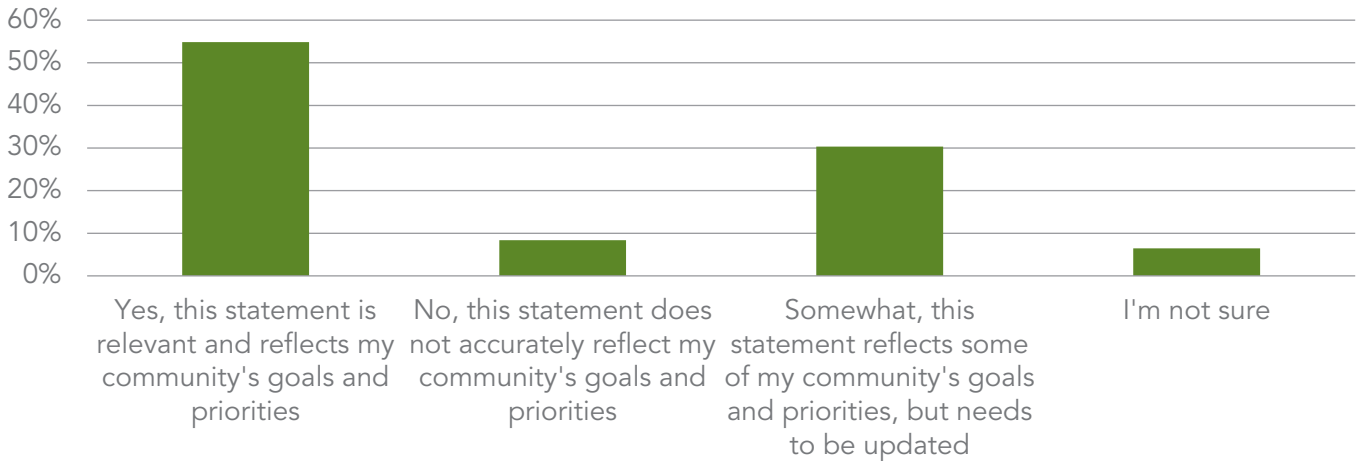
Current Mission Statement: In support of the Brookhaven vision the City government shall: encourage and maintain a beautiful community, meet public safety needs, develop an environment for business success, promote sustainable projects and activities, identify and

preserve historic and neighborhood resources, facilitate educational opportunities, and improve transportation conditions, connectivity, and options while listening to and communicating with the public.

12. Do you feel that this mission statement is still on point?

Responses to this question are shown in Figure 10. More than half of the participants felt the Mission Statement is still relevant and reflects their goals and priorities.

Figure 10. Opinions Regarding Current Mission Statement



13. What are (up to) three words you would like to see added to the Mission Statement?

Recurring terms in the open-ended responses were: "transparent," "affordable," and "fiscally responsible." A full transcript of these responses is available in the Appendix.

14. Is there any part of the Mission Statement you would suggest removing?

As shown in Figure 11, a vast majority of participants do not feel that changes to the Mission Statement are needed.

Figure 11. Is there any part of the Mission Statement you would suggest removing?



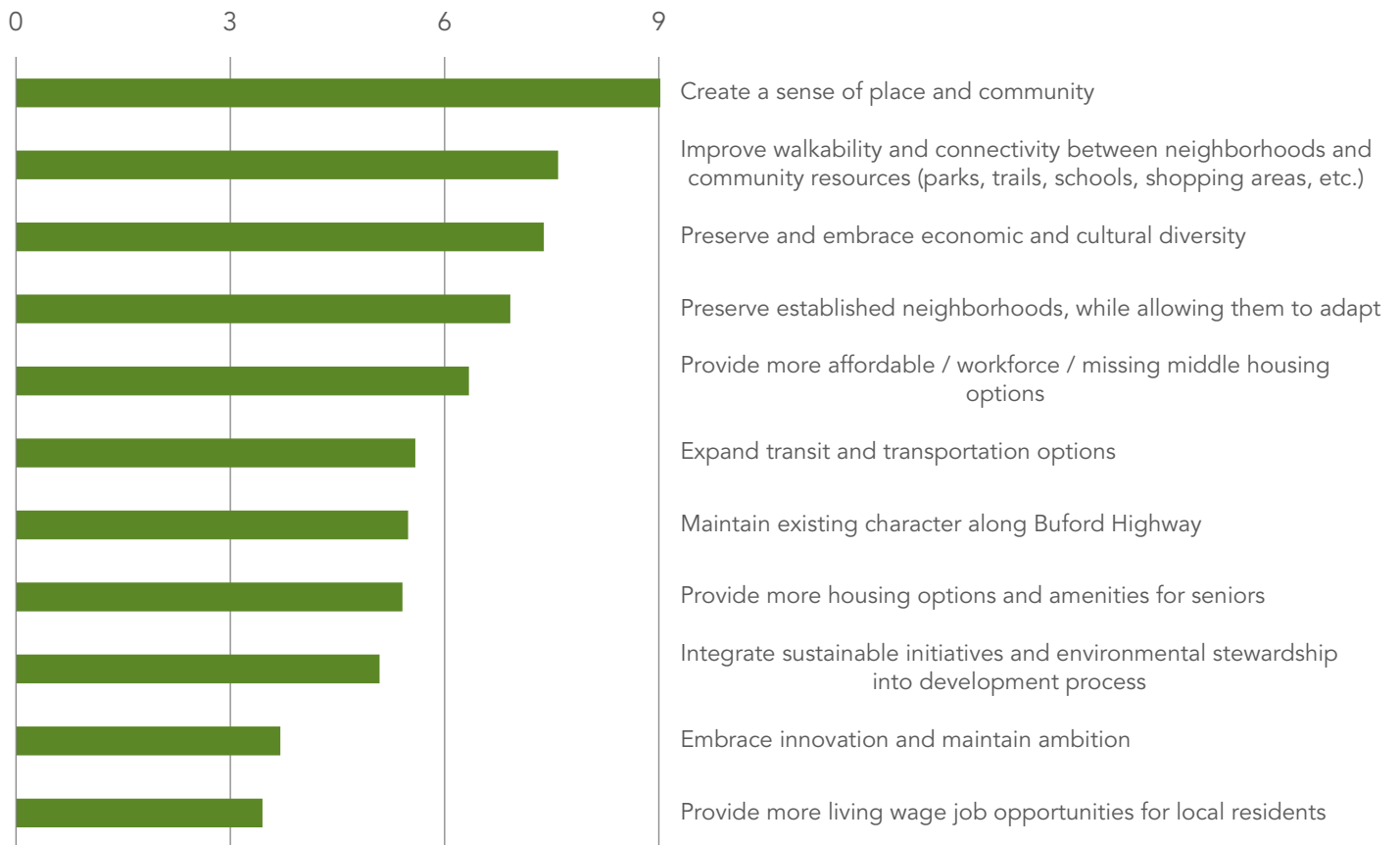
Of those who did suggest changes, common words mentioned were: "sustainable," "education," and "beautiful."

Priorities for the Future

15. Which of the following initiatives or priorities are most important to the future growth and development of Brookhaven? Please rank in order from most important to least important.

As shown in Figure 12, respondents ranked creating a sense of place and community the highest, followed by improving walkability and connectivity between neighborhoods and community resources. Preserving and embracing economic and cultural diversity and preserving established neighborhoods while allowing them to adapt also scored highly.

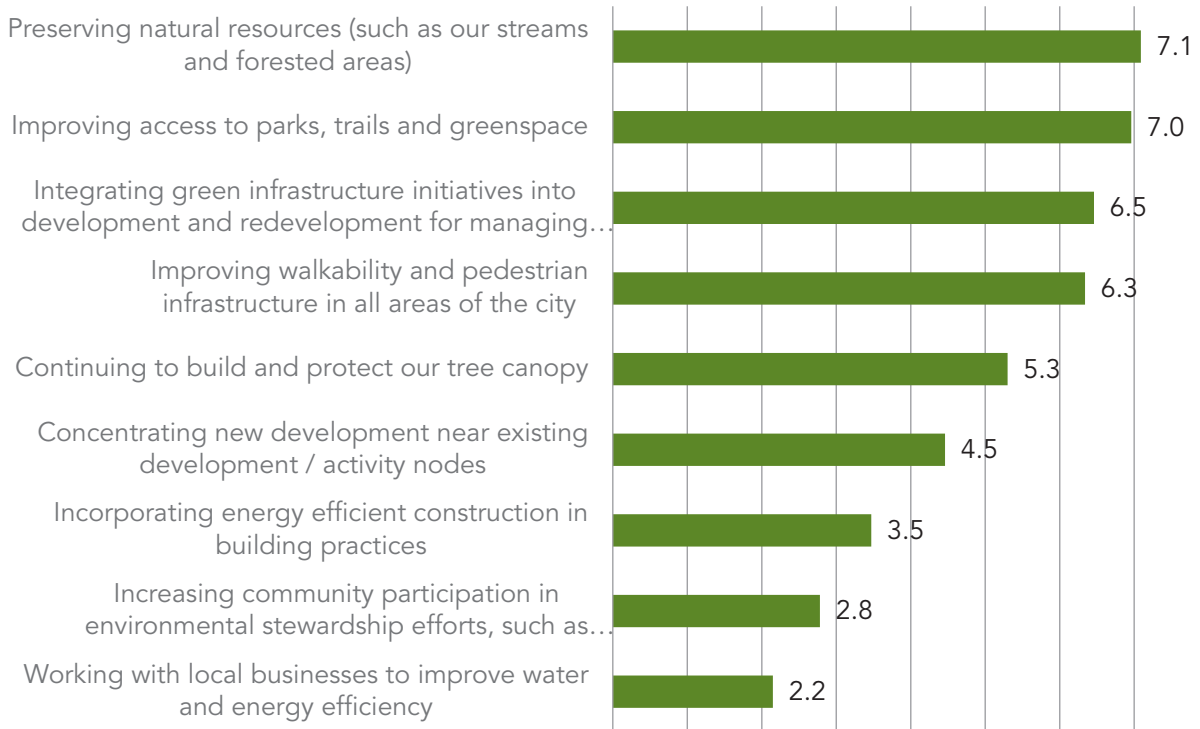
Figure 12. Ranked Priorities



16. When thinking about the changing environment over the next 20 years, which of the following initiatives for sustainability are most important? Please rank.

As shown in Figure 13, respondents ranked preserving natural resources the highest, followed closely by improving access to parks, trails, and greenspace. Improving walkability and pedestrian infrastructure citywide and integrating green infrastructure initiatives into development to manage flooding and stormwater runoff also scored highly.

Figure 13. Ranked Sustainability Initiatives

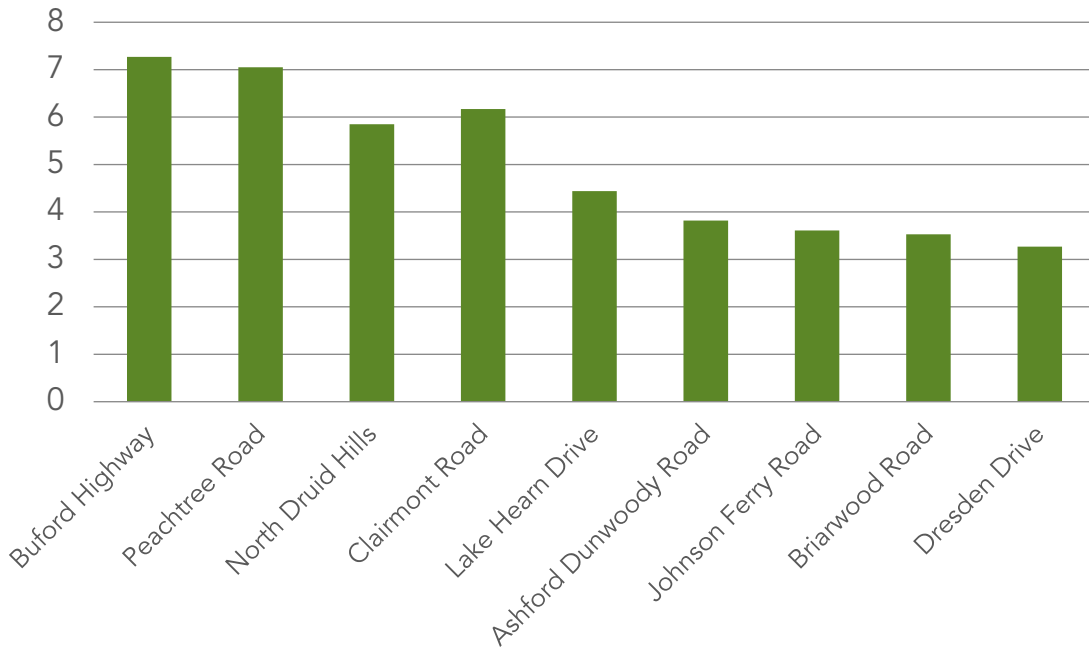


Balancing Future Land Uses and Development

17. Which corridors should be the priority for additional development of retail, restaurants, and/or housing (like apartments and townhomes)?

As shown in Figure 14, Buford Highway and Peachtree Road were the highest ranked corridors for priority redevelopment. Clairmont Road and North Druid Hills Road also scored highly.

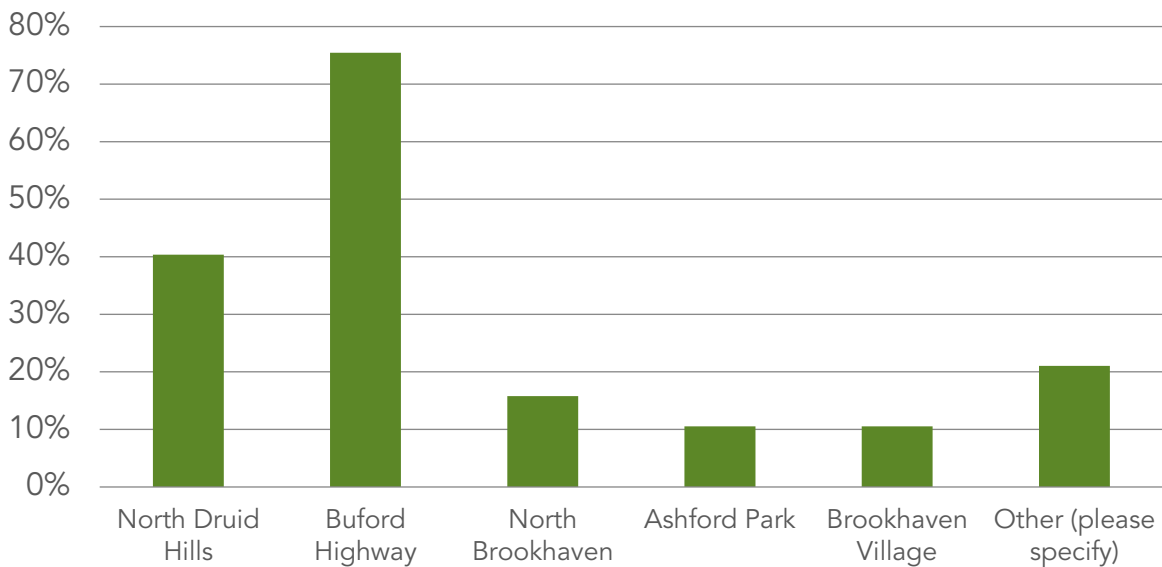
Figure 14. Ranked Priority Corridors for Development



18. Which neighborhoods or areas in Brookhaven do you think are most in need of redevelopment?

Again, as shown in Figure 15, 76 percent of participants felt Buford Highway was the area most in need of redevelopment. 40 percent of respondents also felt North Druid Hills Road had a significant need. Open-ended responses to this question can be found in the Appendix.

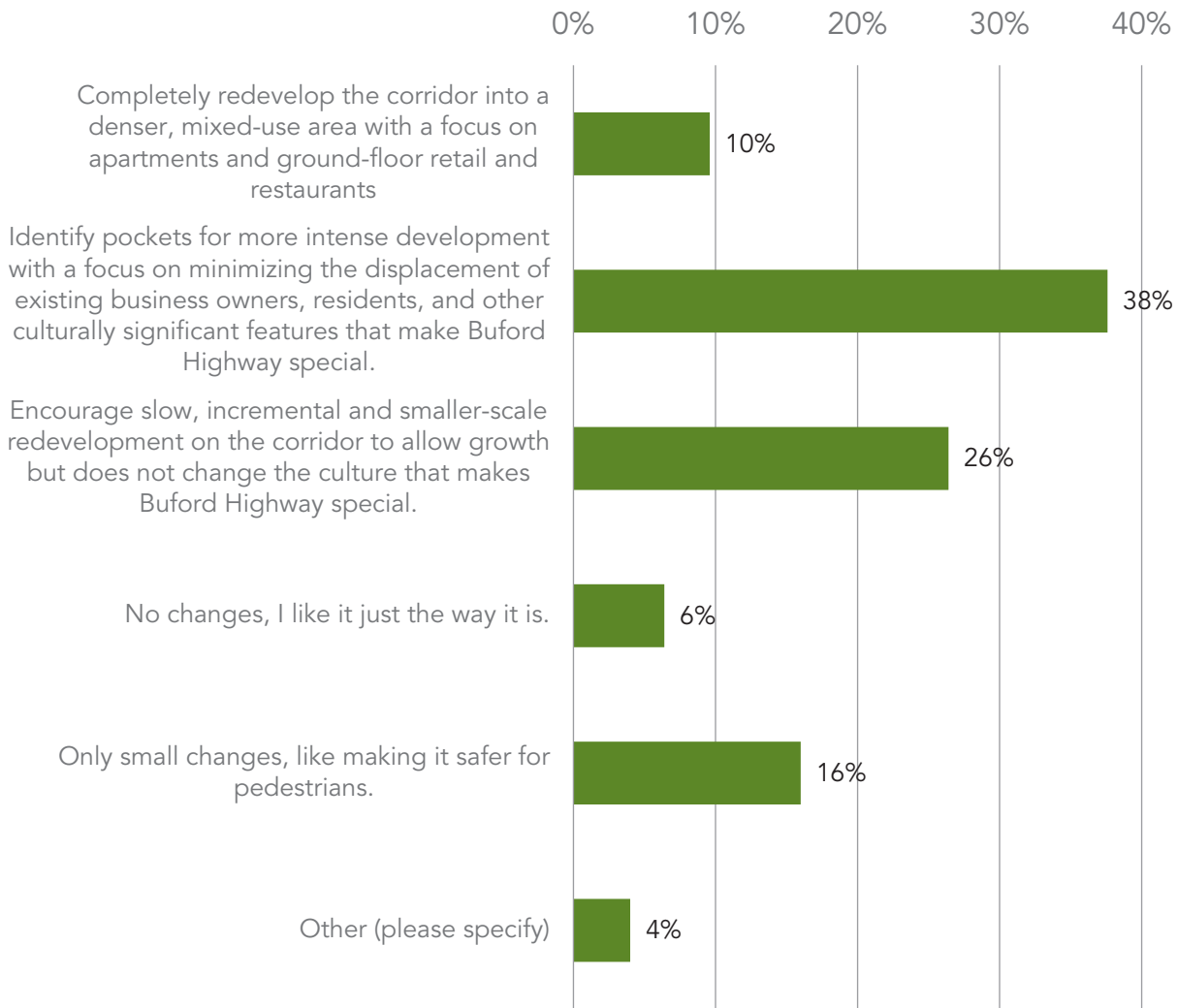
Figure 15. Opinions Regarding Neighborhoods Most in Need of Redevelopment



19. Which of the below statements best matches what you would like to see along Buford Highway?
Highway?

As shown in Figure 16, respondents were split on what type of change they would like to see along Buford Highway—38 percent wanted to focus development in certain pockets and focus on minimizing displacement of existing residents and businesses, while 26 percent wanted to encourage incremental growth along the corridor toward the same end of preservation. Open-ended responses to this question can be found in the Appendix.

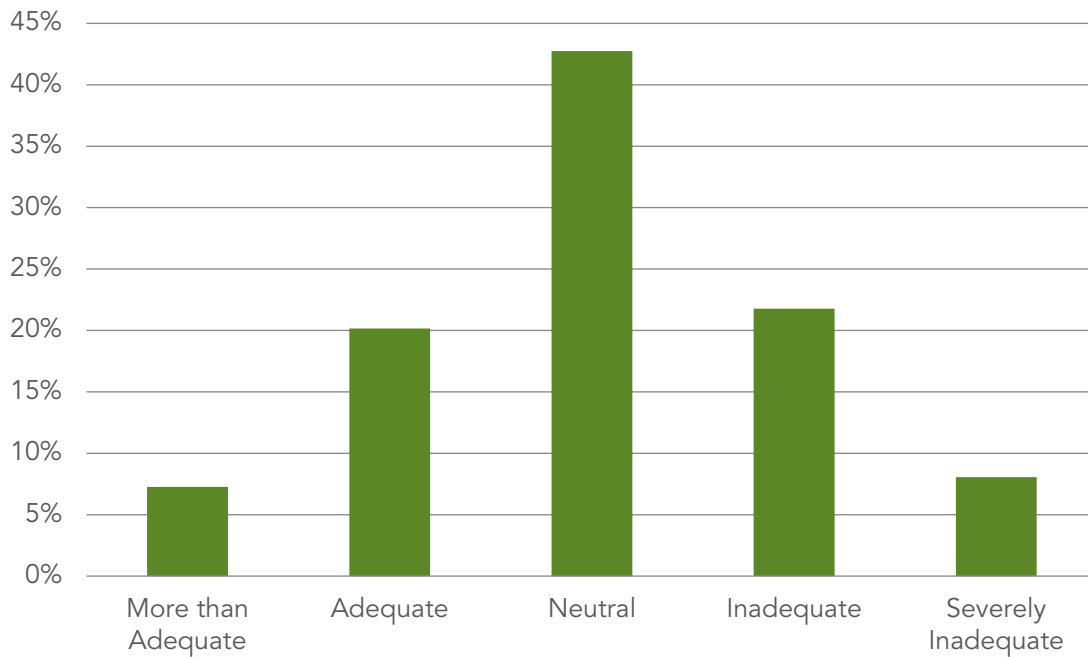
Figure 16. Opinions Regarding Change Along Buford Highway



20. Do you feel there is an adequate supply of schools and childcare facilities in proximity to residential areas in Brookhaven?

As shown in Figure 17, responses on this question were balanced, with 43 percent feeling neutral, and the distributions on either side being relatively equal. Open-ended responses to this question can be found in the Appendix.

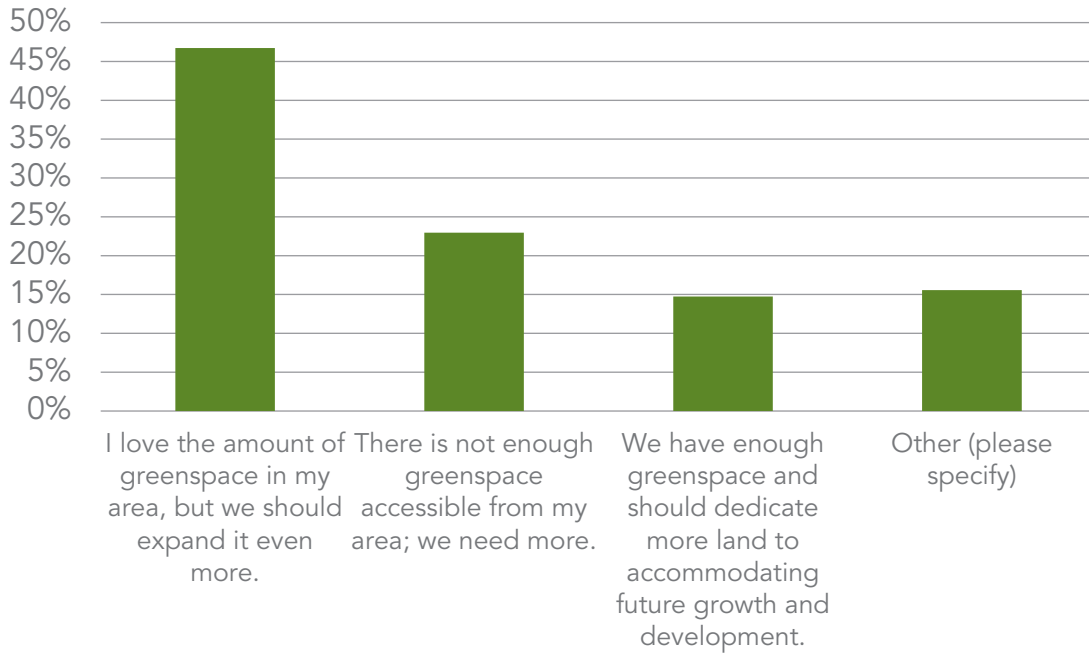
Figure 17. Opinions Regarding Supply of Schools and Childcare Facilities Near Residential Areas



21. Which statement best describes your attitude toward the amount of parks and other greenspace in the City?

As shown in Figure 18, 47 percent of respondents love the amount of greenspace but would expand it even more; another 23 percent want to add more and feel the current amount is inadequate. Approximately 15 percent feel there is enough greenspace and that more land should be dedicated to future growth and development. Among the 16 percent who selected "Other," recurring themes include maintenance of existing greenspace and improving accessibility. A full transcript of "Other" open-ended responses can be found in the Appendix.

Figure 18. Opinions Regarding Amount of Parks and Other Greenspace

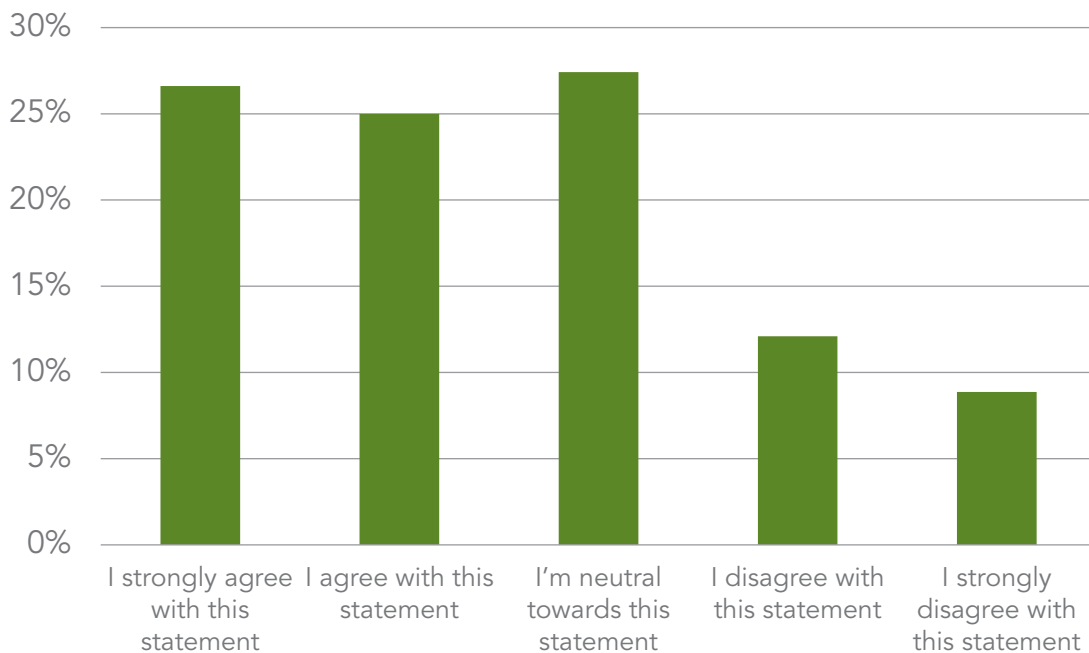


Housing

22. Please indicate how much you agree or disagree with the statement: "There should be a broader range of housing types in Brookhaven."

As shown in Figure 19, most residents agree or are neutral toward this statement, with 27 percent strongly agreeing. 21 percent disagree or strongly disagree.

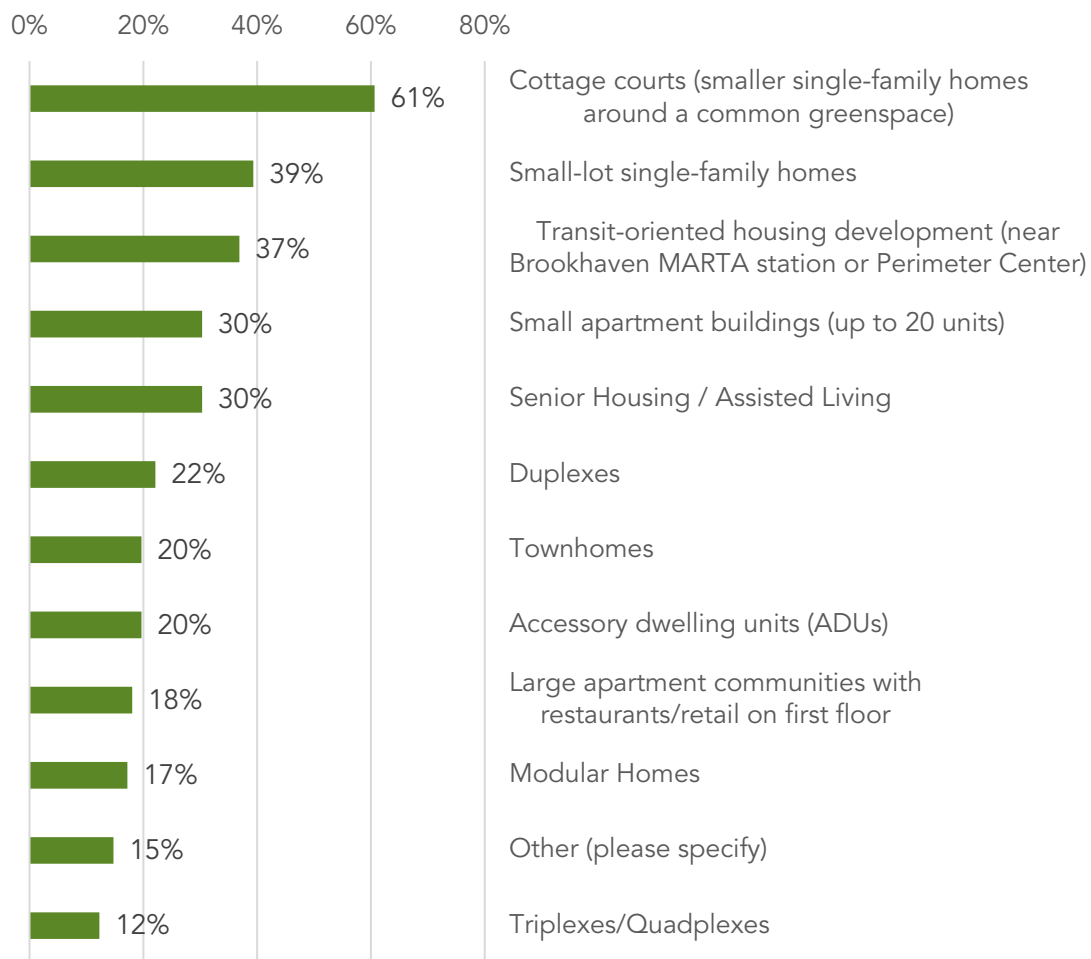
Figure 19. Opinions Regarding Housing Statement



23. *What housing types do you think there should be more of in Brookhaven to better accommodate the diverse needs of the community?*

As shown in Figure 20, respondents were largely (61 percent) in favor of cottage courts. Other popular options included small-lot single family homes (39 percent) and transit-oriented housing development near MARTA or Perimeter Center (37 percent).

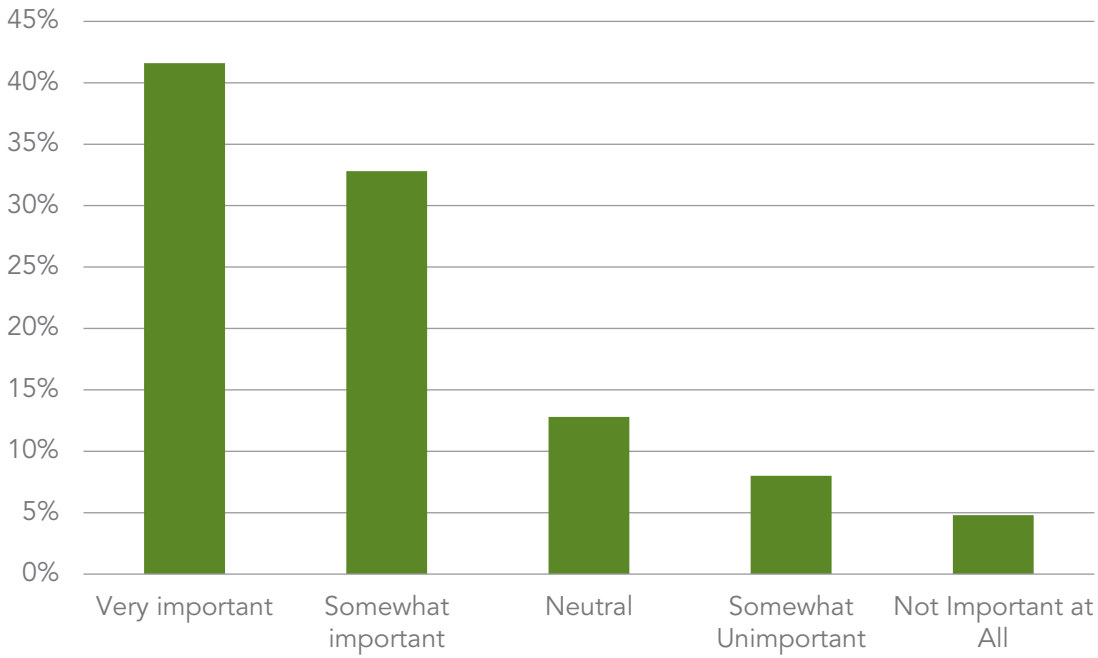
Figure 20. *Opinions Regarding Desired Housing Types to Accommodate Community Needs*



24. *How important is the preservation of historic sites and buildings when considering new housing developments?*

As shown in Figure 21, the majority of the respondent pool rated the preservation of historic sites and buildings as either very important or somewhat important.

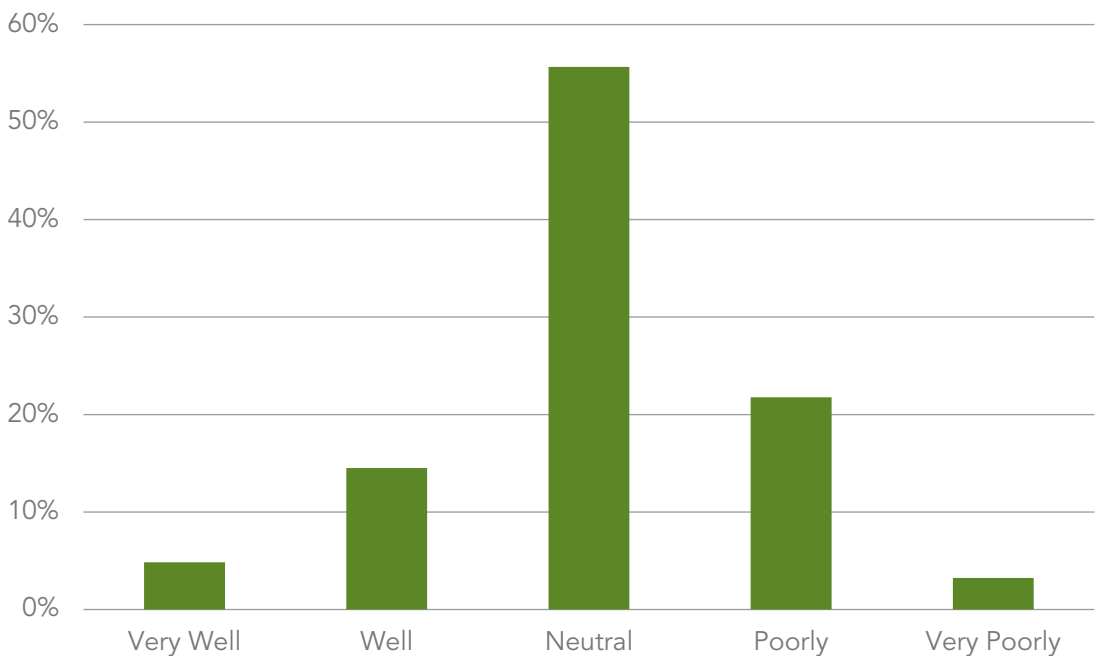
Figure 21. Opinions Regarding Importance of Preserving Historic Sites When Considering New Housing



25. How well do you feel that Brookhaven accommodates housing needs for seniors?

As shown in Figure 22, over half the respondents felt neutral regarding how well Brookhaven accommodates housing needs for seniors, while approximately 21 percent indicated the City had room for improvement in this area.

Figure 22. Opinions Regarding How Well Brookhaven Accommodates Housing Needs for Seniors



Economic Development

26. *What amenities does Brookhaven need more of to better accommodate residents, workers, employers, and visitors in the city? Please rank in order from most important to least important.*

As shown in Figure 23, breakfast and lunchtime shops and restaurants received the highest weighted average rating for needed amenities, while health and wellness facilities and experiences received the lowest weighted average rating.

Figure 23. *Ranked Amenities Needed to Accommodate Residents, Workers, Employers, and Visitors*



Planning for the Future

The final questions on the survey were open-ended format. A transcript of all responses is available in the Appendix.

27. *List the top three actions or initiatives you would like to see move forward in Brookhaven over the next five years.*

Preservation and maintenance of the tree canopy, improvements to the sidewalk network, and more types of housing were some of the recurring answers to this question.

28. *Close your eyes and imagine Brookhaven 20 years from now. In 10 words or less, what do you see?*

Recurring themes among these answers were walkability, family-oriented, beautiful, and sustainable. Many people emphasized that Brookhaven feels like a small town despite its location within the metro Atlanta region. Many participants imagined more parks, sidewalks, transit options, restaurants, and arts and culture.

Appendix: Open-Ended Comments

All comments in this section are an exact transcript. The Planning Team has not made any adjustments for spelling or grammar.

Table 1. What are (up to) three words you would like to see added to the Vision Statement?

ID	Word 1 to add	Word 2 to add	Word 3 to add
1	Beautiful and well maintained	Exceptional recreation activities etc	
2	Walkability	Greenway access	
3	green	diverse	walkable
4	diversity	connectivity	opportunity
5	Diverse (economically, racially)	Protect the natural environment	
6	Conservation	Collaboration	Transparency
7	The word practical before transportation	The word affordable before transportation	
8	Preserve	Improve	Maintain
9	crime prevention	infrastructure improvements	government accountability
10	low density	great parks	
11	Locally recognized		
12	Low-cost	Service	Excellence
13	Affordable housing	Brookhaven bus system	
14	diverse		
15	Locally recognized		
16	Inclusion	Consensus	
17	Local	Input	Feedback
18	Respectful of existing neighborhoods and residents	Natural parks and spaces	Foster public engagement
19	Maintain small town feel		
20	NO	MORE	APARTMENTS
21	quiet	peaceful	
22	Stop	Elected	Officials
23	Affordability	Infrastructure security	Single use Plastic
24	Diverse	Destination	Parks
25	Inclusive	Liberal	Green
26	affordability		
27	Affordable	Diverse	
28	Natural	Preservation	Unpaved
29	Affordable		
30	Cost efficient	Trees	
31	Removal of subjective terms like "beautiful"	Measurable	Testable
32	Homeowner	Parks	Police
33	Culture	Diversity	

Brookhaven Comprehensive Plan 10-Year Update
Community Survey Summary

ID	Word 1 to add	Word 2 to add	Word 3 to add
34	Diversity		
35	reduce	eliminate	minimize
36	Affordable	Walkable	Transparent
37	reduce	eliminate	minimize
38	Great parks	Outdoor activities	
39	green space	arts & culture	inclusive
40	walkable	affordable	diversity
41	Respectable	Affordable	Faithful
42	Railway	Metro	Marta
43	Affordable	Family friendly	Community oriented
44	Greenspace		
45	preservation	quiet	trees
46	succeed in business	preserve historic	innovative education
47	fiscally responsible		
48	art	Culture	
49	Affordable	Low Taxes	Financial transparency
50	Walkable		
51	Fiscally	Responsible	
52	Affordability	Responsive	
53	transparent decision making	amble parks	
54	Trees	accountability	frugality
55	Walkability	Focus on community	Shop small
56	Culture	Diverse	
57	Stop developing	Stop spending	Maintain our community
58	Walkable	Environmental preservation	
59	Safe environment	Community comes first	
60	Diverse		
61	Diverse	Peaceful	Environmental protection and awareness
62	Technology	Parks	Economic
63	happily	outdoor	vibrant
64	Responsible	Fiscally sound	Well managed
65	art		
66	arts/vibrant	cultural	inclusive
67	LANDSCAPING	COMMUNITY	EVENTS
68	Effective	Efficient	Government
69	inclusive	modern	
70	fix	the	traffic
71	Diverse		
72	measured	expense	

Brookhaven Comprehensive Plan 10-Year Update
Community Survey Summary

ID	Word 1 to add	Word 2 to add	Word 3 to add
73	Recreational	Walkable	Protect Fauna and flora
74	guide/lead	diverse	
75	, and where development occurs at a strategic, measured and reasonable manner.		
76	Walkable		
77	Maintain	Integrity	
78	Thrive	Inclusion	
79	Inclusive	Responsive	
80	Affordable housing	Diverse	Walkable
81	accessibility	transparency	comprehensive (before "transportation")
82	technology	jobs	low taxes
83	thoughtful development	pedestrian friendly	family friendly
84	More affordable housing		
85	Equity		
86	Diversity	Justice	Accountability
87	Diversity	Connect	Cognizant
88	walkable	inclusive	vibrant
89	Welcoming		
90	Bikeable	Walkable	
91	tree protection	neighborhood preservation	infill building
92	Fiscal	Responsibility	
93	inclusive		
94	protecting	communities from	over-development
95	neighborhoods	community	
96	Welcoming		
97	Inclusion	Welcoming	Equity
98	Walkable		
99	EV charging	Remaining single family residences	Golf cart lanes
100	Multi	Cultural	

Table 2. Is there any part of the Vision Statement you would suggest removing?

ID	Yes (please specify)
1	Don't need to be nationally recognized.
2	Historic
3	historic
4	Nationally recognized
5	Exceptional education
6	Omit the word nationally in first line

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ID	Yes (please specify)
7	nationally recognized
8	Nationally recognized
9	nationally recognized
10	Nationally recognized; historic
11	Nationally recognized
12	Historic
13	I don't think it is important to be nationally recognized
14	nationally recognized as
15	"Beautiful" needs to be defined or described. My version of beauty is nature and community engagement
16	Nationally recognized
17	multiple generations--DEFINE THIS, exceptional education--GIVE ME THE DATA
18	nationally recognized
19	Historic
20	Nationally recognized
21	Education...there are no plans for our own independent school district and DCSD is a failure.
22	Not sure what is meant or relevant to historic since it is a fairly new city
23	It is vague and so someone's interpretation of "beautiful" might mean paving and building while another's (mine) is for more natural areas.
24	Internationally recognized
25	Nationally
26	Don't see the need to be "nationally known."
27	This statement is too subjective and could mean anything to anyone. A statement needs to be objectively stated and measurable so officials can be held accountable if the statement is not realized.
28	Nationally historic
29	Sustainable Environment
30	It's a lie to say we flourish in business when all stores are closing down due to increased taxes
31	sustainable
32	We don't need to be nationally recognized for anything. We need affordability, walkability, and the expectation of transparency from our city leaders. There's no mention of the need to be financially responsible in our spending so future generations can come and thrive without being saddled by generational debt created by an overzealous and short-sighted local government.
33	sustainable environment
34	historic
35	nationally recognized, historic
36	nationally
37	Education - we don't control that
38	Is historical relevant?
39	succeed in a historic, sustainable environment (it means nothing)
40	exceptional?
41	National Recognition
42	Unless housing is more affordable for our aging population, then multiple generations needs to be changed to only the younger and middle aged.
43	Eliminate the words "nationally" and "historic".

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ID	Yes (please specify)
44	"Nationally recognized"
45	City Center
46	All of it
47	Don't need a vision statement just action
48	Beautiful community - not a beauty contest
49	Nationally
50	succeed seems a strange word to include
51	Education - not managed by City of Brookhaven so a bit out of reach.
52	"nationally recognized" who cares? - I feel like we need to address real issues and not be so worried about sitting at the cool table
53	Flourish in business
54	transportation options
55	Nationally recognized
56	The placement of 'historic' creates confusion based on its placement in the mission. What are you referring to with this word? Is it historical buildings? Recommend making more clear.
57	Nationally recognized
58	Nationally recognized.
59	historic, sustainable
60	Historic?
61	nationally recognized. We don't need to stive for that. If we do well we'll be recognized.
62	nationally recognized
63	flourish in business
64	The nationally recognized part
65	Historic...it is such a small area of the City and their residents seem aloof
66	Education

Table 3. What are (up to) three words you would like to see added to the Mission Statement?

ID	Word 1 to add	Word 2 to add	Word 3 to add
1	City government shall LISTEN to and respect input of citizens	City was born partly to enhance and add to park system. Nothing in mission statement about parks.	
2	alternative	transportation	
3	transparency	diversity	connectivity
4	Environmentally responsible		
5	Nature	Conservancy	Transparency
6	Affordable to transportation		
7	Slow development	enhance infrastructure	Transparent communication
8	Efficient	Municipal	Services
9	Achieved through CURRENT Community Support	Reflects neighborhood priorities of grounded in community values, not fancy or extravagant	Well-maintained
10	NO	MORE	APARTMENTS
11	Stop	Elected	Officials

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ID	Word 1 to add	Word 2 to add	Word 3 to add
12	Subsidized housing	Frequent Shuttle service to bus/trans hubs	Regulate plastic
13	Destination	Environmental	Regional leader
14	communicate	listen	neighborhood
15	Natural	Preservation	Outdoor
16	Green space	Trees	Entertainment
17	Removal of subjective terms like "beautiful"	Measurable	Testable
18	Transparently		
19	truely listens to residents		
20	Fiscally responsible		
21	reducing taxes	reduce city government	reduce workforce
22	Financialresponsibility	Generationalplanning	
23	lowering taxes	eliminate	downsize government involvement
24	green space	traffic management	
25	Affordable	Family	Economical
26	Greenspace		
27	noise	pollution	prevention
28	zoning		
29	fiscal responsibility		
30	Transparency	Accountable Elected Officials	
31	Fiscally	Responsible	
32	affordable		
33	Provide and maintain parks, transportation and drainage facilities		
34	local	community	stable
35	Culture	Diverse	Arts
36	Stop developing	Stop spending	Maintain our community
37	Lower taxes		
38	Allow inflatables for holidays	Encourage neighborhood activities	
39	Respect diversity	Affordable housing	
40	Diverse	Environmental protection and awareness	
41	Affordable	Housing	Green space
42	efficient	cost conscious	financially responsible
43	Honest	Fiscally sound	Transparent
44	accessible	inclusive	cultural
45	REGULAR	TREE	PRUNING
46	Effective	Efficient	Service Driven
47	infrastructure		
48	fix	the	traffic
49	Diverse	Health conscious	Active

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ID	Word 1 to add	Word 2 to add	Word 3 to add
50	realistic	measured	, and will do so in a transparent manner that does not waste money
51	expeditiously [before "improve transportation"]	transparently [after "public"]	
52	technology	startups	low taxes
53	Diversity	Connect	Diligence
54	mixed-income	livable	
55	implement public input		
56	Minimize	Clearcutting	
57	effectively	manage	growth
58	protect	neighborhoods	
59	cultural	diverse	
60	welcoming	equity	diversity
61	Ev charging	Single family residence	Golf cart lanes

Table 4. Is there any part of the Mission Statement you would suggest removing?

ID	Yes (please specify)
1	Historic
2	transportation conditions
3	Sustainable and diverse should come way before beautiful and business
4	Omit phrase about historic resources
5	sustainable projects; connectivity
6	Promote sustainable projects
7	Listening
8	need to put listening to residents at the BEGINNING OF THE STATEMENT
9	"Communicating with the public" needs to express that community input is the grounding of the Brookhaven vision.
10	Sustain
11	Be specific on what impact the city would have on "educational opportunities." Sounds contrived and nothing the city could possibly have any impact on. Schools are either private or county-driven.
12	Take the education component out
13	Expand what we mean by "beautiful." That is vague and had lead to disagreements.
14	This statement is too subjective and could mean anything to anyone. A statement needs to be objectively stated and measurable so officials can be held accountable if the statement is not realized.
15	improve transportration conditions
16	promote sustainable projects and activities
17	sustainable
18	sustainable
19	be more focused
20	beautiful community

ID	Yes (please specify)
21	Sustainable
22	encourage - it should just be committed to maintaining a beautiful community, which they are currently not.
23	The City doesn't live up to all of this today.
24	You don't mention anything about accessibility.
25	Slow and steady
26	All of it
27	Beautiful community - not. Beauty pagent
28	"preserve" - we need to accommodate the future, not the status quo; we can identify and recognize history, but 'preserve' (self-preservation) is code for keeping things exclusive, unwelcoming, and inaccessible
29	Develop an environment for business success
30	promote sustainable projects and activities - this is a given
31	facilitate educational opportunities
32	beautiful community needs more definition
33	develop an environment for business success
34	Prioritize 3 points. After that no one pays attention.
35	Facilite educational opportunitites...not a City function

Table 5. Which neighborhoods or areas in Brookhaven do you think are most in need of redevelopment?

ID	Other (please specify)
1	Osborne
2	infastructure all over, no more new construction!
3	Peachtree Road
4	Not sure
5	This should be left to private entities
6	None do not gentrify Buford Highway
7	Buford Hwy
8	The area surrounding CHOA, Peachtree Creek Greenway
9	Cambridge park Johnson ferry
10	Peachtree corridor and Lynwood Park
11	Buford Highway, South Brookhaven
12	JFR/ADR crossing area Cambridge SQ
13	Lynwood park - it's incredibly residential and not safely walkable to much
14	NONE - leave it alone!
15	NONE - enough already, totally out of sync with traffic issues.
16	(1) Clairmont Road (north & south of BuHi); (2) Peachtree Road desperately needs SAFE pedestrian access & crossings; (3) The City needs to stop obstructing connectivity in Brookhaven Heights-Fields, between Briarwood & Cliff Valley, and in other places
17	Briarwood Rd
18	None, clean up existing
19	The city needs to stay of it
20	Lynwood Park
21	Lynwood Park playground
22	Clairmont
23	Osborn road/Lynwood park
24	Windsor / Osborne

Table 6. Which of the below statements best matches what you would like to see along Buford Highway?

ID	Other (please specify)
1	Redevelopment with less apartments
2	Rapid changes into all commercial zones and phasing out apartments and high crime residential areas.
3	Get rid of the open until 6am party spots such as Da Spot, Buka3, pl
4	Commercial redevelopment only, but maintaining establishments which have existed for decades and are currently doing well. Encouraging local businesses!
5	STOP

Table 7. Do you feel there is an adequate supply of schools and childcare facilities in proximity to residential areas in Brookhaven?

ID	Please use the comment box to explain your answer if you said inadequate or severely inadequate. Be sure to include the names of specific neighborhoods or areas, if applicable.
1	Fortunately found a great spot and haven't had to use any but have heard horrendous things like bribes are being taken for childcare wait lists at popular Brookhaven spots. The price of childcare and the need is ridiculous to hear this, much less the stress working parents are under to try to get decent and affordable childcare. This is disgusting
2	There are no day care facilities in the area and there are young families living and working in Brookhaven
3	Very few options for families in LaVista Park area
4	All of the public schools have more kids than they should
5	All of the public schools are severely over crowded
6	The Lenox Park area is terribly served by the local elementary and high school. We need to find a way to work with DeKalb to upgrade Woodward and Cross Keys in proportion to the local property taxes being paid.
7	With all of the apartments and mixed use developments going up, the Chamblee cluster of schools won't be able to handle the growth.
8	Old Kittredge location should be for MCP residents
9	I believe Brookhaven would benefit from exploration into creating an innovative charter school.
10	I see trailers at Montgomery and kids not in neighborhood utilizing old Nancy Creek School makes no sense
11	Murphey candler has 2 schools but only one is actually used for murphey candler residents
12	We couldn't find space at a suitable facility on north Brookhaven
13	Brookhaven is not in charge of schools, the county is. Daycare should be left to private enterprises
14	The elementary schools are getting pretty packed.
15	There are not enough daycare options within the city of Brookhaven
16	Child care isn't the roll of the government one parent should stay home with the child.
17	allow/streamline for people to operate larger scale daycare operations from their homes
18	Quality childcare and updated facilities are always needed
19	I no longer feel confident that I will be comfortable sending my children to dekalb county schools. Mainly because of class size and quality of facilities.
20	The elementary schools are incredibly crowded and not easy to get to. They're also very old and dekalb is slow to make changes.
21	Severe shortage of daycares - I was not able to place my child in daycare and waited on multiple waitlists for over 1 year

ID	Please use the comment box to explain your answer if you said inadequate or severely inadequate. Be sure to include the names of specific neighborhoods or areas, if applicable.
22	Affordable childcare/preschool is lacking. Probably no worse than other parts of the metro area, but still an area for improvement.
23	Childcare facilities are inadequate. The same households who need childcare services don't want such facilities near their homes
24	Nothing near briarwood rd
25	Existing school need to be updated. Add additional school for growth
26	Having a dyslexic charter school offering for the 1 in 5 children diagnosed. Currently public school Dekalb IEP service plans are not adequate
27	I'm not sure. I don't have kids yet so I haven't researched this.
28	dekalb schools are embarrassing, need charter/voucher options
29	Schools are in horrible conditions and overcrowded. See Cross Keys Highschool.
30	Ashford Park Elementary is not big enough to house all staff and students.
31	Long wait times for access to daycare, increasing costs for childcare, less than adequate space and overcrowding of Ashford Park Elementary
32	I have no school age children or need for childcare
33	The public schools are terrible and need to be addressed with high quality facilities and better teacher support
34	Improve quality of old school buildings
35	There is a lack of pedestrian access to our school systems. Sidewalks are inadequate and often missing.

Table 8. Which statement best describes your attitude toward the amount of parks and other greenspace in the City?

ID	Other (please specify)
1	Better maintain greenspace we already have.
2	need safer bike, walk paths away from cars
3	Enough greenspace but do not need more development
4	There is plenty of good greenspace near me - and I think we should allow for more dense development if PUBLIC greenspace is incorporated into the design (not gated-off nonsense).
5	maintain and beautify natural current green
6	The parks do not need any more development but need more maintenance
7	We have enough greenspace, but future growth should be accomplished by the private sector with accommodative zoning
8	turn DeKalb Airport into a park; invest in Ashford Preserve
9	We have enough and should focus on improving what we have
10	STOP CUTTING DOWN ALL THE TREES FOR DEVELOPER MONEY
11	You have ruined the parks
12	Making neighborhoods more pedestrian friendly
13	Leave as is and stop the focus on development
14	There is an adequate amount of large greenspaces in Brookhaven, but there needs to be much more small/tiny spaces distributed throughout the City. Unfortunately, the code for "open space" is very restrictive/demanding and needs to be amended to allow greater flexibility (by right), including smaller dimensioned spaces, multiple tiny pocket spaces, etc. Requiring too much or too large open space artificially reduced the usability of land, inflates per-unit development costs, reduces utility/efficiency of a scarce resource (land), and adds substantial barriers to the pipe dream of affordable/attainable housing

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ID	Other (please specify)
15	Impossible to say without knowing the tradeoffs that come from each of the above
16	We have enough green space and development. Clean, repair, maintain.
17	You have combined green space and parks - we have plenty of parks and do not need to spend more money on overdeveloping the parks
18	more active fields for kids sports are needed near buford hwy and north druid
19	We have plenty of green space. Just take care of it

Table 9. What housing types do you think there should be more of in Brookhaven to better accommodate the diverse needs of the community? Check all that apply.

ID	Other (please specify)
1	I love the feel of my neighborhood. Yards for kids and houses moderate sizes. Nothing outrageous although more are being developed. Also love that colors and designs vary vs the "trendy" white mansions that keep being built sometimes taking away the yard
2	Don't know enough to offer an opinion
3	We don't need more housing.
4	Large single-family, stand-alone homes
5	Unincorporated DeKalb and Atlanta can supply our workforce housing
6	Not sure, I think it depends on how much land is available for building.
7	Stop developing!
8	Single family homes
9	The code should allow (by right) 2-4 unit homes that architecturally resemble single-family detached dwellings with one front door in all R-zoned zoning districts. Additionally, existing single-family detached dwellings should be allowed (by right) to be split into 2-4 unit buildings with specified architectural requirements to maintain their existing exterior form.
10	None, current is sufficient.
11	Dense packing people into Brookhaven is counter to the mission statement of Brookhaven city
12	Condos
13	None of these
14	None of these
15	Tiny homes
16	bungalow style cluster homes
17	None. We are good
18	More affordable housing options

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Table 10. List the top three actions or initiatives you would like to see move forward in Brookhaven over the next five years.

ID	Action 1	Action 2	Action 3
1	Cluster homes for active seniors wishing to downsize		
2	Cleanliness around our parks, sustainability/preservation	A local coffee shop would be nice. Dunwoody and Chamblee are doing a great job of these little local spots.	Traffic along Ashford Dunwoody from 285 to Peachtree
3	Better transportation for density	Reduce density - no more apartment buildings	Increase festival community events
4	More sidewalks	More playgrounds	
5	make all govt buildings look organic	provide safe, wide, removed from traffic bike/walk lanes	remove broken, slanted junk at strip mall housing bat n ball
6	Connectivity to regional trails/parks/beltline	Urban amenities - dense clusters with restaurants and shopping	Support for aging in place
7	Sustainability	Affordable housing	DEI initiatives
8	Remove neglected property	Add community centers	Find recreational spaces
9	Mass Transportation	Senior housing	
10	transportation	reduce level of new apartment/condo developments	fix the roads
11	Housing that encourages walking instead of driving	More parks and green spaces	
12	More entrepreneurial and small business support	Transportation, small busses	Arts and culture amenities/activities.
13	Updating what we have	Preserve old buildings instead of new	
14	Greenspaces of all sizes	Increase access to the arts (museums, studios, art walks, art classes, performing arts--not cinemas--and so on)	Bike-friendly communities
15	Enhance sidewalks on Peachtree Rd	Pedestrian Bridge over Peachtree/NDH	Increased development on Lake Hearn
16	Fix the roads.	Beautify the parks	More sidewalks. There should be a sidewalk all the way down Chamblee Dunwoody Rd as well as Harts Mill Rd.
17	Parks/recreation	Arts and culture	
18	PATH	Sidewalks	More sidewalks
19	STOP development of structures in Murphey Candler Park	Concentrate development of park structures in Blackburn Park	DOWNSIZE the city hall structure
20	Safety measures police	Small business support gift shops non chain restaurants	Maintain current development roads less tree destruction by developers
21	Eliminate	Elected	Officials
22	balance budget	continue sidewalk work all over	maintain tree canopy
23	Arts and culture	Environmental preservation	Cultural diversity
24	Green space	Walkability	International flavors of Buford Hwy
25	Public transit	Job creation	Energy efficiency

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ID	Action 1	Action 2	Action 3
26	Stop the Taj Mahal building spending way too much money	Preservation of parks not deconstructing them just maintain what we have	Be sensible when running the city with money, LISTEN to neighbors
27	Fiscal transparency, accountability, and restraint	Expand tree canopy and natural areas	
28	Preservation of green spaces	Walkability without overpaving green areas	traffic mitigation along busy corridors
29	Bury power lines	Sign ordinance requiring more aesthetic signs	Replace traffic signals on wires with poles
30	Brewery/live music that's kid friendly	Leaves sucker truck like Chamblee	Sidewalks by schools
31	Reduce spending	Cultivate small businesses	Maintain existing parks and infrastructure
32	More sidewalks	Public transport	
33	Replace tree canopy	More neighborhood parks	More retail around Windsor
34	Do not spend so much money on government buildings	Use schools for senior services and rooms available for meetings	Before making a final decision all costs and impacts need to be disclosed
35	Preserve the existing integrity of single family neighborhoods	Limited government action but rather enable the private sector and capitalism to determine best course forward	Paths that connect to other various regional paths being planned
36	More sidewalks/walkable areas on main roads	Bike lanes	More social venues like concert venue or brewery
37	Control the city's spending so my taxes do not increase.	Maintain a top-notch police force to ensure public safety.	Provide beautiful natural parks and fun playgrounds for children.
38	more entrepreneurial and small business support	none of the rest of the suggestions	
39	bike lanes	sidewalks	hotel
40	Safe walkability along Buford Highway, small developments	Better walkability / safety along Peachtree	Redevelopment approach for aging shopping centers with too much asphalt
41	Completion and connection of the Peachtree Creek Greenway to the Atlanta Beltline, GA 400 Path, etc.	Infrastructure improvements, beautification and development along Buford Hwy that keeps living spaces and businesses with ample space for people, walking, parking and traffic with greenspace and art interspersed between businesses and living spaces. Think mod tech area. Don't make it a dense nightmare. Rezone to get rid of the late night bars, crime and gunshots heard nightly. Make this area shine! A destination spot! A safe place for us to be proud of and that attracts like-minded people!	More entrepreneurial and small business support
42	turn DeKalb airport into a park for children or redevelop it,	sidewalks everywhere	legalize missing middle housing everywhere, especially Ashford Park

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ID	Action 1	Action 2	Action 3
	funded by tax increases on golf courses		
43	Windsor Parkway and Ashford Dunwoody Roundabout	completion of more multi use paths interconnecting parks	more housing for working class, and active seniors
44	Improved Walkability	Copy Alpharetta Square	Keep our neighborhoods safe
45	Arts & culture	Affordable housing	NO MORE CLUBS (like Penthouse)
46	Expansion of Marta rail lines	Pro-Marta railway ad campaigns	Commuter reward system for usage of Marta
47	Sensible road management efforts	Finished parks	Housing in the \$200-400,000 range
48	Turn land behind the Marta station into a park like Greenville did very successfully	More greenspace	
49	Outlawing gas-powered leafblowers, crack down on unmuffled leafblowers	Stop clear-cutting new building lots & destroying tree canopy	Build sidewalks!!!
50	A art museum people would visit	More unique restaurants - not chains	Hotels for people from out of town
51	Arts and culture	Senior housing	Connectivity a
52	Financial transparency	Budget restraint	Leadership that communicates truthfully
53	Pedestrian safety	Walkable streets	Reduce speed limits on busy roads
54	City government being more fiscally responsible	Make conducting business in Brookhaven more affordable for business owners	Focus on police, parks and paving and stop trying to grow the city with annexation and apartments
55	Improve walkability, more sidewalks and bike paths	More recycling centers	
56	Replace all street lighting with LED fixtures	Replace all traffic signals with totally actuated signals No pre timedre	better senior housing-single cluster homes
57	Walkability	Expand small businesses	Focus on a central spot for community gathering and events (downtown Alpharetta)
58	Environmental sustainability	Arts and culture	Diversity and inclusion
59	Walkability	Tree preservation	Green space expansion
60	Stop developing	Stop spending	Leave it alone
61	Decrease the city's carbon footprint	Increase affordable housing with walkable access to key amenities (education, food, and retail)	
62	Dog park improvements	Less exhorbitant city hall	Common sense government
63	Alternative Energy use like solar energy	Traffic analysis	
64	Fiber optic broadband for offices	Office development	Education
65	More entrepreneurial and small business support	Continue work on making the outdoors wonderful	Attract great businesses for entertainment, dining, etc
66	Debt management	Fiscal intelligence	Leave some things alone
67	Preserving the canopy	Greenspace	Less high density housing

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ID	Action 1	Action 2	Action 3
68	Fix the roads! They are awful--especially Dresden Dr.	Do not bring more high-density housing. Roads are too crowded.	Do not add entertainment venues which will also make traffic terrible.
69	We need \$100,000 - \$300,000 HOUSING UNITS!!! No more McMansions!!! We need \$800 - 1300 Rental Housing!!! No more property value-freezing for the rich!!!	Keep expanding the Multi-Use Path network throughout the city; Build the Multi-Use Path on Peachtree between Osborne and Town Brookhaven	Public Art everywhere. Placemaking builds communities & makes people smile. Smiling reduces stress and improves health outcomes!
70	Safety Measures	Transportation	Signage
71	Regular trees pruning	Arts and culture activities	Shopping options other than grocery
72	More parkland	Job creation	Effective and efficient government that treats citizens as their customers
73	road repaving, repair, etc.	sidewalks and pedestrian-friendly improvements	burying of power, electrical, and cable lines
74	fix the traffic	fix the traffic	fix the traffic
75	Maintain what is here.	Improve safety.	Transportation enhancements
76	Slow walk high density apartment and condo projects.	Work with Dekalb on school overpopulation and "trailer" classrooms. Get active here.	Decrease the cost of overall services including school and trash collection taxes.
77	Walkability	Bike paths	Update parks and build new ones with sports facilities and adults gyms
78	bike lanes	more green spaces	less "luxury" apartments above shops
79	connect Ashford Manor Subdivision to existing sidewalks on Harts Mill		
80	Better manage spending - overspending is rampant	Quit taxing businesses out of the city	Better relationship with county resources
81	No more development of dresden	Fix traffic issues in dresden	
82	Solve the Sidewalks to nowhere	Additional Greenspace	Preserving existing neighborhood character
83	Transportation	Diversity, Equity, and Inclusion initiatives	Sustainability
84	Renovate school buildings		
85	Affordable housing	Small business support	
86	Create access between cul-de-sacs for bikes and people	Start using 21st century transportation planning standards	Hire an inhouse Public Works person/transportation expert
87	Maintain the historical integrity of existing neighborhoods and making development zoning decisions that maintain the character of the neighborhood	A strategic plan that demonstrates the identity and character of Brookhaven. Developmental doesn't seem intentional and in conjunction with an overall strategic plan.	Focus on the future development of green spaces and control high density development that encroaches into neighborhoods
88	encourage tech startups, innovation hubs	open data, so tech startups can help city innovate	low speed electric vehicle transport options (golf-cart/scooter paths)

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ID	Action 1	Action 2	Action 3
89	Equitable housing	Economic development	Entrepreneurial & small business support
90	Affordable housing	Inclusion	Grants
91	add bike lines	open up lynwood to murphy chandler area	create a walkable and bikeable corridor across Peachtree Road to connect both sides of city
92	Golf cart regulations	Pedestrian safety in more areas	
93	Increase in size of sidewalk and access on Dresden Rd for walking	Development of Buford Highway	Development of Clairmont Road
94	sustainable building initiatives	promote sustainable lifestyle	attainable housing
95	Improved connectivity (Bicycle; Pedestrian) linking both sides of Peachtree and Buford Hwy as well as access to Marta and parks	More art and culture amenities	
96	Dedicated bike paths throughout	duplex and cottage homes for sale	neighborhood retail and restaurants
97	No pocket developments inside established neighborhoods	Eliminate sidewalks to no where that are required of builders	Limit the endless SLUPS to make more fit on an existing lot
98	Stormwater Management	Fiscal Responsibility	Proper Bidding Process
99	Better control/manage growth	Actually follow the development plans we create	Better oversight of city government functions
100	Transportation	Connectivity	Housing
101	Connect and build sidewalks in every neighborhood - stop building sidewalks to nowhere		
102	Small business support	Job creation	Roads
103	Make Brookhaven more walkable	Improve access and functionality of public transportation	State of the art public safety
104	Improved walkability	More small pockets in neighborhoods of small businesses	More of a core downtown that is a hub
105	Arts & Cultural Amenities	Housing and activities for seniors so we can downsize and stay in Brookhaven	Expand the tree canopy
106	Build out City Centre	Activate greenspace purchased in the past 10 years	Explore micro-transit
107	More sidewalks everywhere.	Better transit (bus shelters, more bus lines, etc)	
108	Development near existing development/ nodes	Coving infrastructure with green landscaping	EV charging

Table 11. Close your eyes and imagine Brookhaven 20 years from now. In 10 words or less, what do you see?

ID	Responses
1	Don't want to see "development" that changes longstanding neighborhoods and add density and traffic
2	I don't mind change but honestly would love it to feel homey as my current neighborhood does with more places to go within brookhaven appropriate for families (more local eateries, easier flow of traffic, maintain and preserving green spaces, using the roots or bones we have in buildings and seeing them updated without a lot of tear down and townhome/apartment complexes.
3	Insane traffic - grid lock at North Druid Hills and Peachtree Apple Valley Dresden and a crime infested area. No charm living in Brookhaven any more
4	More cars, more accidents, fewer families walking along Ash-Dun Rd
5	More diverse community with parks, trails, urban areas.
6	McMansion wasteland
7	Brookhaven is the finest community in metro Atlanta for singles, young couples, families and seniors alike.
8	Frequent buses linking neighborhoods to subway stations and main corridors
9	Too much traffic, unneeded businesses, apt./condos everywhere.
10	A safe friendly small community. Puts it's money into it's people. Doesn't try to be another Atlanta. Free Youth Sports.
11	A treeless city
12	A treeless city
13	More sidewalks. More roundabouts. More culture. More public greenspaces. Less apartments.
14	More cohesive communities and citizens way more engaged in all aspects of government.
15	Tons of apartments and townhouses
16	A small city with substantial parkland
17	I pray not like chamblee with ugly grey apartment buildings
18	A beautiful city destroyed by our self serving elected officials
19	quiet city for families, lots of trees and parks, small city hall.
20	Dunwoody
21	Collection of pedestrian-friendly hubs with destination parks, food, entertainment.
22	Diverse, safe, sustainable, Livable town
23	A model sustainability le city
24	An established, diverse city with necessary amenities, affordable housing, preserved parks, preserved cultural areas(BUHI), sidewalks to connect communities, incentives for businesses
25	Historic in-town neighborhood dedicated to controlled commercial growth.
26	A diverse place where one can find many types of parks that are a mix of developed and natural areas where children and adults can enjoy. Buford Highway would still be the unique place where one can discover and experience unique food and cultural scene
27	An arrogant, very expensive suburb with a continued awful reputation when it comes to permitting. A city overly obsessed with trees. Property taxes that have gotten more ridiculous.
28	Small bedroom community. We don't need to grow.
29	A verdant respite from all the concrete and hubbub surrounding the city.
30	I'd like to see neighborhood wit development that keeps the charm of BuHi, more walkable entertainment retail surrounding our large park (Blackburn) more village retail on Windsor

Brookhaven Comprehensive Plan 10-Year Update
Community Survey Summary

ID	Responses
31	Dense development limited to areas walkable to a MARTA rail station or on Peachtree St South of North Druid Hills road.
32	Neighborhoods are same with dense growth in more urban corridors.
33	A bigger, more developed city that still holds historic charm
34	Beautiful, safe, and convenient home for active families.
35	Brookhaven is know as the most expenses city in America to live in with the lowest taxes. They can do this by having a zero milage rate and off setting the property taxes DeKalb charges in the way of a refund. Apartment complexes and AirBnBs must be charged as commercial businesses and leveled a tax for every child who goes to public school who lives in them.
36	a safe clean family oriented place to work and call home
37	A vibrant and inclusive city for all ages.
38	The Buford Hwy corridor (and other areas of need), have turned into beautiful, green, modern, innovative areas yet with a small-town communal feel/appeal to them.
39	I can push a stroller on a sidewalk for more than 10 yards before it ends
40	connections between neighborhoods and parks where people move without cars
41	A vibrant, safe place to raise a family and do business.
42	The club spots all gone or at the very least closed by 2am. These areas are a black spot on the community & need to be dealt with as they bring crime to the area.
43	A community of people who live and recreate in harmony together. The area provides a lot of green space options and activities to do in the area.
44	Transit-oriented center of Atlanta
45	Diverse walkable community that is of all incomes.
46	A community that remains a suburb but has developed a broad and successful hybrid of housing and businesses that sustain themselves and can brag on their parks and family programs.
47	A hellhole of traffic, noise and pollution
48	A destination spot due to unique areas to visit and a beautiful green and safe place to raise a family.
49	a self-sustaining community where people live in harmony and care for each other
50	Mayor and Council who understand that they serve us, not their vision for government. Hopefully, all of them will be voted out and a more humble and empathetic group will assume "serving" us.
51	Safe community where my family can walk/bike to anything they need
52	Thriving, upscale, secure, in-town city with a small town feel.
53	The current parent population becoming empty nesters. Current middle aged becoming new seniors. Middle and high school students becoming our newest homeowners! More public transit users. Maybe transit will be more affordable. Because of BPD, our city will be safe.
54	Attractive, family-oriented town with a sense of community.
55	Without improvements to traffic operations, a parking lot with more neighborhood cut thru traffic.
56	Less cars, less residential, more community oriented
57	A community with an arts scene and lots of old growth trees, many fewer gigantic houses/golf carts.
58	Beautiful green, walkable, vibrant, diverse, stellar childcare and school, safe but not filled with police
59	Please stop ruining our community. It was perfect before cityhood.
60	Probably a little denser and otherwise mostly the same.
61	Happy community with multi levels of people and good community involvement
62	No cars
63	A city where everyone wants to live

Brookhaven Comprehensive Plan 10-Year Update
Community Survey Summary

ID	Responses
85	connected trails with autonomous LSEV (golf-carts) driving to transit hubs (marta/bus). City is full of innovative tech startups, bringing jobs and technology that make the city vibrant and improve lives
86	No diversity
87	White people. Less diversity. Rich.
88	a less car centric, more sustainable city where residents pedal on their ebikes to school, restaurants, store and work. Closer to their community, spend more local dollars at commercial places in a healthier and happier more sustainable environment.
89	More affordable housing
90	Closer to morningside, oakhurst, and Kirkland neighborhoods with neighborhood family feel but more walkability and developments with multiple things at one location.
91	I hope Brookhaven keeps its current character that is more walkable and has more housing options.
92	traffic, less trees, more cement
93	A community to live with nature and recharge, not get bigger for money.
94	Many will flee from the consequences of fiscally irresponsibility.
95	Growth in a controlled manner not to sacrifice livability
96	Thriving neighborhoods with gathering spaces for people of all ages and backgrounds.
97	Too much traffic
98	If we don't stop it, a bankrupt city.
99	A model of healthy, sustainable, and desirable lifestyle for everyone.
100	Diverse city with opportunities for all
101	Welcoming community with greenspace and cultural activities with activities for all generations.
102	Vibrant City Centre, less cars, small-scale transit, large condo options
103	We have tripled the number of sidewalks and have built a walkable, safer community.
104	Variety of upscale living and dining, ample green space. Single family residence, multiplex, large/apartment complexes. A pretty MARTA station.

DIGITAL INPUT MAP SUMMARY

Input Period: October 5 – December 31, 2023

OVERVIEW

Thirty-seven participants shared a total of 118 comments on the Digital Input Map. The comment tables reflect the exact comments that were submitted; the planning team has not made any adjustments for spelling or grammar.

“I Love This” Comments

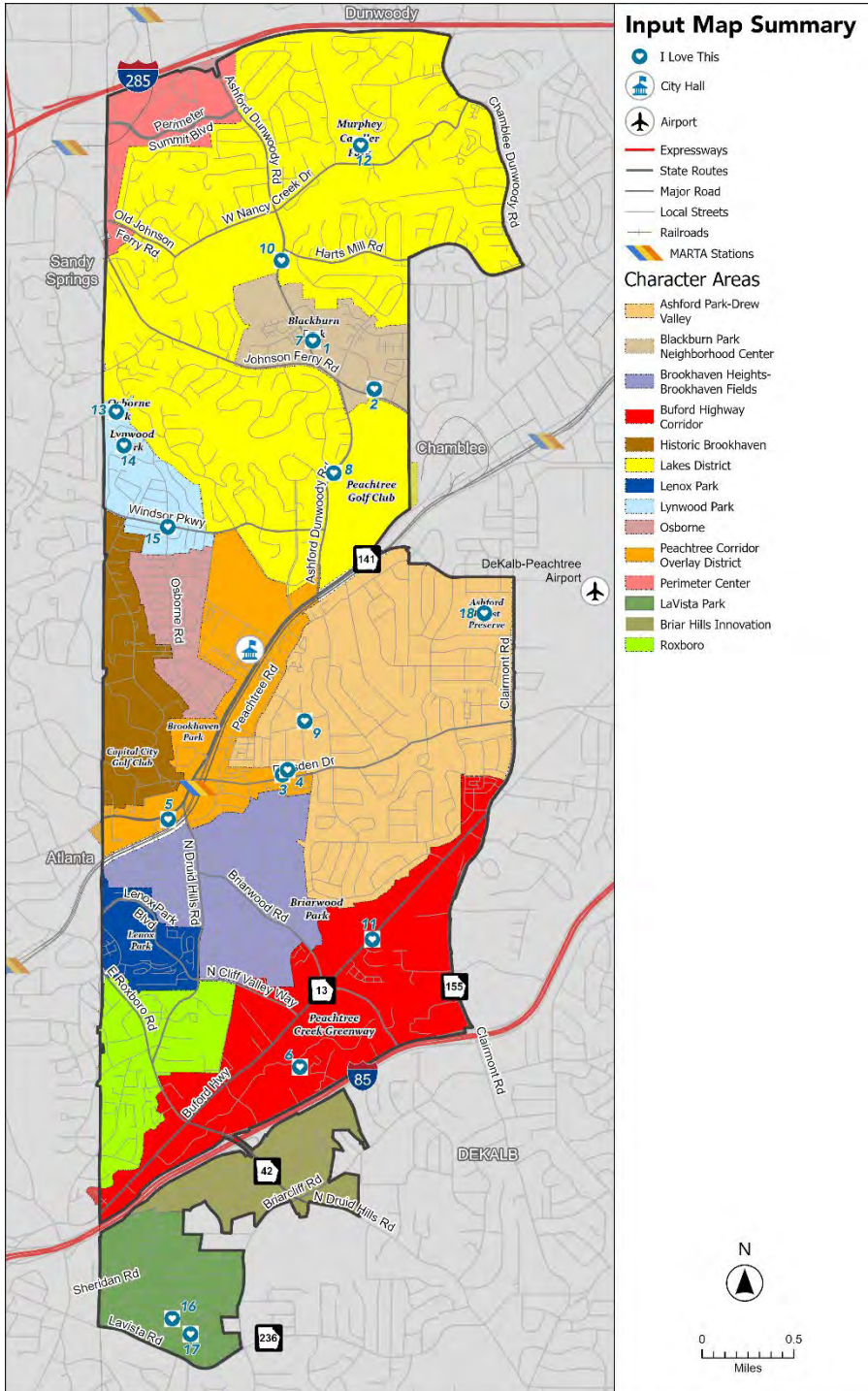
Table 1 lists all comments associated with the “I Love This” markers. Figure 1 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

Table 1. “I Love This” Comments

Comment #	Comment	Character Area
1	I love the Food Trucks and other events held here.	Blackburn Park Neighborhood Center
2	Mixed Use! and has wide sidewalks with an integrated park and variety of housing!	Blackburn Park Neighborhood Center
3	Mixed use. Wide Sidewalks.	Peachtree Corridor Overlay District
4	Restaurants, retail!	Peachtree Corridor Overlay District
5	Retail and restaurants.	Peachtree Corridor Overlay District
6	I love that we have an investment in the Peachtree Creek Greenway -- thank you!	Buford Highway Corridor
7	Would love to have more bicycle locking locations for use by those at the fields towards the southern side of Rebecca Williams Way, or by the large tree/swing for kids who ride the Kittredge buses.	Blackburn Park Neighborhood Center
8	While I desperately desire a MUP along Ashford Dunwoody, the three Cherokee Guide Trees must be preserved. There are staggeringly few still left and I would hate to see them disappear for want of a cheaper path.	Lakes District

Comment #	Comment	Character Area
9	This little bridge is an awesome example of a connection between neighborhoods. Many people use this every day or week to walk, run or bike to see friends, to school, to work, to shop, to dine. Brookhaven needs more of these.	Ashford Park-Drew Valley
10	I appreciate the bike lane here! Because this is a 40MPH road, can this bike lane be protected, or made more visual with green markings? Drivers often block the bike lane, usually in an attempt to "squeeze" by to take a right onto Harts Mill Rd (they can't fit, but they try).	Lakes District
11	I love the many dining options along Buford Highway. One could visit a different restaurant every day of the year it seems! Buford Highway is Brookhaven's best-kept culinary secret.	Buford Highway Corridor
12	Murphey Candler Park is amazing!	Lakes District
13	Osborn Park is an old growth forest that needs to be protected. Development should be restricted to natural paths, not hard surface, to enable people to enjoy the biological diversity without damaging the forest.	Lynwood Park
14	Love the improvements to Lynwood Park pool and multi use field	Lynwood Park
15	The new traffic circle is great. We need more in the area.	Lynwood Park
16	Little free library	LaVista Park
17	Park pond patio	LaVista Park
18	Great addition to the City of Brookhaven! Let's preserve the Preserve	Ashford Park-Drew Valley

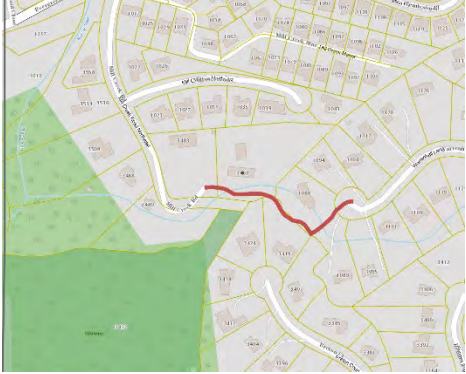
Figure 1. "I Love This" Markers




“Change This” Comments

Table 2 lists all comments associated with the “Change This” markers. Figure 2 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

Table 2. “Change This” Comments

Comment #	Comment	Character Area
1	Extensive Density... Higher than 3 story buildings.	Peachtree Corridor Overlay District
2	<p>DeKalb is currently constructing a sewer between 1089 Warrenhill LN to 34469 Mill Creek. You have the ROI. Please put a "twitten" through there to allow people and bikes access.</p> <p><i>Photo submitted with comment:</i></p> 	Lakes District
3	<p>Years ago we outlined a plan to connect Osborne Park on three directions of the compass to other communities. This was rejected until all facets of the Park Bond had been completed. Those of us who live east of this have to bike up to Windsor, brave that high speed highway, then a mile down to that park and Lynwood.</p> <p><i>Photo submitted with comment:</i></p>	Lakes District

Comment #	Comment	Character Area
		
4	<p>An effort was made in 2016 to form an east-west connector between Chamblee and Brookhaven. Chamblee now has a multi-million dollar Rail-Trail, and there is no safe way to get to it. There are three ways to connect that I know, but there's never been made an effort by Brookhaven-and the sidewalk is illegal in this city to bike. JF is far too dangerous.</p>	Blackburn Park Neighborhood Center
5	<p>Traffic Calming efforts and traffic-stopping lights for crossings. More crossings for pedestrians along Osborne and Windsor Parkway. Perhaps some additional stop signs down Osborne.</p>	Osborne
6	<p>"Braving Ashford Dunwoody is the only means for a pedestrian or bicyclist to connect North and Middle Brookhaven. Currently, this road is posted at 40 MPH, which is a speed no parent or child would want to be near; many stretches include resident driveways, which must enter/exit their residents while avoiding cars that will require at least 160 feet for another drive to perceive, and then stop. While there are 3 school speed zones, these operate infrequently, and the lights sporadically."</p>	Lakes District
7	<p>Windsor Parkway is a high foot and bike traffic zone. While the 30 MPH speed limit is conducive to their safety, there is room to maintain the lane width and make room for bike lanes. At the very least, sharrow should be added to remind drivers that the bicyclists who frequent this road have equal rights to the road.</p>	Peachtree Corridor Overlay District
8	<p>"The poor drainage at the crosswalk is deplorable with dirt/debris piling up and creating a safety hazard for</p>	Blackburn Park Neighborhood Center

Comment #	Comment	Character Area
	<p>entering/leaving the MUP. My family has already experienced injuries due to the debris. Unfortunately a long-term solution would likely require regrading the intersection.</p>	
9	<p>With Publix now confirmed to be moving, this is the perfect opportunity to require the next development to have a Ashford Dunwoody pass-through to Blair Circle to resolve traffic concerns at the Johnson Ferry intersection.</p>	Blackburn Park Neighborhood Center
10	<p>It would be great for another curb cut to exist here for trail access rather than having to go to the Donaldson intersection.</p>	Blackburn Park Neighborhood Center
11	<p>It would be great to see some "No Parking this side" signs on the southern side of Brenton Drive, and then to follow-up with enforcement. It is unfortunate that Montgomery parents treat both sides as their personal parking lots creating a danger zone of children darting between cars and across the street.</p>	Lakes District
12	<p>Ashford Dunwoody is rated for 40MPH, even during this part of the road that passes an elementary school and both sides have residential driveways. While a sidewalk exists on both, it lacks consideration for a multi-use path so that kids can bike to school from the nearby neighborhoods. There is a "25 mph school zone while flashing" but the flashing rarely if ever occurs on schedule, 7-830am M-F. The schedule is not posted, either, which means drivers never think the 25 mph is in effect.</p>	Lakes District
13	<p>This area is heavily trafficked by pedestrians and bicyclists. While there is a sidewalk on both sides, there is room for protected bike lanes to keep cyclists off the narrow sidewalk. Adding a bike lane here would allow Brookhaven to connect Murphy Candler to Blackburn Park.</p>	Lakes District
14	<p>This area is heavily trafficked by pedestrians and bicyclists. While there is a sidewalk on both sides, there is room for protected bike lanes to keep adult cyclists off the narrow sidewalk, as well as a buffer for child pedestrians walking to school. Adding a bike lane here would allow Brookhaven to connect Murphy Candler to Blackburn Park.</p>	Blackburn Park Neighborhood Center
15	<p>The bike lane terminates early on Dresden, or is sporadic in markings. There is room, however, to continue it all the way through Dresden Village; a bike-only lane is preferred over a multi-use path, which then pits pedestrians and bicyclists against each other. Even better -- protected bike lanes or green bike path markings.</p>	Peachtree Corridor Overlay District

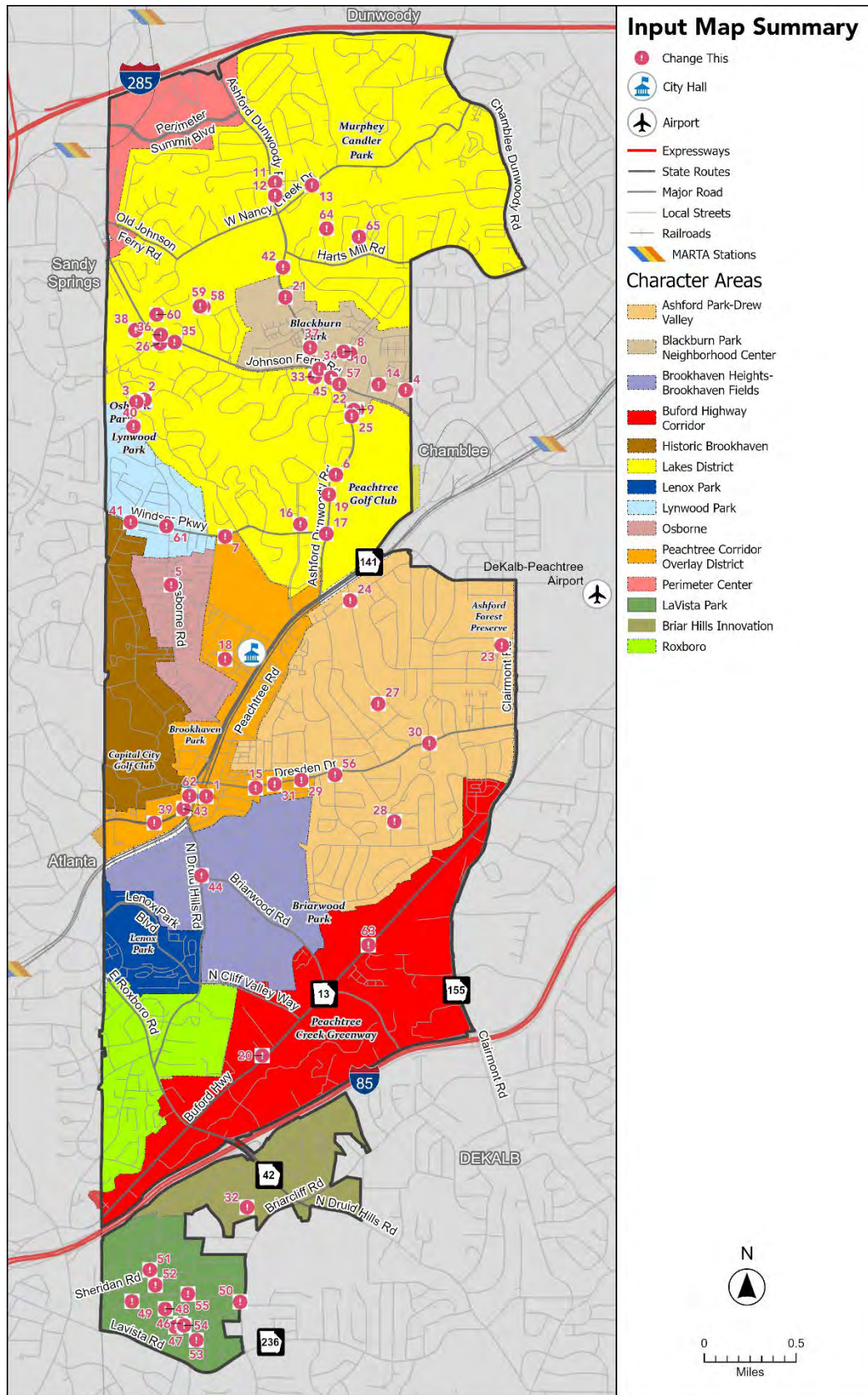
Comment #	Comment	Character Area
16	Lanier was marked to have a bicycle track per the 2016 Bike Ped Plan. The project was marked as "complete", however, there isn't a bike track nor are there even bike lanes. There is a sidewalk on one side with street parking, however.	Lakes District
17	A round-about would be the perfect way to reduce speeding AND the back-up caused on Windsor Parkway at select hours; maybe also consider a	Lakes District
18	Looking at the Brookhaven tree canopy survey, this area appears as a tree canopy desert. It's unclear how this commercial development exists if the tree ordinance requires 45% coverage. This area needs tree canopy.	Peachtree Corridor Overlay District
19	There is no way to take this road on a bike. Cars go too fast, sidewalks are not properly maintained. But this road is a great connector between parks, schools and neighborhoods and it would be great to extend that pathway between Saint Martins and Publix.	Lakes District
20	Buford Highway is an eye-sore and embarrassment for Brookhaven. Not only do we have an opportunity to make it a walkable, bike-friendly boulevard, but the residents readily use it as such as they traverse missing sidewalk segments. Instead of 6 lanes, why add a protected bike lane? Instead of concrete medians, why not add plantings -- shrubs and trees? Instead of entirely sun-exposed sidewalks, why not add trees and plantings?	Buford Highway Corridor
21	Reduce the turning lane to be narrower and use the space to add bike lanes. The road diet will reduce the speeds travelled on this 40 MPH road, while offering transportation options other than filling the streets with cars.	Blackburn Park Neighborhood Center
22	With Publix moving into the old Kroger space on Johnson Ferry, please consider a Trader Joe's in the current small Publix space at Oglethorpe Crossing.	Blackburn Park Neighborhood Center
23	Access for Bicyclists from Tobey to Georgian Park is currently via steep stairs. There's room for an easy sloped trail.	Ashford Park-Drew Valley
24	Align Caldwell and Reading intersection! This is not a Safe Route To School. Yet dozens traverse this busy, crazy corner every school day.	Ashford Park-Drew Valley
25	A small curb cut would allow pedestrians and cyclists to go behind the shopping center, from Ashford Dwdy to/from Johnson Ferry, avoiding the dangerous intersection.	Lakes District
26	Sidewalk needed from Mill Creek Road to Hampton Hall Way to the Cambridge Square lighted crossing. With the new Publix shopping center coming, residents from the NW part of Brookhaven don't have a protected way	Lakes District

Comment #	Comment	Character Area
	to cross busy Johnson Ferry Road from Mill Creek to the Cambridge Park crossing. With the deceleration/ acceleration lanes at Telfair Way and getting approval for the remaining wide and flat land, this would be a 100% safe way for residents to cross busy Johnson Ferry. Bike+walk path=epic	
27	Rush hour traffic is an issue for children and bicyclists	Ashford Park-Drew Valley
28	We need continuous sidewalks all along Drew Valley Road and the side streets that connect to it, instead of one-house sidewalks installed by builders that go nowhere. There are many walkers in this neighborhood and we need this for safety.	Ashford Park-Drew Valley
29	Please remove the parking spaces closest to these driveways and intersections (throughout the village). A SUV parked in these spaces completely eliminates lines of sight and causes frequent accidents and near misses.	Peachtree Corridor Overlay District
30	Road markings and lines are close to completely worn away.	Ashford Park-Drew Valley
31	Road markings and lines are close to completely worn away.	Peachtree Corridor Overlay District
32	Connections for bikes and pedestrians are needed here.	Briar Hills Innovation
33	Fix this intersection. Roundabout? Reroute roads?	Lakes District
34	Please improve this intersection. Roundabout?	Blackburn Park Neighborhood Center
35	Need improved lightning to improve pedestrian safety at this school bus stop. Telfair Way NE is invisible when driving westbound in the dark and cars often run the school bus stop sign.	Lakes District
36	Need blinking crosswalk at this busy intersection for pedestrian safety	Lakes District
37	Left turn from Rebecca Williams Wy (Blackburn park) onto Ashford Dunwoody is challenging and dangerous. Cars accelerating to take the left puts pedestrians at the crosswalk slightly south of that intersection in jeopardy. Please consider a traffic light here.	Blackburn Park Neighborhood Center
38	The sidewalk in the valley area on Johnson Ferry Rd, by Nancy Creek is extremely dangerous for pedestrians. It is super close to the road, unlevel in areas, and with cars often going over speed limit, you have to watch your back/always be on the look out. This is long overdo! I imagine we all walk that way because of the lack of options along that corridor, but it's very dangerous and should be fixed.	Lakes District
39	Very congested area, especially in the afternoon. The right turn lane is always backed up. It's hard to pull in and out of the Kroger parking lot, to make a right turn	Peachtree Corridor Overlay District

Comment #	Comment	Character Area
	into the neighborhood, to get to the next light to make a right turn, etc.	
40	Improve creek bed and add a path to connect Lynwood Park to Mill Creek	Lakes District
41	Traffic study needed here. One was on the forecast but got dropped when roundabout as put in. Improved traffic flow and increased development on Mabry has changed load at this four way stop intersection.	Lynwood Park
42	extend Marist turn lane to eliminate jammed up north bound traffic	Lakes District
43	The intersection at N Druid and Peachtree needs major improvement. Rush hour traffic is horrendous and causes backups throughout Brookhaven. It's making it very difficult for residents to pass through this area!	Peachtree Corridor Overlay District
44	This intersection is the cause of many accidents! Need to connect Oglethorpe Ave to the traffic signals so there is a clear way to access this road.	Brookhaven Heights-Brookhaven Fields
45	Roadway improvements for Johnson Ferry Road and Ashford Dunwoody Road to improve operations, safety, and aesthetics. Maybe a dogbone roundabout or a double T intersection.	Blackburn Park Neighborhood Center
46	Lower park area severely degraded from sedimentation and flooding. Stormwater issues should be addressed.	LaVista Park
47	Upgrade playground and picnic area	LaVista Park
48	Stormwater issues along creek	LaVista Park
49	Pedestrian safety improvements needed at this intersection. Dangerous 4-way stop	LaVista Park
50	Pedestrian safety issues at this intersection - blind curve.	LaVista Park
51	Bike lanes needed on Sheridan/Chantilly/Executive Park corridor to establish connectivity between area of Brookhaven south of I-85 and Peachtree Creek Greenway/Beltline	LaVista Park
52	A path along this powerline corridor would allow connectivity to regional trails networks.	LaVista Park
53	Collapsed and compromised culverts at this intersection result in local flooding	LaVista Park
54	Expansion of handicap-accessible viewing platform at this location would create an accessible public gathering space.	LaVista Park
55	This one-mile stretch of Citadel Drive is heavily used by pedestrians. Further steps to mitigate automobile through-traffic would improve safety and access for non-motorized uses.	LaVista Park
56	Please reinforce the no parking on the street code. This is a very difficult street to navigate now that it has been made so narrow. In order to keep it livable, constant reinforcement of NO PARKING is needed.	Ashford Park-Drew Valley

Comment #	Comment	Character Area
57	roundabouts here???!!!! It would make the MOST sense now that Publix is moving out.	Blackburn Park Neighborhood Center
58	NO Multi-Use Path along Nancy Creek due to already constant flooding.	Lakes District
59	No multiuse development as it removes existing green space, encroaches on private properties, threatens local wildlife, and involves flood area. There is no need for the community to be in these natural spaces!	Lakes District
60	NO PATH ALONG THE CREEK!	Lakes District
61	Get rid of longtime eyesore old building by Avellino's and give this intersection either upscale housing (like high end townhomes) or minimal commercial development consistent with the surrounding neighborhood or true green space. The new roundabout is beautiful.	Lynwood Park
62	Regarding the traffic issues here, could we make this circle around Marta into one big traffic circle? Maybe even a reversible traffic circle where Peachtree goes south in the morning into Buckhead and north in the evening? Apple Valley would become the other section of the circle filtering people into the neighborhoods. It would eliminate the traffic lights while still giving access to all roads.	Peachtree Corridor Overlay District
63	Too much traffic and activity is funneled to this median-break, making it dangerous. There is the traffic to/from a busy apartment complex, mixing with cars making a U-turn there, plus a bus stop (and you can't make the Uturn when the bus is there). There is the other side turning into Orchard or making a U-turn in the other direction, blocking visibility for a safe turn. Median needs another break after Briarwood to cut down on the number of cars forced to turn here and allow easier access.	Buford Highway Corridor
64	Please do not open the stub road from Fox Glen Court to Murphy Candler Park. This will completely change the character of our current cul-de-sac, increasing both car and foot traffic.	Lakes District
65	Fox Glen Ct has has been a cul-de-sac with no traffic for over 50 years. You are now proposing to add a trail head off of Fox Glen Ct. This is total unnecessary if this is suppose to be a walking trail. People can easily walk from Blackburn or Murphy Chandler. Don't use residential streets for parking!!! Please do not waste taxpayer dollars on projects that provide no benefit to the community and will only destroy our community.	Lakes District

Figure 2. "Change This" Markers



“Community Development Opportunity Here” Comments

Table 3 lists all comments associated with the “Community Development Opportunity Here” markers. Figure 3 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

Table 3. “Community Development Opportunity Here” Comments

Comment #	Comment	Survey Response: What type(s) of community development do you think this area could support?	Character Area
1	I can't go here without a homeless man asking me for money. This is not safe/comfortable for families and kids	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lakes District
2	Brookhaven is a trifurcated city. Here, there's North of CSX/Marta/Peachtree and there's South. The only connectors are on the extreme east and west of the city - and they are not designed for bikes. The Marta area has a high rate of car on ped and car on bike crashes. We need a bridge over this area to tie the city together, pronto.	<ul style="list-style-type: none"> Office and coworking spaces Recreational facilities (i.e., parks, trails, and playgrounds) Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries) 	Peachtree Corridor Overlay District
3	There is an opportunity to focus on finishing the connection of the Peachtree Creek Greenway with the North Fork Creek trail, and ultimately the Atlanta Beltline spur.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Buford Highway Corridor
4	Currently, Peachtree Creek Greenway is entirely cut-off from Brookhaven as there is no safe way to travel to and across Buford Highway to access the PCG entrance. Briarwood Park and the surrounding neighborhoods should be connected via Briarwood RD NE with both a sidewalk AND protected bike lanes, which keeps pedestrians safe from collisions with bicyclists, and bicyclists from animals on leashes. Ultimately, residents can even connect to the new City Hall at Dresden Village!	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Buford Highway Corridor

Comment #	Comment	Survey Response: What type(s) of community development do you think this area could support?	Character Area
5	Osborne Park is useless, as-is. Instead, a bicycle pump track could be added here alongside the tree nursery, creating an amenity currently nonexistent inside the Perimeter.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lynwood Park
6	Peachtree is a 6-lane MPH highway that cuts through the heart of Brookhaven, connecting Buckhead to Doraville, but by cutting the wealth, green-space rich north from the more commercial, surface-covered south. We need to both connect North and South Brookhaven amenities, as well as ensure Peachtree becomes a green, tree-canopy boulevard with safe alternative transportation options, including a protected 2-way bike track safe from the 45MPH traffic, and away from pedestrians walking.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Peachtree Corridor Overlay District
7	The \$78+ million investment in the City Hall needs to serve as an entertainment and musical venue, which is non-existent. Dresden Village needs to emerge as a place to go and be via walking, bicycling, and MARTA. A paid parking deck can exist in the remaining space at MARTA	<ul style="list-style-type: none"> Bars and breweries Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries) 	Peachtree Corridor Overlay District
8	This shopping complex would benefit from greenspace gathering spot. It's an eyesore of a parking lot, rarely full.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries) 	Buford Highway Corridor
9	Connection trail from Dorby to back of Town Brookhaven, please. County already owns the land and stream rights of way.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Osborne
10	Bridge over Peachtree, Marta and railroad. There is an easement to Caldwell at this	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Peachtree Corridor

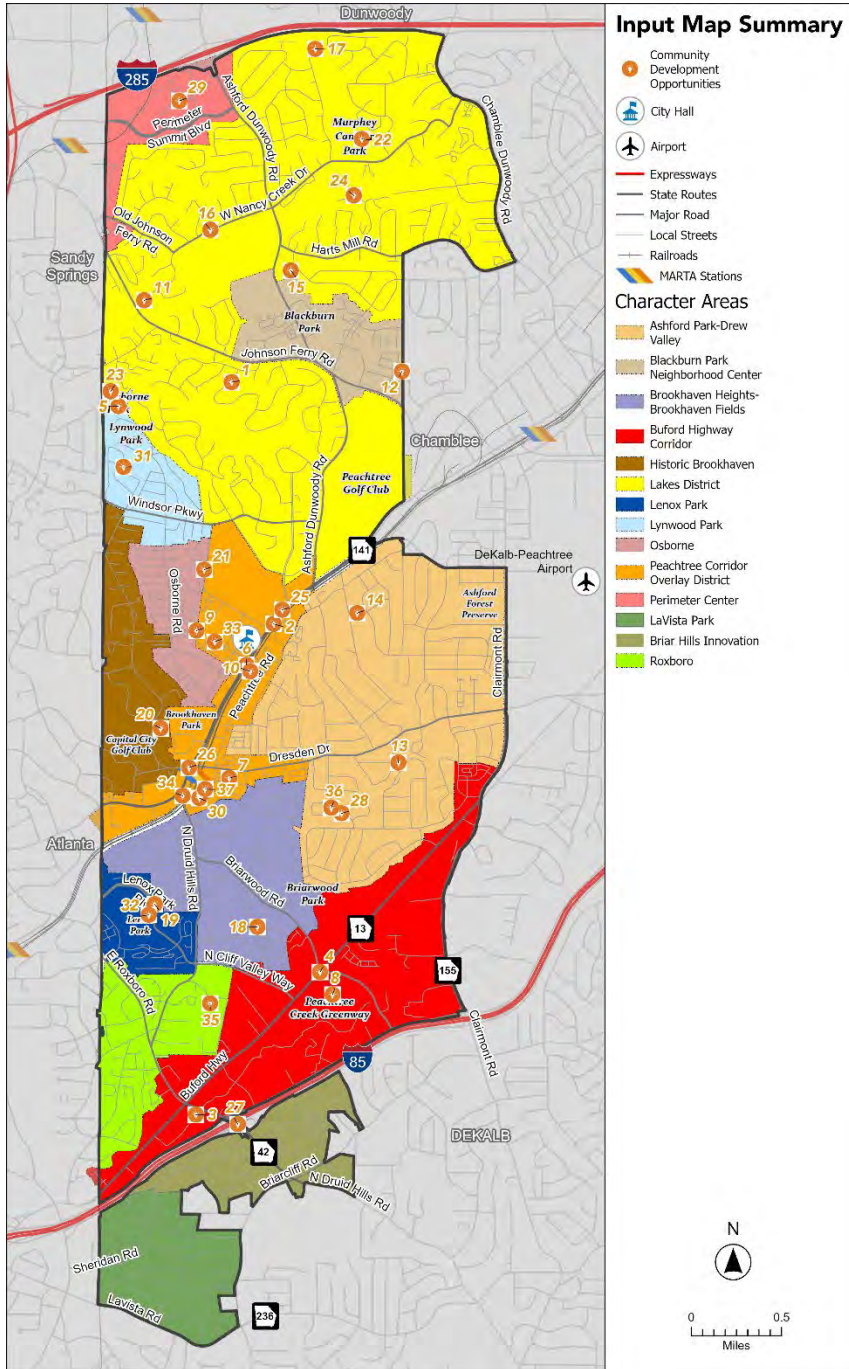
Comment #	Comment	Survey Response: What type(s) of community development do you think this area could support?	Character Area
	point. Walkers, bicycles and golf carts could go to/from Town Brookhaven and Ashford Park.		Overlay District
11	Connection trail between Johnson Ferry and West Nancy Creek please.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lakes District
12	"So close, yet so far". Wow, it will require neighbors working together to simply add 300 ft of trail, through the woods and up/down a hill to connect an existing trail in Keswick Park to Ashton Woods Dr.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Blackburn Park Neighborhood Center
13	Connection trail please between Cove Circle and Dresden or Wayland. This would provide a safe, less steep hill access for many walkers and bicyclists to/from Skyland Park.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Ashford Park-Drew Valley
14	East of Ashford Park school there is a fine cut-through trail which enables dozens of kids a safe route to walk to school. Be brave and create one on the west side! Generations of future school kids will be grateful. There is probably an old easement between 4 of the lots.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Ashford Park-Drew Valley
15	Connection trail from Bubbling Creek to PATH in Blackburn Park please. Going down Ashford Dwdy and back up Hart's Mill is very steep.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lakes District
16	A connection trail along the creek from W Nancy Creek to Perimeter Center flyover bridge would make walking and bicycling to/from the mall area so much more pleasant. If you build it, they will come!	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lakes District
17	Tunnel under 285 for pedestrians and cyclists.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lakes District
18	Connection trail from Jonathan to Briarwood please.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Brookhaven Heights-Brookhaven Fields

Comment #	Comment	Survey Response: What type(s) of community development do you think this area could support?	Character Area
19	Connection trail between Colonial and Lenox Park please.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lenox Park
20	Connection trail between E Brookhaven Dr and Brookhaven Park please.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Historic Brookhaven
21	Connection trail between Hermitage and Osborne please.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Osborne
22	Better playgrounds and play areas for children and families. The pool is rarely open due to understaffing of lifeguards. The new amphitheater is rarely used as community events such as concerts and such aren't hosted there. MCP is an amazing area with potential, but needs improvement.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries) 	Lakes District
23	Help North Brookhaven residents bike and walk to the fabulous and historic Lynwood Park. A direct path and bridge would alleviate driving, parking and traffic through the Lynwood Park neighborhood to get to the park. A PATH project from Murphey Candler to Marist to Evergreen/Mill Creek Road to Lynwood and connecting to PATH 400/Beltline would be outstanding!	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lakes District
24	Connect the park with the resident roads via a footbridge. This will help children avoid bicycling W. Nancy Creek, as well as reduce car congestion by providing families a safer option to visit the park by foot.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lakes District
25	We need a safe way to cross Peachtree to connect with the rest of Brookhaven. A foot bridge at this intersection could provide safe pedestrian crossing.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Peachtree Corridor Overlay District
26	Pedestrians need a safe way to cross Peachtree to connect to the retail options in Dresden -- a footbridge would do just that!	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Peachtree Corridor Overlay District

Comment #	Comment	Survey Response: What type(s) of community development do you think this area could support?	Character Area
	Drivers would also benefit because they wouldn't have to wait as long for pedestrians to cross.		
27	How does a pedestrian safely connect with south Brookhaven? There are zero options currently other than to drive -- which leads to congestion - or risk your life by walking or biking across N. Druid Hills. If this road can't allow for a protected multi-use path, can a footbridge be considered like that which exists in Buckhead near Lenox Mall over 400?	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Buford Highway Corridor
28	There's a need to extend the sidewalk along the entire length of Thompson in Drew Valley to enhance pedestrian safety.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Ashford Park-Drew Valley
29	This area, while mostly commercial, is also a bit of a food desert. Residents and workers in these buildings have little choice but to drive to other areas for groceries and dining.	<ul style="list-style-type: none"> Breakfast and lunchtime shops or restaurants Convenience and grocery stores 	Perimeter Center
30	This could be the hub for Brookhaven residence if we developed this space into a mini Avalon. An area with shopping, restaurants, green space for entertainment. A parking lot that is 1/4 used is pointless. Marta redevelopment needs to happen	<ul style="list-style-type: none"> Breakfast and lunchtime shops or restaurants Fine dining establishments Bars and breweries Office and coworking spaces Recreational facilities (i.e., parks, trails, and playgrounds) Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries) 	Peachtree Corridor Overlay District
31	Supportt development of "Theodore Estates"		Lynwood Park
32	Playground for kids 2-5 and 5-12yo in Lenox Park please.	<ul style="list-style-type: none"> Recreational facilities (i.e., parks, trails, and playgrounds) 	Lenox Park
33	Just like in Ashord Lane, Dunwoody, it wpuld be great to have a closed off section with turf and restaurants for the community to enjoy.	<ul style="list-style-type: none"> Breakfast and lunchtime shops or restaurants Bars and breweries Recreational facilities (i.e., parks, trails, and playgrounds) 	Peachtree Corridor Overlay District

Comment #	Comment	Survey Response: What type(s) of community development do you think this area could support?	Character Area
34	The intersection at N Druid and Peachtree needs major improvement. Rush hour traffic is horrendous and causes backups throughout Brookhaven. It's making it very difficult for residents to pass through this area!		Peachtree Corridor Overlay District
35	There is a set of stairs down from Curtis Drive near Woodward Elementary that currently is completely overgrown. Historic residents of the area say it used to lead to a trail that came out on Gail and/or Clearview. We should restore that path for improved mobility in the area and another forested walkway residents could use for recreation.	<ul style="list-style-type: none"> • Recreational facilities (i.e., parks, trails, and playgrounds) 	Roxboro
36	This is a perfect area to create a park or small walking trails in our community. It is a well preserved stand of forest. Any development would seriously damage our canopy of trees that has already been decimated by allowing old growth nearby to be eliminated.	<ul style="list-style-type: none"> • Recreational facilities (i.e., parks, trails, and playgrounds) 	Ashford Park-Drew Valley
37	When this area is inevitably redeveloped, I think we need to give the development a unique feel compared to the dozens of these going up throughout the city. I would like to see the exterior of the buildings look like the gothic architecture at Oglethorpe. Similar to what the Gables next door to Oglethorpe did and staying true to the design of the most famous landmark in our city.	<ul style="list-style-type: none"> • Hotels and other forms of temporary Lodging • Breakfast and lunchtime shops or restaurants • Fine dining establishments • Bars and breweries • Convenience and grocery stores • Local and chain retail shops • Office and coworking spaces • Recreational facilities (i.e., parks, trails, and playgrounds) • Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries) 	Peachtree Corridor Overlay District

Figure 3. "Community Development Opportunity Here" Markers



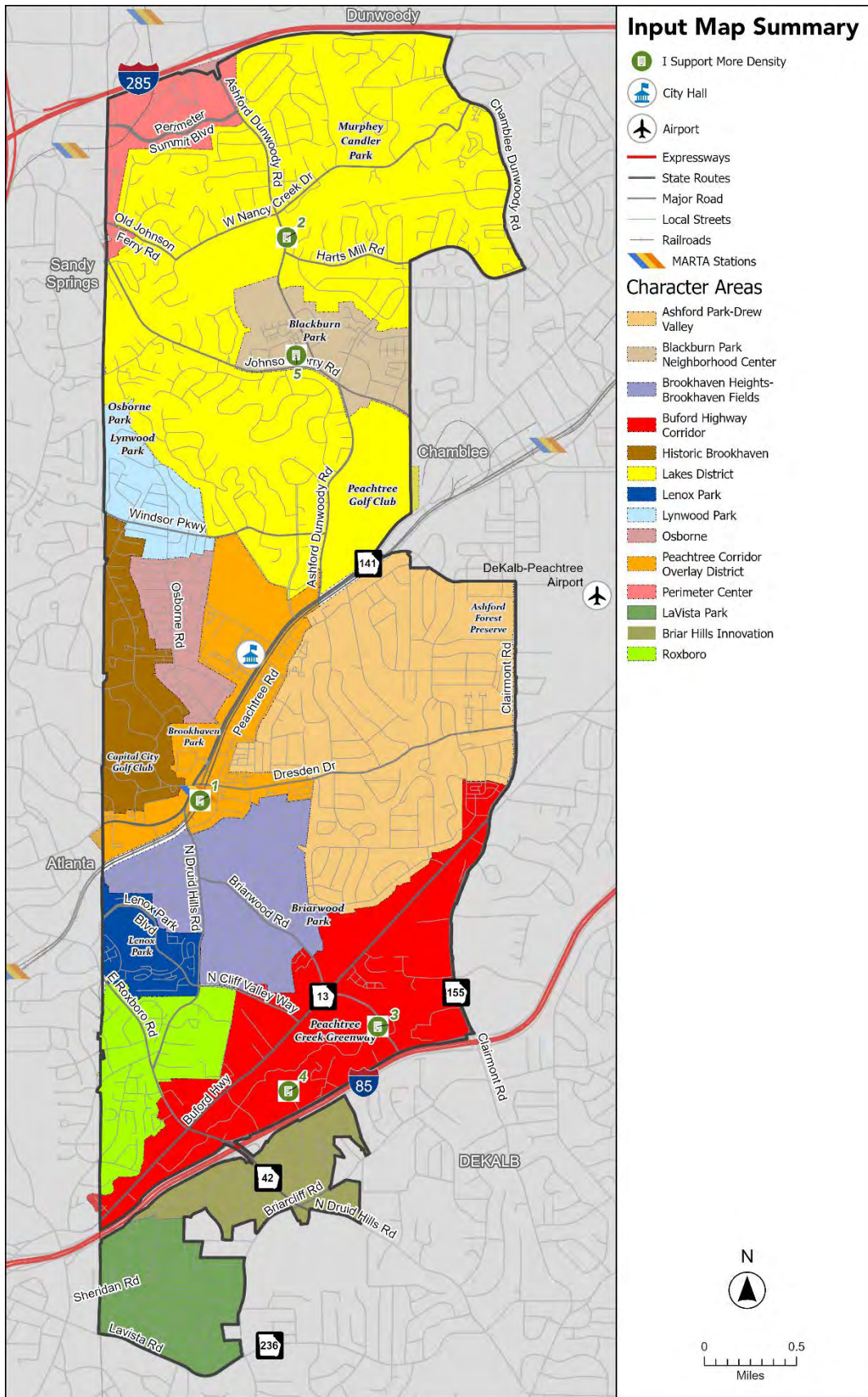
"I Support More Density Here" Comments

Table 4 lists all comments associated with the "I Support More Density Here" markers. Figure 4 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

Table 4. "I Support More Density Here" Comments

Comment #	Comment	Survey Response: Which types of development do you think are most appropriate in this area?	Character Area
1	Need more density near the Marta station. A lot of tall apartments. Easier access to the trains. More security to stop fare evasion.	<ul style="list-style-type: none"> Large apartment communities with restaurants/retail on the first floor 	Peachtree Corridor Overlay District
2	While some proposals have been made, the small homes on this stretch of Ashford-Dunwoody could be replaced with denser development, ideally affordable housing.	<ul style="list-style-type: none"> Small apartment buildings (up to 20 units) Three-story mix of retail, restaurants, and housing (i.e., Village Place Brookhaven) 	Lakes District
3	We have dense populations along Buford Highway that can remain dense, but should be brought into compliance with city, county and state codes, and decent living conditions supported. If we wait for developers to come in and tug these apt. complexes down in favor of high priced townhomes we will forever deny homes to workers that we need in our community. This area needs to be part of our sustainable housing initiative - and right now, it is not.	<ul style="list-style-type: none"> Small multifamily housing (duplexes, triplexes, quadplexes, or townhomes) Small apartment buildings (up to 20 units) Large apartment communities with restaurants/retail on the first floor 	Buford Highway Corridor
4	Opportunity to add much needed workforce housing to support those working in the new CHOA facilities	<ul style="list-style-type: none"> Three-story mix of retail, restaurants, and housing (i.e., Village Place Brookhaven) 	Buford Highway Corridor
5	Opportunity to add housing here.	<ul style="list-style-type: none"> Small multifamily housing (duplexes, triplexes, quadplexes, or townhomes) Small apartment buildings (up to 20 units) 	Blackburn Park Neighborhood Center

Figure 4. "I Support More Density Here" Markers



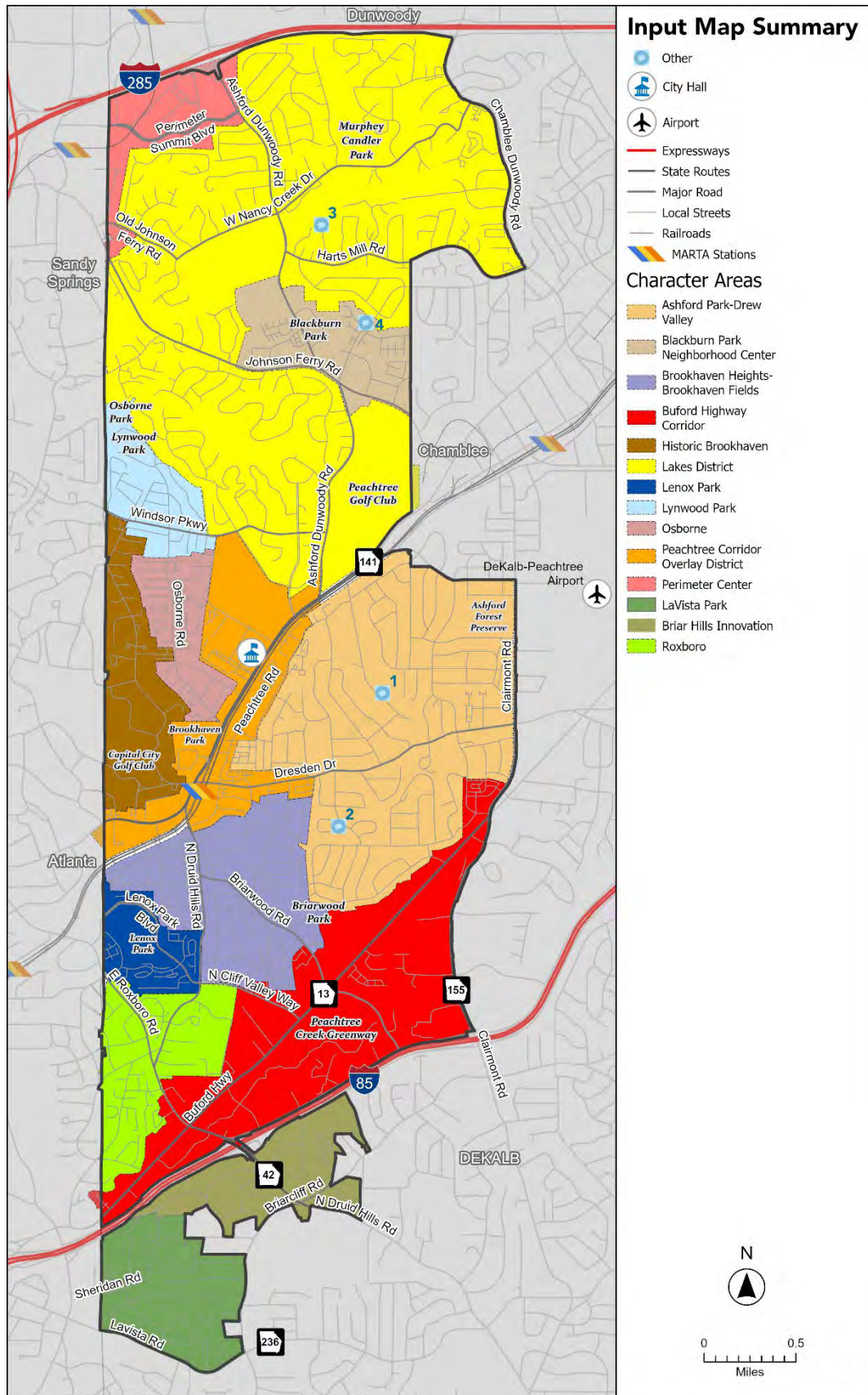
“Other” Comments

Table 5 lists all comments associated with the “Other” markers. Figure 5 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

Table 5. “Other” Comments

Comment #	Comment	Character Area
1	Vaccination journeys for the community. Also for pets	Ashford Park – Drew Valley
2	Please confirm that this property will not be zoned for townhomes if it becomes available for sale. It has the potential to be transformed into a valuable greenspace.	Ashford Park – Drew Valley
3	Fox Glen Ct has has been a quite Cul-de-sac for over 50 years. You are now proposing to add access to Add A Trail head on Fox Glen. This will change the nature of the street, and is unnecessary. If this is suppose to be a walking trail, their is plenty of parking at Blackburn and Murphy Candler. Please do not waste our tax dollars only to ruin a street and provide no real benefit to the community .	Lakes District
4	Against trail going from Fox Glen ct to Murphey Candler Park , who puts a trail head on a quiet residential street . Brookhaven find another plan for this trail . No input from Fox Glen Ct residents before planning.	Blackburn Park Neighborhood Center

Figure 5. "Other" Markers



B4

Listening Sessions

1. Affordable Housing Developers Session #1
2. Affordable Housing Developers Session #2
3. Families
4. Cross Keys High School Students



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AFFORDABLE HOUSING DEVELOPERS

LISTENING SESSION #1

Monday, January 8, 2024

12:00PM– 1:00PM

MEETING MINUTES

Attendees

Affordable Housing Developers

- Columbia Residential
 - Diana Stoian
 - Dillon Baynes
- National Church Residences
 - Maureen Freehill
- Enterprise Community Partners
 - Meaghan Shannon-Vlkovic
- The Benoit Group
 - Torian Priestly
- Integral
 - Valerie Edwards
 - Tayani Odeleye
- Vecino Group
 - Wesley Brown

City Representatives & Project Team

- Linda Abaray, City of Brookhaven Community Development
- Aronda Smith, City of Brookhaven Community Development
- Sherean Malekzadeh Allen, Brookhaven Planning Commission
- Ansley Belton, Blue Cypress
- Anna Baggett, TSW
- Allison Stewart-Harris, TSW
- Nicole Muise Kielkucki, Fourth Economy
- Ross Berlin, Fourth Economy

Welcome & Introductions

Linda Abaray thanked the group for participating in today's listening session. She introduced the Brookhaven staff and project team. Then, each affordable housing developer shared their background with development in Brookhaven.

- Meaghan Vlkovic has not been involved with development in Brookhaven.
- Diana Stoian does not have recent development experience in Brookhaven.
- Maureen has previous experience in Brookhaven with North South, but National Church Residences does not have a presence in Brookhaven.



- Kirsten Benson does not have development experience in Brookhaven.
- Wesley Brown has no development history in Brookhaven.
- Jen Nyquist has no development history in Brookhaven.
- Torian Priestly has no development history in Brookhaven.

Comprehensive Plan Overview

Ansley Belton provided a brief overview of the Comprehensive Plan's purpose and key components. She discussed that a Steering Committee is guiding the plan update, and several additional community input activities are being conducted to hear about the diverse needs of the Brookhaven community.

Discussion Questions

What areas of Brookhaven could potentially accommodate denser, mixed use, mixed income, and affordable units?

- Diana: Mid-rise office buildings with surface parking present an opportunity for conversions to residential. Century business center is already heading that way.
- Sherean: Preserving the character and international feel of Buford Highway is critical.
- Sherean: It would be helpful to allow by-right development for missing middle (multiplexes) around MARTA.

What housing products do you see working in Brookhaven? What products would have the most impact on affordability?

- Meaghan: Preservation of existing multifamily housing that is naturally affordable, as well as preservation of subsidized properties to ensure there is no further loss of affordable housing. Enterprise recently released a research paper on this topic and can share that.
- Diana: Low rise/low density Class C and Class D properties are an opportunity for redevelopment. City could set affordability requirements as a rezoning condition.
- Maureen and Diana: The Atlanta market is underserved in terms of senior housing.
- Diana: Allow ADUs

What are the barriers to developing affordable housing specific to just Brookhaven?

- Linda: No developers have taken advantage of existing incentives for affordable housing around MARTA.

What are the opportunities?

- Diana: Columbia Residential has developed two TODs in City of Atlanta, with a ground lease of the land with MARTA. Ground leases are a helpful tool that the City of Brookhaven may consider. Tax abatements can also be critical for making the financing work.

Are there incentives/tools that similarly sized cities have used to create affordable housing?

- Diana: In order to serve deeper levels of affordability, the LIHTC program cannot be the only funding source. In Colorado, the state offers low-interest loans to assist with gap financing.
- Jen: Diversifying the stock of affordable housing. Mixed-use projects can help overcome NIMBYism.
- Diana: Opportunity zones
- Sherean: What about a community development bank?
- Diana/Meaghan: The Urban Land Conservancy in Colorado was created to leverage CDFI capital to acquire sites for community land trust properties. Enterprise could share some research about how this entity became a regional funder for affordable housing.

How might we preserve existing naturally occurring affordable housing, especially along Buford Highway?

- Meaghan: Without knowing if it exists or not, the City will need a substantial subsidy to support production and preservation – a bond or dedicated revenue source. There’s an opportunity to leverage current equity available in the market for the acquisition and preservation of NOAH multifamily.
- Diana: Whenever a large public investment is made, it is important to consider the displacement risk. I would encourage the City to work with the Atlanta Land Trust to take early action to maintain affordability on properties near areas of significant investment.
- Maureen discussed Neighbor to Neighbor program that provides resources to people at risk of displacement. *See link Meaghan shared below.*
- Meaghan shared two links in the chat:
 - <https://www.rocketcommunityfund.org/2023/02/15/rocket-community-fund-partners-launch-neighbor-to-neighbor-atlanta/>
 - <https://www.enterprisecommunity.org/capabilities/preservation-equity>
- Meaghan discussed HomeFirst program in City of Atlanta. Cathryn Vassell at Partners for Home is a great resource for the HomeFirst program.
- Maureen discussed the importance of supportive services for the unhoused population.
- Diana reiterated the importance of mental health resources.

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AFFORDABLE HOUSING DEVELOPERS

LISTENING SESSION #2

Monday, January 19, 2024

10:00AM– 10:30AM

MEETING MINUTES

Attendees

Affordable Housing Developers

- Decatur Housing Authority
 - Sara Patenaude
- Regent Partners
 - Josh Marx

City Representatives & Project Team

- Anna Baggett, TSW
- Allison Stewart-Harris, TSW
- Nicole Muise Kielkucki, Fourth Economy
- Ross Berlin, Fourth Economy

Welcome & Introductions

Anna Baggett kicked off the meeting by providing a brief overview of the Comprehensive Plan's purpose and key components. She also shared the purpose of the listening sessions. The affordable housing developers shared their background with development in Brookhaven:

- Josh Rowan, Regent Partners has no affordable housing development history in Brookhaven, but has worked in Metro Atlanta in his previous role at Prestwick, including Marietta, Cobb, and Dekalb. He is currently kickstarting an affordable housing development department at Regent Partners.
- Sara Patenaude does not experience in Brookhaven but has a lot of experience coordinating with Dekalb County.

Discussion Questions

What areas of Brookhaven could potentially accommodate denser, mixed use, mixed income, and affordable units?

- Apple Valley is a big opportunity, but neighborhood pushback on zoning changes creates a real challenge.



What housing products do you see working in Brookhaven? What products would have the most impact on affordability?

- Cottage courts are great, but never going to be as impactful as a 20-unit multi-family development.

What are the barriers to developing affordable housing specific to just Brookhaven?

- No current resources dedicated at city level.
- Neighborhood pushback
- Land prices
- Inclusionary zoning is not a great solution.
- High rises are difficult anywhere.
- Above a 5-story stick build becomes cost prohibitive (Buford Highway)

What are the opportunities?

- Brookhaven is currently in a “difficult to develop area,” meaning it would have an advantage applying for a 4% tax credit.
- Dekalb County Housing Authority is an asset.
- Inclusionary zoning
- Are there incentives/tools that similarly sized cities have used to create affordable housing?
- Senior housing dedicated zoning district
- Tax abatement with a ground lease
- LIHTC or other tax credit program is the number one program to create affordable housing. No other programs work. Developments cost as much as market-rate, and rent is about 40% less. The gap is massive, and tax credit equity is the only way to make that work.
- Need education up front on LIHTC rents – not super low-income.

What do you think should be the City’s path forward?

- Dedicate funds (excess budget or issue a bond)
- Acquire property or use existing city-owned property and give to Dekalb County Housing Authority
- RFQ (not RFP-big shiny picture you won’t be able to build)
- Josh Marx can give recommendations on good development partners.

Other notes:

- There’s an existing 9% tax credit senior housing project behind Pure Taqueria.



Comprehensive Plan Brookhaven BOUND FOR 2044

FAMILY LISTENING SESSION

January 25, 2024

12:00 PM – 1:00 PM

MEETING MINUTES

Attendees

In total, 17 people participated in the Families Listening Session, including 12 community members and 5 members of the PMT. Participants live across the city, representing several different neighborhoods.

Welcome & Introductions

Anna opened the meeting and invited Linda to provide a welcome and overview. Linda thanked attendees for their time and emphasized the importance of the Comprehensive Plan.

Participants were invited to introduce themselves in the chat. A transcript of the Zoom chat is provided at the end of this summary.

Polling Questions: Who is Participating?

The following questions were administered through polls to get to know the audience.

1. Which of the following apply to you?
 - a. Live in the City of Brookhaven
 - b. Work in the City of Brookhaven
 - c. Live and Work in the City of Brookhaven
 - d. Other

The majority of community members indicated they live in the City of Brookhaven, while 4 attendees noted they live and work in the City.

2. What neighborhood do you live in? (open-ended)

Participants represented a variety of neighborhoods including Ashford Park/Drew Valley, Blackburn Park, Brookhaven Heights/Brookhaven Fields, Buford Highway, Lakes District, and Lynwood Park.

Comprehensive Plan Overview

Anna provided a high level overview of the Comprehensive Plan update process, covering comprehensive planning basics, key components and topics, and the project timeline.

Next, Ansley reviewed community priorities and described how they were organized. She also noted we would be aligning with other city plans and ensure alignment with the City's Comp Plan. We want to introduce you to what we are hearing and confirm if we missed anything



Perspectives on Brookhaven

After providing an overview of the planning process, another poll was administered to gauge perspectives on community priorities. These more detailed questions were meant to provide insight into how land use considerations impacts our daily lives. They also helped frame the conversation and provide an understanding for the type of feedback the project team is seeking.

Attendees were asked to answer the following questions in a poll.

1. Which of the following are most important to your family's quality of life in Brookhaven? Check all that apply.
 - a. Schools
 - b. Parks and trails
 - c. Restaurants and shopping options
 - d. Walkability/bikeability
 - e. Access to transit
 - f. Access to jobs
 - g. Family-friendly events
 - h. Other (please specify)

Top responses for this question included *parks and trails* and *walkability/bikeability*.

2. What does Brookhaven lack or need more of? Check all that apply.
 - a. Convenience and grocery stores
 - b. Childcare facilities
 - c. Senior housing
 - d. Family housing
 - e. Community centers with activities for all ages
 - f. Recreation facilities (e.g., parks, trails, and playgrounds)
 - g. Arts, culture, and entertainment facilities
 - h. Sidewalks and trails
 - i. Other (please specify)

Responses to this question were more varied, but primarily focused on *sidewalks and trails*, *community centers with activities for all ages*. The discussion that followed provided more detail and context for these responses. Generally, families want to ensure safe access from their neighborhoods to parks, trails, community centers and other resources. In addition, they felt like programs and resources for families with differently abled family members were lacking, including access to housing or group homes for similarly-abled residents.

Discussion questions

1. What would you change about your neighborhood? What about in Brookhaven?
 - Loves that Brookhaven is so green. Lots of parks, but no way to get there. We need to shift from a car-centric city to be more people-centric.
 - Separated bike lanes are a major need. The City does not have an adopted safe, complete streets policy.
 - I want my kids to be able to get places safely.

- Improve sidewalk conditions to create safe environment for people to walk, bike, or roll from place to place.
- Instead of efficiently moving people through the city, how do we safely get people through the city – of all abilities and ages
- The Multimodal Plan is proposing a lot of expensive multi-use paths that will take a long time to implement. We need more affordable solutions that can be implemented more quickly.
- Cut-through traffic is horrendous and very unsafe for pedestrians. It is extremely hard to cross North Druid Hills (segment in Brookhaven Heights). If we cross at crosswalk, we get to Apple Valley, where there are no crosswalks. Sylvan Circle is also dark, unlit - difficult to walk home from restaurants on Dresden.
- When the Walgreens was put in, it was built to the street, which allows no room for widening.
- We do not have enough developable land to put in office space. The overlay on Peachtree does not allow for the uses we want to see that would encourage transit use.
- As new developments come in, ensure that development contributes to the pedestrian/cycling facilities around it.
- I think we don't have a personality. Buckhead does, and Chamblee is the cool kid. Brookhaven is kind of vanilla
- Improve connectivity: the City is so green, there are many trees and parks but no connectivity
- Could we be more play and fun and connection focused?

2. What would make living in Brookhaven with a family easier?

- Another of a child with special needs discussed needing more inclusive spaces where her kid can play and feel welcome.
- Sidewalks in Lynwood Park are too narrow to accommodate wheelchairs.
- We will get more dense and need more walkable bikeable infrastructure to get to places
- Need create a residential facility
- How are we opening up spaces for disability and inclusion
- Mental and emotional health initiatives
- Rec Center – free for community members
 - Community Programming
 - Making spaces more accessible financially
- Service center on Osborne and Peachtree – what if Brookhaven came to forefront of this issue
- Art in the Park – great to meet with City Council members
 - Great to meet in informal ways
 - Great at that already, keep moving
- Why can't Lynwood Park offer free community space for community members to reserve?
- Art in the Park event at Blackburn was fantastic.
- Marietta and Alpharetta are known for their services, but why can't Brookhaven be a leader for these services as well.

- There is no residency option in Brookhaven for people with special needs.
- The City should hold a Community Outreach Committee that can help be a liaison to the broader community. There seems to be disconnect between the great things City is doing and what the community has knowledge or access to.
- The Livability index will improve. Our attractiveness from an economic development will improve.
- City Communications Department could use QR codes on yard signs where active construction projects are occurring (or upcoming) to help spread awareness. Develop messaging for City initiatives that's more accessible to the community. Continue community involvement/awareness efforts, just improve and make accessible to all.
- A lot of family-friendly activities, like Pickleball, are in Chamblee, not in Brookhaven. We could expand the recreational opportunities in Brookhaven.
- Some developers are looking for indoor spaces for pickleball - like adapting big box stores.
- There is a lot of research that narrow lanes are safer than wide streets.
- Instead of prioritizing moving cars efficiently through the people, we need to shift to prioritizing keeping people in the City. How do we slow the traffic so that people feel safer to walk, bike, scooter, etc.
- We need "rest stops" for areas that are walkable and bikeable. I have limited mobility and would walk more if I had benches/plazas more frequently. This is going to become more important as the population ages, too.
- Need to become more people centric than car-centric
- Educating people about available space for development for jobs (office)
- Manage traffic congestion as the area continues to grow

Zoom Chat

A transcript (unedited) of the Zoom chat is provided below:

Participants were asked to introduce themselves on the call or in the chat.

- Hello all, I'm from Lynwood Park. I am an artist, mother of 3, one of whom has special needs.
- I'm a parent of a child at Ashford Park Elementary. I live in Brookhaven Fields. I'm a small business owner/therapist in Brookhaven.
- I've been a resident of Brookhaven since 1996 (lived in Ashford Park, Brookhaven Fields, and now Silver Lake) – commercial real estate broker by trade.
- I live in Brookhaven Fields and affiliated to the Brookhaven Bike Alliance.
- Resident for 16 years, Briarwood near Buford Hgwy.
- Hello, I'm a Resident of Lynwood Park since 2018.
- Hi, I have lived in Brookhaven for 24 years – independent contractor and have 2 children at Chamblee High.
- Family of 4, 2 kids at Montgomery, resident of Brookhaven since 2006. Highly interested in a bike and pedestrian friendly Brookhaven since I live and work here with kids.

Involved with Silver Lake Civic Association, Brookhaven Bike Alliance, and Montgomery ES.

- I've been a Brookhaven Heights resident for 14 years. I work in commercial real estate doing site research and marketing. One child at Chamblee Middle and one with learning disabilities who is at Woodward Academy.
- Hi –I live in Brookhaven Fields – moved here in 2010, but have lived in Brookhaven since 1996. I have a freshman son at Chamblee High. I run a marketing practice.
- Forgot to mention kids – raised (still raising) 4 kids in Ashford Park and now the BuHi area.

Have any of these been in Spanish or other languages?

- *We have a workshop at the Latin American Association, with a translator present. We also participated in LAA's Christmas Market*

Data point: Population by Race/Ethnicity

White: 58.9%

Hispanic or Latino: 21%

Black: 12.4%

Asian: 7.7%

Observation: is this equally distributed throughout Brookhaven, or is it concentrated in specific areas?

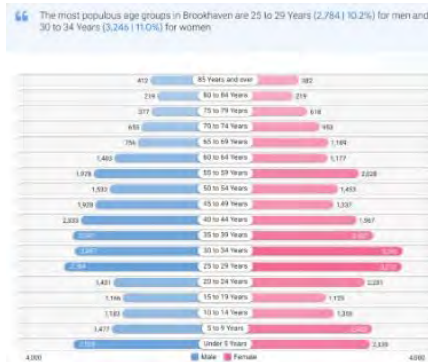
Does traffic – congestion & local pollution – fit into transportation or sustainability?

Participants were asked the following questions, and discussed ensued:

1. What would you change about your neighborhood? What about in Brookhaven?
 2. What would make living in Brookhaven with a family easier?
- "Community interaction"
 - Traffic – safety and accessibility along Dresden
 - Concerned with cut through traffic
 - Affordable and workforce housing for teachers and police officers
 - I would like more ways to easily connect to neighbors
 - Yes. I don't like having to rely on cars for my kids to get to school or for us to shop/eat. It kills the sense of community when everyone is in a metal box.
 - Agreed! And we need community places – shared places – a reason for folks to come together.
 - Bike infrastructure (bike lanes on streets)
 - Protected bike lanes for us scared folks! Haha
 - Also, for community centers – program to get people interacting
 - I would add (1) opportunities for civic engagement of children; (2) more free opportunities for people of various economic backgrounds to connect.

- GREAT ideas
- Thanks – def want the kids to have a say
- We do supplement housing for police officers who live in Brookhaven
- Connectivity of the parks and trails and public art.
- I listened to the affordable housing session and there were some very thoughtful, smart people in there.
- Idea: City buying property/land, adding easements, and then selling them back to market with easement in place so we can connect neighborhoods?
- Yes! Please – I would love for my kid to be able to bike to school, but I def wouldn't feel safe without more protection/separation between cars and bikes.
- I'd also like to see broad-scale mental/emotional health initiatives that incorporate elements of civic engagement, volunteerism, celebration of diversity and inclusion, etc.
- I love these ideas
- I think there are plans for the intersection at N. Druid and Peachtree. @Linda A. are there plans for ND and AV?
- I'd like to incorporate "rest stops" for area that are walkable and bikeable. I have limited mobility and would walk more if I had benches/plazas more frequently. This is going to become more important as the population ages too.
- Thinking about creating an information hub for people moving here (or those who aren't social media): could there be a "Brookhaven 101" monthly or quarterly event that introduced people to the various branches of the government (parks and rec, city council, nonprofit orgs, opportunities for play and volunteering, et.) Like a kind of citizenship event that happens regularly that's also got a social component and a means of providing feedback.
- Idea: I would like Brookhaven to prioritize the needs of people that both live AND work here, for all ages. Currently, it feels like Brookhaven prioritizes projects to get people **through** the city efficiently with unnecessarily wide roads and fast speeds. We have 3 key corridors – Peachtree, Brookhaven, and the north border of 85. I'd rather prioritize resources on getting people **safely** to their homes, work, school, or commerce. This means pedestrians feel safe to walk, cyclist of all ages can traverse Brookhaven safely, and neighborhoods are connected rather than cut-off. That houses are affordable for families. That properties are carved out for first responders and families to live here. That locally-owned business are prioritized over franchise/national ones.
- It's amazing the speed in Lynwood is 25 MPH with roads without any sidewalks (or bikeways).

- I feel like a core issue is that Brookhaven's dimensions and population creates collisions. Meaning – Brookhaven has the 6th highest population density, and growing. We are the largest population in Dekalb now. <https://zipatlas.com/us/ga/city-comparison/highest-population-density/htm>.



- We have a lot of people 25-34 years old. That's a fantastic workforce for businesses to hire.
- I wonder if more cultural engagement and connection could happen in Brookhaven if there were fly-over walkways across Buford Highway and NDH. Our family would cross from Brookhaven Fields to walk over to the other side of BuHi if it weren't a terrifying prospect to cross BuHi. It's like a literal geographic barrier to community engagement without less frightening ways to physically get there.
 - 10000% agree
- The vibe I get is Brookhaven is a residential city with good schools and great parks. But yeah, it's kinda vanilla, you go everywhere else for other stuff – food, fun
 - Exactly. Character areas have no connection though.
 - Sad but true. And such a bummer because the possibility for more connection and cultural diversity is incredible.
 - That's my own experience, 100%. I have to drive to Chamblee or Dunwoody for food and fun.
 - Potential is great. We have it and it seems meetings like this will help change that. Take heart all!
- Visit our website for more details: www.Brookhaven2044.com
- I also think that we don't have a personality. Buckhead does, Chamblee is the cool kid...and we're just not.
 - Agreed
 - Yeah, like could we be more play and fun and connection focused

CROSS KEYS HIGH SCHOOL STUDENTS LISTENING SESSION

Thursday, January 18, 2024
 2:00PM– 3:30PM

MEETING MINUTES

Attendees

Cross Keys High School Participants

- Eight students, representing 10th, 11th, and 12th grades
- Four Cross Keys teachers/staff, listening in and supporting discussion

City Representatives & Consultants

- Linda Abaray, City of Brookhaven Community Development
- Amanda Hatton, Blue Cypress (Comprehensive Plan)
- Eric Scott, Alta (Multimodal Study)



These minutes focus on Comprehensive Plan portion of the meeting. The Multimodal Study discussion briefly summarized at end.

Welcome & Introductions

Eryn Whitfield, Academic Coach at Cross Keys High School, welcomed students as they arrived for the listening session. Upon arrival, students got oriented to thinking about the City of Brookhaven by participating in a map activity that asked them to locate their neighborhood on the map with a blue dot and use a green dot or sticky note to list of places they spend time on the weekend. Linda started the more formal session by welcoming everyone to the meeting, introducing the consultants, and stating the purpose of the meeting to hear from students and

what is important to them as we plan for the future. There were maps and handouts with questions on each table to facilitate the Comprehensive Plan portion of the discussion.

Comprehensive Plan Overview

Amanda Hatton provided a brief overview of the Comprehensive Plan's purpose, topic areas, and plan update process.

Major Takeaways

- Most of the students do not live in Brookhaven (live in Chamblee, Doraville, and unincorporated DeKalb, near Tucker)
- Several of the students noted that they do not spend much time in Brookhaven (outside of school) and, generally, do not feel like they are part of the Brookhaven community.
- Affordability of housing and public art as important initiatives that students believe the City needs to further.
- High school students would like more hip places to hang out: parks, recreation areas, restaurants, communal spaces (one student mentioned that a lot of students hang out at Lenox Mall outside of school).
- It's hard to bike and walk in Brookhaven, particularly along Buford Highway.

Discussion Questions

Where do you live? Where do you spend time on the weekend?

Most, if not all students, noted living outside of the City of Brookhaven limits in Chamblee, Doraville, or parts of unincorporated DeKalb County.

What would make living in Brookhaven as a high school student easier or better?

What is missing (thinking about places you go or want to go to)?

City of Brookhaven needs to better engage with and partner with the student body, particularly for events, festivals, etc. One student noted that the band could perform at events: "The band is the pride of Brookhaven, we want to help."

Students also noted that there is a need for more park space or fun places to hang out. Right now, some students go to Lenox Mall to hang out after school.

What's Missing?

- Parks, including running areas, soccer/turf fields
- Parks having more sport-oriented things like badminton courts
- Communal areas
- Hot spots (to hang out as high school student)
- More train stations around hot spots, like London, UK. Would be really nice.

What would you change about Brookhaven? What would you change about the area around Cross Keys?

Brookhaven

- More supermarkets with more diverse food offerings
- More community events

- Need better connection (transportation) from Cross Keys to Adams Stadium (where football games occur).

Area Near Cross Keys

- Improve school grounds/campus.
- Improve school structure.
- Benches to sit on near campus.
- Build better partnership with the City of Brookhaven to accomplish joint goals.
- Make an event happen in this part of Brookhaven.
- Opening the school grounds for use on weekends.
- Control how dog walkers use school grounds; they do not always clean up after dogs.

Imagine Brookhaven 20 years from now. In your ideal Brookhaven, what do you imagine being the same or different?

Keep Same

- Trees
- Artwork, murals, and opportunities for artists
- Diversity
- Farmers markets
- Maintain some of the housing that already exists

Change

- Activation of plazas
- Divisions in community wealth (a big divide exists)
- Better connect with immigrant community
- More pedestrian lighting
- Seating for transit riders while wait for bus

Do you imagine yourself living here after high school? And why.

Several students were not sure about this. They noted that the location and diversity of the community are attractive; however, lack of affordability may make this hard.

How can Brookhaven better connect with immigrant community?

One student noted that the City should go to food assistance events to collect input. People are happy to answer questions at those events.

Multimodal Discussion Highlights

Most of the participating students rely on cars/driving to get around the area, but several have experience taking the bus (school or public). A limited number bike or use Uber. Students noted the following key transportation network concerns: unsafe on Buford Highway and crossroads – need better sidewalks/crosswalks; trains are too far to walk to; need multi-use paths to create more supportive biking environment; and need more benches for those traveling by foot. A few other things noted are preventing congestion and better connecting to Dunwoody.

B4

Steering Committee

1. Meeting 1 Minutes
2. Meeting 2 Minutes
3. Meeting 3 Minutes



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COMPREHENSIVE PLAN 10-YEAR UPDATE
Steering Committee Meeting #1

Meeting Minutes
 August 17, 2023
 5:30 – 7:30 PM

ATTENDEES

Steering Committee Members

Name	Position	Organization
Dan Connor	Director of Development	Kim King Associates
Eli Velez	Vice President of Facilities	Latin American Association
John Funny	City Council, District 4	City of Brookhaven
Michael Johnson	Economic Development Director	City of Brookhaven
Sahil Kochhar	Principal, Bedrock Homes	Bedrock Homes
Sandy Murray	Community Representative, District 1	Resident
Shareen Malekzadeh	Planner Commission, District 2	Resident
Linda Abaray	Community Development Director	City of Brookhaven
Arona Smith	Planning & Zoning Manager	City of Brookhaven
Drew Murray	Senior Planner	City of Brookhaven
Sam Trust	Planner	City of Brookhaven

The following Steering Committee members were not present:

- AD McNaghten: Board of Appeals, District 4, Resident
- Hope Bawcom: Community Representative, District 3, Resident
- Murtaza Khwaja: Executive Director, Asian American Advancing Justice

Consultant Team

- Amanda Hatton, Project Manager Blue Cypress
- Anna Johnson, Deputy Project Manager, Blue Cypress
- Allison Stewart-Harris, Land Use Lead, TSW
- Anna Baggett Planner, Land Use Planner, TSW

AGENDA

- Welcome & Introductions
- Project Overview & Steering Committee Role
- Progress & Trends Highlights
- Discussion: Vision/Goals & Needs/Opportunities
- Upcoming Activities & Next Steps

WELCOME & INTRODUCTIONS

Linda opened the meeting and welcomed the committee on behalf of the County.

Councilman Funny provided an introduction thanking staff and committee members for participating in this plan and the planning team for their experience/expertise in this process.

Amanda introduced the project and consultant team and kicked off the presentation. She provided an overview of the meeting agenda, noting that each committee member has a folder with committee information and items for the activity. Participants were asked to indicate what organization or area of the city they represent, in addition to their favorite place or something that he/she would not want to change about the city over the next 20 years.

What is your favorite area in the city or something that you would not want to change over the next 20 years?

- **Sahil K:** I've been building homes in Brookhaven for about 8 years. I would like to see the diversity be preserved to ensure the diversity in people, housing, and ethnic communities is maintained.
- **Dan C:** I live on the border of Chamblee and Brookhaven. I like the walkability and how residential and commercial components blend together.
- **Eli V:** LAA represents the Latino community in this area, and I know Brookhaven is committed to embracing the Latino community. I would love to see Buford Hwy corridor protected to preserve the diversity of cultures and community.
- **Sam T:** I don't want Buford Hwy to change! I love the community and intercultural aspects of that area.
- **Michael J:** Commitment to diversity creates resilience. I also like the city's commitment to innovation. I want to ensure resiliency and innovation and ability to adapt are core parts of the plan.
- **Aronda S:** I've seen a lot of change in 10 years. I want BH to continue to be progressive with LU development, affordable housing, connectivity (integrating CHOA and Emory into BH city framework)
- **Councilman John Funny:** Brookhaven is innovative and doing things in a creative way to provide services. I would like to see more diversity in housing to meet the needs of different income levels, including those who want to retire in place. Brookhaven has created a nested community, a quality community just outside of Atlanta. I think it's important to maintain the quality that exists. Buford Hwy is in my district, and I would love to see these businesses retained in the city. I think District 4 will see the most amount of redevelopment in upcoming year (Buford Hwy, North Druid Hills, Briarcliff). Public safety is important as it contributes to the quality of life in Brookhaven.

- **Sandy M:** Preserve natural assets – Brookhaven has many. I want to ensure our parks, trees, and water are being treated properly and cared for. I want Osborne Park to remain natural and undeveloped.
- **Drew M:** Preserve Brookhaven’s vision – we are always up for trying a creative approach; preserve Buford Hwy character, tackle housing.
- **Linda Abaray:** I echo everything said tonight. I love City’s dedication to parks and greenspace. The innovation and flexibility that leadership gives us to explore is paramount to the success of this city – we get to do things that aren’t possible in other places.
- **Shareen M:** I want to preserve Dresden Village/Dresden Drive. I like this node and would like to see additional housing types (duplexes, triplexes, quadruplexes) allowed by right. I also want to preserve Buford Hwy character. We are squeezing out the people that we should be working to ensure they are able to stay.

BOUND FOR 2044 (Project Status Overview)

Process Framework

Amanda reviewed the planning update process, which is broken up into four phases. We kicked off Phase 1 in the summer to review existing conditions/trends and establish the public engagement foundation for the planning process. We are now shifting into Phase 2 to identify and collect input on community priorities. Amanda continued with a high-level overview of the project phases and anticipated timeframes.

Project Timeline

Amanda presented the project timeline and provided a brief overview of how the project will unfold between now and July 2024. She noted that adoption is targeted for July.

Plan Focus and Topic Areas

This plan focuses on land use policy, people, and Brookhaven as a place, while also considering other topics on the slide. All of the different topics feed back into land use and are interrelated. Amanda noted other City plans and how those would feed into different components of the Comprehensive Plan.

Plan Collaboration

The plan update process is a collaborative effort – we need your input! The planning process involves close collaboration between the City, consultant team, Steering Committee, and community. The City’s role is to provide overall direction, while the consultant team leads the project. The Steering Committee will help guide the project team and vet ideas. Community members will provide feedback and help shape the plan’s vision and goals, needs and opportunities, and recommendations.

The state requires communities to update and maintain their comprehensive plans. Plans must be compatible with the region and surrounding/neighborhood communities, who also have an opportunity to review and comment on the plan during state/regional review.

Steering Committee Composition & Role

Anna J provided an overview of the Steering Committee and their roles and logistics, which are covered in detail in the slides. The Steering Committee includes representatives from a variety of sectors, including the City's four Council districts, planning and development staff, City leadership, the development community, and minority community organizations.

The Steering Committee will meet three times over the course of the project, with subsequent meetings anticipated in November and January.

The committee briefly discussed dates and times for the second SC meeting. The group discussed either the week before or after Thanksgiving and noted a lunch meeting was preferred over evening. A follow-up email will be circulated to confirm details.

CURRENT PLAN OVERVIEW

Purpose and Key Components

Amanda provided an overview of the comprehensive plan, noting that the Character Area Map guides land use and zoning decisions. While we are thinking about the next five years in closer detail, while keeping in mind a 20-year planning horizon/vision.

Vision and Goals

We are building upon the City's existing Comprehensive Plan. Amanda presented the existing vision statement and goals. Activities later in the meeting will focus on analyzing these components to determine whether they are still relevant or identify areas for improvement.

Community Land Use Policies

Current land use policies are focused on promoting a healthy, active, and sustainable community. She noted that collaboration with neighboring communities will be important to ensure growth is coordinated around jurisdictional boundaries. Land use policy set in Brookhaven may impact neighboring communities as well.

Character Area Map

The Character Area Map establishes land use policy in the comprehensive plan. It identifies areas that the City believes should be preserved and areas that are more appropriate for change and development. Each character area has three subareas – interior, transition zone, and corridors – which are treated differently and will be explored in more detail through the community workshops.

Implementation

Key implementation strategies in the current plan were reviewed, which are covered in more detail on the slide. Amanda encouraged committee members to review the current comprehensive plan and noted that we are building from this plan verses starting from scratch.

Where do we go next?

Amanda noted who we are speaking to and the types of questions we will be asking as we move through the priority setting stage.

Questions / Comments

- Why is the plan updated dated 2044? What about 2034?
 - This is the 10-year update, the last plan was focused on 2034. A 20-year planning horizon allows us to plan for opportunities or challenges that may occur earlier than anticipated.
- How are you connecting your plan with the Dekalb County plans and CHOA? How do you integrate the school system into this plan?
 - We are mindful of what's going on in neighboring jurisdictions. We are also being mindful of what's going on with potential annexations.
 - The schools are unique as we do not directly control the school system. We consider them but cannot plan for them.
 - Linda noted that if a zoning change impacts the school system, they let them know and coordinate with them regularly to make sure they are aligned.
- Have the character area studies from 2015 already addressed some of these issues? Are we trying to preserve those? I assume the many Buford Hwy Plans will also be integrated.
 - We want to integrate them better into the Comp Plan verses totally updating them.
 - We understand that the current character areas are generally working fine, but there is desire to refine to a smaller area of detail.
- It was noted that there is new nodal study that is being reviewed by Council.
 - The project team is aware of this study and will coordinate with that consultant team as needed

PROGRESS & TRENDS HIGHLIGHTS

Permit Activity

Growth and development patterns and changes since the last comprehensive plan update were reviewed. Significant changes were identified, which are covered in detail in the slide deck. Anna B noted that while permit activity seems higher for single family units, building permits don't measure the impact of developments. Some large developments, including multifamily and mixed use, have a single permit even if hundreds of units are part of the development.

Major Changes + Developments

In developing the Progress and Trends report, we reviewed large, impactful developments and changes. Brookhaven's land area has increased by 9 percent due to annexations. A key change noted was projects with CHOA and Emory at Executive Park. Proposed and ongoing expansion of these facilities in this area has implications for jobs, housing needs, infrastructure, and the economy. These projects will also be a catalyst for additional development in that area.

Pipeline Projects

Pipeline projects are those developments that are coming to Brookhaven in the near future. The slides provide more details on the development description and scale. Many of the pipeline projects show mixed use, townhomes, and other developments – a departure from just single family residential that is more common in Brookhaven.

People, Place, Economy

Amanda summarized the findings from Fourth Economy's analysis on housing and economic development trends which focused on the past five years.

Questions and Comments

- While some areas may not be cost burdened, there are areas around Buford Highway that are more cost burdened and impacted by decreasing affordability in the area.
 - Amanda acknowledged that geographically there are concentrated areas of socioeconomic vulnerability, especially in southern part of the city around Buford Highway.
 - We are looking at each area in detail and understand that there is more of a mixture of income and areas of higher poverty than some citywide trends suggest. She emphasized that we will reframe this information as we go public.
- What percentage of the population is more vulnerable around Buford Highway? Even though the area is smaller, it is important to note.
 - Amanda indicated that the project team will follow up with that information.
- Gentrification is taking over Brookhaven. Even lower-priced housing stock in Brookhaven is more restrictive for low-income families

Next, Amanda reviewed the median household income graphic which compares different ethnic groups and income levels. A map was shown that compares homeownership and rental housing. Part of this process is to address the disparities we are seeing in housing trends across the city. Commuter trends were also analyzed, which indicated that most people commute out of the city for work and many people that don't live in Brookhaven commute into the city for work. In this process we will be thinking about how the city can capture and leverage more job opportunities.

Questions/Comments

- Do those numbers show where a person is employed? Or the actual location where they are working? Does this capture the population that works from home?
 - The data used in this analysis does not capture the location of those who work from home. The data shows the location of the employer.
- Michael Johnson noted that there is a new report coming out that indicates that employees typically spend 2.3 days in the office. It will be important to try and capture more information about our work from home population.
 - The project team will follow up with Michael to get a digital copy of this report.

Arts and History

Anna B provided an overview of the City's art, historic, and cultural resources.

Our Environments

We reviewed where the City has made progress and some of the accomplishments in terms of natural and environmental assets. The slide highlights some of these recent advancements in parks and facilities.

- A committee member pointed out that the waterway (Peachtree Creek) in Brookhaven is a missed opportunity that could be leveraged as a redevelopment opportunity that can feature the waterway, aside from just having trails.

Mobility and Infrastructure

Amanda noted that there is currently a mobility plan underway in the City, which aims to create a more walkable, safe, connected city. Amanda followed up that the land use policy coming out of the comprehensive plan will seek to align with the mobility plan. Amanda noted that it's important to coordinate with Dekalb County on water and sewer capacity management. She also touched on stormwater management, which is covered in more detail in the slide.

Questions/Comments

- How do you work with GDOT to align your visions? The impact that CHOA will have on the traffic in Druid Hills will be massive. How do we manage traffic and long term and ensure protection for local businesses impacted by the road closures?
 - The City is actively coordinating with GDOT and has taken a proactive step to increase capacity.
 - It was noted that the Comprehensive Transportation Plan also has a long-term vision.

Amanda ended this section discussing how broadband is also a component of the Plan and will be analyzed during the process to identify any issues.

Emerging Trends and Themes

Amanda reviewed emerging trends and themes from the City's existing recent planning documents. The Progress and Trends Report ends with an Emerging Trends and Themes section which covers these in more detail. She noted that the needs and opportunities for the comprehensive plan cross multiple elements (transportation, land use, housing, etc.). These themes and trends will start to help shape the plan update.

GROUP ACTIVITIES & DISCUSSION

Current Comprehensive Plan Vision Statement

Committee members were asked to review the current vision statement by indicating whether it was still relevant, needed updates, or was no longer relevant.

"Brookhaven will be a national model for a walkable, urban community that preserves its unique character and history of neighborhoods, parks, and natural assets while welcoming higher density activity nodes that support transit use, biking, community hubs, sense of place, and diversity of residents and businesses."

The majority of the responses fell under "maybe" or "no," indicating the group felt that the vision statement needs to be reevaluated and updated. To better understand perspectives and ideas, Amanda asked follow-up questions to those who responded "no" or "maybe". A summary of responses is provided below and in Table 1.

- Lacking affordability housing, diversity (income, ethnicity, age); get rid of single-family housing

- Emphasis shouldn't be on becoming a national model but meeting unique needs of our population. We want to be a model for other communities, but being a model at a national level doesn't work without transit.
- While I agree certain components of the city should be preserved, we also need to allow them to evolve and change to an appropriate degree.
- The willingness to change and be inclusive, forward thinking – all these are important.
- The current statement feels generic and doesn't speak to the unique city that we are

Amanda asked the committee to consider whether we want a vision statement in our comprehensive plan.

- The group agreed that a vision statement was needed to help shape, guide, and implement the Plan.

Allison noted that we can also deviate from the traditional vision statement and consider a short, concise statement that encapsulates the direction you're headed as a City. You don't have to squeeze everything into a single statement.

- The Committee seemed open to this idea, which will continue to be explored as we move through this process.

Current Comprehensive Plan Goals

This activity had three parts. Committee members were asked to:

1. Review the goals, provided on boards, and determine if they were still relevant using green dots (red dots if they were not),
2. Provide ideas using sticky notes for how the goal could be measured or tracked, and
3. Provide feedback on what actions, policies, or initiatives were needed to further this goal using sticky notes.

The group reviewed the results of the exercises. Amanda noted there were many green dots, meaning that it appeared the group felt that many of the existing goals should be carried forward in the plan update. She then called out certain red dots to get a deeper explanation.

Questions/Comments

- Is housing was included in any of these goals?
 - Amanda explained that the vision and goals are long-term. There is an entire section of the plan dedicated to housing. Currently, housing is buried within or woven into other goals.
 - Amanda noted that we should consider highlighting housing as a separate goal
 - Housing is both a roadblock and catalyst for our city. It's hard to preserve character and natural resources while you reshape land use patterns.
- *Neighborhoods* had a red dot, which indicates someone felt like it was no longer a relevant goal. However, there were mostly green dots, indicating most of the group felt this was still relevant as a goal.
 - The group discussed the potential to reframe this goal to capture housing affordability more directly.
 - We want to continue to preserve existing neighborhoods, but we need to be able to add different types of housing. If duplexes come into a community, they

should fit in existing characters. Architectural codes could help enforce this approach.

- *Buford Highway Gateway* was specifically called out as a goal that is still important as it is one of the biggest economic engines in the City outside of CHOA.

Amanda asked the team to please provide any additional thoughts as the group shifted into the next activity. Detailed responses from this exercise are provided in Table 1 below.

TABLE 1: CURRENT COMPREHENSIVE PLAN VISION & GOALS FEEDBACK

Comprehensive Plan Vision	Current Vision Statement	<ul style="list-style-type: none"> - We aren't going to be a national model because we don't have the transit infrastructure. - We could be a leader in affordability or building a community that is diverse (age, ethnicity, income. - Get rid of single-family zoning. - We need to rework this <p>Overall comment:</p> <ul style="list-style-type: none"> - These are the "goals" for the community, but the actual community is very NIMBY. - When it comes to the actual projects, it's always a no for me. This is ideal but based off public comments, the people don't {support the tenets}.
Comprehensive Plan Goals	A City of Parks	<p>Parks need to be more equitable & dispersed equally</p> <p>Connectivity to get to parks by walking and bicycling</p> <ul style="list-style-type: none"> - More community gathering/resting places (plazas, small greenspaces) - How can increased greenspace be used by WFD folks? More outdoor exercise equipment, easy recreation: pickleball, bocce, volleyball - Add parks and rec center to southern portion of the city - Update parks plan <p>Protect trees & plant new ones</p>
	Economic Prosperity	<ul style="list-style-type: none"> - Land banks - Direct subsidies - Create workforce opportunity with ownership in mind for small businesses - Add business incubators - Small business incubators - Housing authority - Paying into fund based on age & condition of home demolished; \$ goes to affordable housing
	Buford Highway Gateway	<ul style="list-style-type: none"> - Buford can both continue as a place to live but also be a destination – an international corridor that begins in Brookhaven - We have an opportunity to do it right here, preserving culture & affordability while increasing services <p>Development needs to be done to enhance Buford Highway. Encourage P3s to develop gateways</p>

	Transit Oriented Design	Engage with MARTA to build a quality TOD at the MARTA station
		Pursue TOD with focus on pedestrian connectivity, mixture of uses, and higher density development that support workforce housing
	Diversity	Increase diversity input in all efforts in the City. Allow focus groups to participate with roundtables.
		<ul style="list-style-type: none"> - Add an office of cultural affairs - A Buford Highway committee to help steer that neighborhood - More outreach in those communities on why it's great to live here - Live/work programs (grants maybe)
		Encourage equity & diversity in all elements of planning to include land development, housing, accessibility to parks, arts, etc.
Neighborhoods	So many houses are torn down & rebuilt, it's hard to say it's unique	
	<ul style="list-style-type: none"> - Preserve BuHi - Drew Valley doesn't need to be preserved 	

Needs & Opportunities

Allison instructed the committee to write down what they felt were the biggest needs and opportunities for Brookhaven's future. Allison noted that when the first comprehensive plan was developed, Brookhaven was a new city. Part of this activity involves thinking about whether each need and opportunity applies citywide or is geographically specific.

Ideas were written on sticky notes and the project team started to organize responses into different categories. Allison and Anna B synthesized the needs and opportunities into summary groups, as noted below, while reviewing comments

Housing (citywide, but distributed)

- Affordable housing
- Workforce/missing middle
- Options for seniors (Senior Friend housing, recreational activities, volunteer activities)

Community (citywide)

- Create sense of place and community

Parks & Greenspace (citywide)

- Expand parks and open space
- Expand trails and greenways (citywide but priority in south)

Transit/Transportation (citywide)

- More north/south transit options (priority)
- More transportation alternatives
- Prepare for EV infrastructure/new technology

Cultural Diversity (geographically specific)

- Preserve/expand diversity

Buford Highway (geographically specific)

- Keep character but optimize opportunity

Comments

- A committee member pointed out that we should be mindful about not creating segregated communities. We’ve seen this happen with the Latino community. City must be careful to not create pockets of affordable housing and need to be intentional about enabling integrated incomes.
- A committee member noted that pockets of Atlanta have a lot of business diversity but ultimately become neglected. Buford Highway includes Latino, Asian, and Indian businesses. How do we ensure that the future of Buford Highway has clear direction. What is our idea or plan for this corridor? There have been many plans created for this corridor, including a master plan. City staff noted that the referenced master plan may have been part of an economic development plan.

Table 2 provides a summary of responses from this exercise under Activity 2. Detailed responses are also listed in the table.

TABLE 2: NEEDS & OPPORTUNITIES BRAINSTORM RESPONSES

Housing	Need	Diversity in design of SFH
		Affordable housing
		Housing for Emory/CHOA
		Missing middle housing including within single-family neighborhoods
		Develop affordable housing
		Workforce housing
		Affordable housing, DUH
		Figure out more affordable housing
		- Need to be more senior-friendly: 1) Housing without stairs 2) Housing near transit 3) Recreational activities 4) Volunteer activities for seniors - Make them feel needed and supported
	Opportunity	Affordable housing kitchen sink: - Inclusionary zoning - Land trust bank - Direct subsidies - Allow more than 2 non-related per household - It’s a national problem – let’s be a laboratory
Transportation	Need	Vision should have connectivity from one end of city to the other
		More north to south transit options

		<ul style="list-style-type: none"> - Connect neighborhoods as redevelopment occurs - Don't allow gating of current streets
Greenspace	Need	Trails that cut through neighborhoods for increased connectivity
		Enhance Peachtree Creek & Greenway
		More sports/parks on BuHi
		City build the Peachtree multi-use path so the land will develop <u>after</u> the placemaking occurs
		More greenspace – we are way below national average
Community	Need	Create a deeper sense of community
		Define how our neighborhoods are unique
Cultural Diversity	Need	Preserve the diversity of the city
		More diversity
	Opportunity	Get some direction on how we preserve but create a more defined direction for Buford Highway corridor
Economic Prosperity	Need	To be the cultural highway in the Southeast (excluding Miami) – Buford Highway has so much potential
		Technology incubator space/funding
Infrastructure	Need	Economic mobility for minority residents
		Better stormwater capture and management
Land Use	Need	Make stormwater a higher priority – may need rethinking?
		Smaller open spaces for lots that aren't large enough to promote more density
		Development of Brookhaven MARTA station (downtown Alpharetta)
		More commercial nodes that provide a destination to residents & visitors
	Opportunity	Creating/preserving space for minority owned businesses
		Corporate Square redevelopment

NEXT STEPS AND UPCOMING ACTIVITIES

Anna J provided an overview of upcoming events and next steps for the committee.

Visit the project webpage to stay in the know about public engagement opportunities which kick off in October! Anna reviewed the intent of listening sessions, which will enable the project team to meet people where they typically hang out in the community. These informal meetings may include youth, seniors, city leadership, families, businesses, or certain communities.

A committee member suggested meeting with moms to hear perspectives from families, the senior and elderly community, and people who work from their homes. The steering committee was encouraged to share their ideas for who the project team should meet with for these listening sessions, which are anticipated in October.

Amanda and Aronda thanked the committee for their participation and the meeting adjourned.

STEERING COMMITTEE MEETING #2

November 14, 2023
12:00 - 2:00 PM
Brookhaven City Hall

MEETING MINUTES

ATTENDEES

Steering Committee Members

Name	Position	Organization
AD McNaghten	Community Representative, District 4	Resident/Board of Appeals
Dan Connor	Director of Development	Kim King Associates
Eli Velez	Vice President of Facilities	Latin American Association
John Funny	City Council, District 4	City of Brookhaven
John Higley	Community Representative, District 3	Resident/Historic Brookhaven Neighborhood Association
Michael Johnson	Economic Development Director	City of Brookhaven
Sahil Kochhar	Principal, Bedrock Homes	Bedrock Homes
Sandy Murray	Community Representative, District 1	Resident
Sherean Malekzadeh	Community Representative, District 2	Resident/Planning Commission
Linda Abaray	Community Development Director	City of Brookhaven
Aronda Smith	Planning & Zoning Manager	City of Brookhaven
Drew Murray	Senior Planner	City of Brookhaven
Sam Trust	Planner	City of Brookhaven

The following Steering Committee member were not present:

- Murtaza Khwaja: Executive Director, Asian American Advancing Justice

Consultant Team

- Amanda Hatton, Project Manager Blue Cypress
- Ansley Belton, Community Planner, Blue Cypress

- Allison Stewart-Harris, Land Use Lead, TSW
- Anna Baggett Planner, Land Use Planner, TSW

AGENDA & MEETING GOALS

Agenda

Meeting Sign-in and Lunch Selection

- 12:00 Welcome & Project Update
- 12:05 Findings from Public Outreach
- 12:20 Character Area Map & Corridors Discussion
- 1:05 Land Use Vision Statement & Goals Update
- 1:15 Priorities Boards
- 1:55 Next Steps & Adjourn

Meeting Goals

- Highlight key takeaways from Input Period 1 and explain how it is informing the developing plan framework.
- Collect feedback on Character Area Map refinement, with focus on corridors.
- Collect feedback on preliminary update to Vision, Goals, and Priorities.
- Continue to identify action items

WELCOME & PROJECT UPDATE

Linda and Amanda welcomed Committee members to the second meeting. Each committee member introduced themselves and their affiliations. All but one of the committee members participated either in-person or virtually via Zoom.

Amanda gave an overview of the meeting activities and goals, as documented in the meeting slide deck. Amanda gave an update on current project status. We have largely completed two of the four plan update phases. We are starting Phase 4, which is focused on updating the framework of the plan before we build out the updated plan document. Amanda also document.

FINDINGS FROM PUBLIC OUTREACH

Ansley Belton and Anna Baggett highlighted the high-level takeaways from the input activities during October/early November, which are highlighted in the meeting slide deck. A summary of input is forthcoming. The survey will take a couple weeks to process. The map tool will remain open through December.

Questions and Comments

John Funny asked two questions:

1. How do we feel about the breakdown of participants on the survey? Is it statistically valid?
 - *Ansley noted the challenge of getting people to participate in a long-range planning process. These types of surveys are never going to be statistically significant; however, we are being mindful of the segments of the population that we did not hear as much from, such as Spanish speakers, youth, and lower-income people.*
 - *Amanda noted that through our upcoming outreach, we will try to better connect with populations we have not heard from. We will also use our planning expertise to represent the interests of these groups in the plan recommendations.*
2. Did participants understand what it means when we say, “a variety of housing types is desired”?
 - *Anna noted that most workshop participants agreed that the City should support a variety of housing types, but participants had different ideas about where the different housing types should be accommodated.*

Eli Vasquez asked two questions:

1. Is there a map showing where Brookhaven is planning mass development?
 - *Linda answered that there is a map of the current High-Density Nodes.*
2. Is there a map of current developments and/or City projects?
 - *Anna noted that there is a map of recent development projects in the Progress & Trends Report, which will be published soon.*

John Funny noted that we should include a note “character area changes” in upcoming meeting promotions to help increase participation and alert people that we are updating policies.

CHARACTER AREA MAP & CORRIDORS DISCUSSION

Anna gave an overview of the draft adjustments to the Character Area Map, focusing on the delineation and definition of four different subareas. Anna explained that today we are focused on corridor policies. She shared a scale of housing intensity that has been applied to each corridor along with other types of uses for corridors.

Questions and Comments

- John Funny said that he likes the specificity that the subarea definitions provide.
- Sherean stated that she is a huge proponent of duplexes and triplexes. If these are designed contextually, no one will even know that they are duplexes/triplexes.
 - Linda noted that there are design standards that help with this.

- There is currently a grandfathering issue in some character areas, where a duplex cannot be rebuilt in the same location if an existing duplex residence is torn down.
- The rezoning of and the new development at the former Boys and Girls Club site was noted as a good example of incorporation of duplex/triplex type development.
- Sherean reiterated that there are two needs: 1) allow duplexes and triplexes by right, and 2) locations where this is appropriate in the city. It was discussed that the Comprehensive Plan is the appropriate location to identify appropriate locations for these uses.
 - Michael Johnson noted that the team needs to back its recommendations with technical analysis.
- Sahil stated that duplexes and triplexes can be a great way to introduce affordability without changing the single-family character of a community.

Anna shifted into presenting the draft land use recommendations for corridors by character area.

The committee also received a packet of worksheets to provide feedback on additional land use recommendations for other subareas as homework. An online form is also available with the same information, so that committee members can share feedback through whichever method is easier for them.

Questions and Comments

- Eli asked if the corridors would all have an overlay.
 - Linda responded that overlays are not necessarily needed; the designation in the Comprehensive Plan provides guidance for potential rezonings.
- Lakes District Character Area:
 - Corridor policy looks good.
 - Sandy commented on some nuances in the area.
- Blackburn Park Character Area:
 - John Funny noted that the community south of Johnson Ferry might oppose higher density along Johnson Ferry.
 - Sandra noted that transportation is an issue in this area. Connectivity for bikers and pedestrians is not great near Johnson Ferry and Ashford Dunwoody.
- Sam asked if Clairmont Road be a “special area” rather than a “corridor” since there is already a special plan for it.
- Peachtree Corridor Overlay District:
 - It was recommended that corridor policy be extended to Thompson.
 - Linda noted that there will be potential opposition to this based on previous community feedback.
 - Blue special use area feedback:
 - It would be helpful to have less driveways in this area on Peachtree. Could an alley be added?
 - It would be nice to make this area more communal.

- Anna asked if we should rename the Buford Highway Corridor Character Area.
 - The committee agreed that renaming with some hybrid form of Buford Highway and Peachtree Creek makes sense.
 - Culture and Connectivity Corridor was also recommended by Sam.

For several Character Areas, the committee agreed with the draft land uses and residential intensities.

LAND USE VISION STATEMENT, GOALS, & PRIORITIES UPDATE

Amanda discussed the process of updating the draft Vision and Goals statements and Priorities. The 5-year work program will be directly correlated with the priorities list; land use policies/initiatives for each character area will also be shaped by this list. Committee members were given sticky notes and dots to provide feedback on the Vision, Goals, and Priorities boards. A summary of feedback follows.

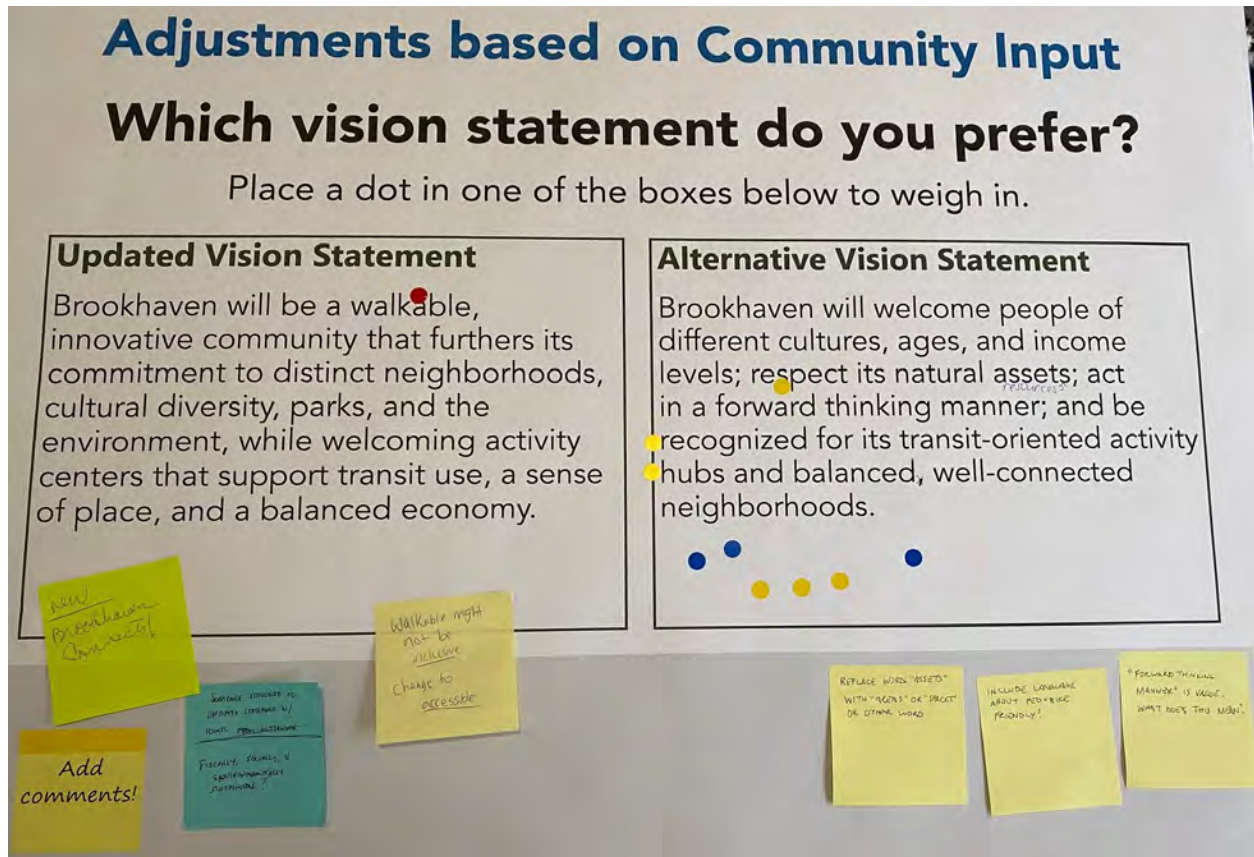
Vision Feedback

The activity board, shown in Figure 1, instructed committee members to add a dot in the box for their preferred vision statement. The Alternative Vision Statement received several dots indicating more support from the Committee than the Updated Vision Statement, which received one red (disagreement dot). The committee member that provided the red dot noted that the word “walkable” is not inclusive enough; rather, “accessible” would be a better term to use.

Additional feedback included:

- Consider “Brookhaven Connects” as an overarching vision or slogan.
- Replace “assets” with “areas” or “spaces.”
- Include language about bike and pedestrian friendly.
- “Forward thinking manner” is vague. What does this mean?
- Like the sentence structure of the Updated Statement but with the points of the Alternative Statement. Consider “fiscally, socially, and environmentally sustainable.”

Figure 1. Vision Statement Preference Results



Goals Feedback

Goal 1: Land Use and Transportation Coordination

Three dots indicated support. Comments on this goal included:

1. Walkability should be replaced with accessibility to be more inclusive.
2. Could say "improve" or "enhance" versus "achieve greater."

Goal 2: Transit Oriented Design

No comments or dots.

Goal 3: Multicultural Hub

Three dots indicated support.

Goal 4: A City of Parks & Paths

Three dots indicated support. Comments on this goal included:

1. Connectivity between parks, schools, and the City Centre.
2. Agree about adding something regarding connectivity.

Goal 5: Neighborhoods

No comments or dots.

Goal 6: Economic Prosperity

Three dots indicated support.

Goal 7: Sustainability

Three dots indicated support. One comment said, "I like the idea but not word choice of second line."

Goals Considered for Removal

Unique Brookhaven

The committee reached a consensus that the City should keep this goal. It was stated that ID and Branding are long-term activities that the City needs to continually work on. The description needs to be updated to reflect the ongoing nature of this goal.

Buford Highway Gateway

The committee reached a consensus to remove this goal. It was agreed that Buford Highway policies and initiatives will be covered in the land use plan for the character area.

Priorities Feedback

For each of the following priority areas, only the specific priorities that received comments or dots are discussed.

Strategic Growth

- Continue to enhance, diversify, and attract business establishments and unique restaurants.
 - One dot under "This is not a short-term priority (move to 5 - 10 years)." A comment stated, "need to get the zoning code set with any new ideas before we attract businesses."
- Develop a citywide Economic Development Strategy.
 - One comment stated, "A citywide incentive structure already exists."
- Expand public gathering spaces in underserved areas.
 - There was one dot indicating support for keeping this as a short-term priority.
- Advance live-work opportunities within the City.
 - There was one dot indicating support for keeping this as a short-term priority.

Sustainability

- Protect and expand tree canopy, particularly in underserved areas.
 - One dot under "This is not a short-term priority (move to 5 - 10 years)."
 - During the report-out and discussion period, the committee agreed that the City has already focused a lot on the tree canopy, and it does not need to reevaluate the tree ordinance in the next five years.
 - Amanda noted that maintenance of trees is something we heard at workshops.

Connectivity and Active Transportation

- Further Brookhaven as a walkable and bikeable community.
 - One comment stated, "A connected community to key destinations."
- A general comment on this section stated, "Establish policy/plan for golf cart use."

Equitable Development and Investment

- Promote workforce development programs for residents.
 - One dot under “This is not a short-term priority (move to 5 - 10 years).” A comment stated, “Housing overall has some short-term priorities and some long-term priorities. In the short term, we need zoning changes. In the long term, we need incentives, land trusts, etc. (things that need mechanisms created).”
- Preserve and expand safe and affordable housing in the community.
 - During the report-out and discussion, the committee reached consensus that “affordable” should be replaced with “workforce” since Brookhaven’s current policies are focused on providing workforce housing (defined as 80% AMI).

Culture and Place

No comments on these priorities.

NEXT STEPS & ADJOURN

Amanda briefly reviewed upcoming community engagement activities and next steps for the Steering Committee and Planning Team.

- The Steering Committee was asked to submit its homework by Monday, November 20.
- The final Steering Committee meeting will be scheduled for the weeks of January 15 or January 22. The planning team will be in touch to solidify and schedule the meeting.



STEERING COMMITTEE MEETING #3

January 26, 2024
 12:00 – 2:00 PM
 Brookhaven City Hall

MEETING MINUTES

ATTENDEES

Steering Committee Members

Ca~n	MEfhpEj	E ft a j v a p E j
AD McNaghten (AD)	Community Representative, District 4	Resident/Board of Appeals
Eli Velez (EV)	Vice President of Facilities	Latin American Association
John Funny (JF)	City Council, District 4	City of Brookhaven
John Higley (JH)	Community Representative, District 3	Resident/Historic Brookhaven Neighborhood Association
Michael Johnson (MJ)	Economic Development Director	City of Brookhaven
Sahil Kochhar (SK)	Principal, Bedrock Homes	Bedrock Homes
Sandy Murray (Sandy)	Community Representative, District 1	Resident
Sherean Malekzadeh (SM)	Community Representative, District 2	Resident/Planning Commission
Linda Abaray (LA)	Community Development Director	City of Brookhaven
Arona Smith (AS)	Planning & Zoning Manager	City of Brookhaven
Drew Murray (DM)	Senior Planner	City of Brookhaven
Sam Trust (ST)	Planner	City of Brookhaven

The following Steering Committee member were not present:

- Dan Connor: Director of Development, Kim King Associates
- Murtaza Khwaja: Executive Director, Asian American Advancing Justice

Consultant Team

- Amanda Hatton (AH), Project Manager Blue Cypress
- Anna Johnson (AJ), Community Planner, Blue Cypress
- Allison Stewart-Harris (ASH), Land Use Lead, TSW
- Anna Baggett (AB), Land Use Planner, TSW

AGENDA

Meeting Sign-in and Lunch Selection

- 12:00 Welcome & Project Update
- 12:10 Implementation Plan & Work Program Discussion
- 1:00 Character Area Map & Housing Diversification
- 1:50 Next Steps & Adjourn

WELCOME & PROJECT UPDATE

Amanda provided an overview of the agenda and reviewed the project schedule. She noted the public hearings with Planning Commission and City Council would take place in May. After that time, the plan will be transmitted for review and approval by Atlanta Regional Commission (ARC) and Department of Community Affairs (DCA). We are still on track for plan adoption by Mayor and City Council in July. The deadline for the City's Comprehensive Plan adoption is October 2024, so there is extra time built into the schedule, if needed.

Recent Input Activities

The project team has been busy with the second round of community workshops in December, followed by a public input period (mid to late December) where community members could access workshop materials online to review and provide input.

Listening Sessions enabled the project team to get insight and feedback from certain community groups. Most recently, the project team met with affordable housing developers, high school students (Cross Keys), and families.

Amanda noted that the project team also had two work sessions with city staff, representing various city departments, to walk through the work program and provide feedback.

Questions and Comments

- JF: We have two new Council members and the Mayor. Have you all connected with them yet?
- AH: Yes, we are currently working to schedule a time to meet with them.

Comp Plan Document

Amanda presented an overview of the structure for the updated Comprehensive Plan document, providing a brief overview of each section. See slide for more details.

Questions and Comments

- JF: Regarding FLU, are their priority projects that could be pushed forward to help incentivize priority projects, for the ones or areas where redevelopment is likely?
- ASH: There will be a lot of connectivity between the work program and character area plan. We will also be tying this to the Work Program and specific recommendations.

IMPLEMENTATION PLAN & WORK PROGRAM DISCUSSION

Long Term Vision & Goals

Amanda reviewed the status of the long-term land use vision and goals. Amanda noted that some stakeholders identified early on that some of the City's vision/goal statements lack the "teeth" or policy to move those initiatives forward. She emphasized that the City says we value certain things and identify them as goals, we need to have action items and policy to back them. Otherwise, we should consider changing the vision and goals to ensure that they are accurate.

The updated drafts were presented on boards for review/comment by the committee.

City's Vision & Mission

As part of this planning process, the planning team was tasked with updating the citywide vision and mission. This is not the citywide land use vision but is the general citywide vision.

Around 80 percent of community survey participants noted general support of the current statement but identified some room for improvement. We asked what words should be added or deleted. The mission statement further implements the citywide vision.

The planning team has made suggestions for revising the City's Vision and Mission statement based on feedback collected. The proposed edits to both were displayed on boards for review/comment by the committee.

Priority Areas

Amanda gave a recap of the plan's priorities reviewed at the last meeting. These priorities advance the land use vision and goals over the next five years. Strategic Growth and Equitable Development are the heart of the land use plan. Other priority areas include Culture & Place, Sustainability, and Connectivity & Active Transportation.

We collected input on the community priorities during the second round of engagement in December 2023. Community members provide feedback on metrics for identifying missing middle housing locations, preferences for creative placemaking strategies, and sustainability initiatives. Wayfinding and gathering spaces were top priorities identified for placemaking.

- JF: This is consistent with what I've been hearing in the BuHi area. Last week we did groundbreaking of an athletic field on BuHi. Could we infuse that into the plan? We had professional rendering completed.
- AH: Yes, we would like to highlight those types of things in the plan.
- JF: That really helps show the community what is possible.

Conserving green space and developing pocket parks in underserved areas ranked high for sustainability initiatives.

Listening Sessions – What We Heard

These meetings provided an opportunity for the planning team to hear about priorities/needs from groups that may not have participated in the communitywide meetings. See slide for a key takeaways from each session.

The committee discussed some of the input received at these meetings:

- JF: Yesterday, the Mayor and I met with a representative from the Cross Keys School Board, and we are working with them to improve the relationship between the City and school (for Cross Keys and other schools).
- LA: The youth provided a great and real perspective on the realities of affordability and key needs across the city.
- EV: Gwinnett County has a Youth Commission. Maybe we could adopt a similar group for Brookhaven. It includes representation from all different parts of the County. Sometimes the community or youth feels that the City doesn't actively
- MJ: Outside of Cross Keys, how much input are we getting from other youth, kids from age 11-18? I've seen firms designing buildings with this younger age population in mind, as those are who will be using them.
 - LA: Cross Keys was the only opportunity directed at youth. It was not an easy task to get in there. All of the meetings were open to public.
 - AH: That was also our goal from the families listening session, that the parents would be representing the interests as well.
- LA: it's been hard to engage the Hispanic/Latinx community
 - The group discussed different ways to reach youth and other populations that might not typically participate in a city planning process.
 - The Cross Keys group indicated that their parents aren't going to have time to get involved in the evening due to work and family obligations conflicts.
 - We could better advertise through the schools and local churches.
- SM: We need to ensure the comp plan specifically calls out the city's value or desire to be more inclusive and equitable.

Needs & Opportunities

Each priority area includes needs and opportunities that guide action items for achieving the priorities. Amanda noted that the transportation area involves close coordination with other city planning efforts, such as the ongoing Multi-Modal Transportation Plan.

Work Program Format

Amanda introduced the preliminary draft of the five-year Community Work Program, spanning 2024 to 2029. The group was provided hard copies of the draft work program and asked to review and comment on the Strategic Growth and Equitable Development portion of the work program today, providing feedback while considering the following questions.

- Are we advancing our long-term vision and goals?
- Are there any actions you feel are missing?
- Is there anything listed that may draw concern from your neighborhood, clients, or the communities you serve?

- Have we addressed key needs for diversity, equity, and sustainability that apply to growth and development?

Amanda asked the committee to place a green dot beside top priority items and a yellow dot beside items that need clarification/discussion. After about 20 minutes of review, Amanda asked committee members to share any action items that they put a yellow dot beside. Below is discussion around these items. [Reference the Work Program handout for details

- 1.1.4 - JH: This one doesn't have a number but comes after 1.1.3. I would assume that we already have something like that.
 - Linda clarified that the city does have a process set up for that.
 - Amanda discussed that this action requires some fresh attention as it is recommending funding prioritization for special areas of the city as denoted in the updated Character Area Map.
- 1.1.3 - JH: I have a yellow dot on 1.1.3 [revisit Windsor Osborne Small Area Plan]. What is driving this re-look? Don't we already have a plan for this?
 - Amanda clarified that this is just a regular 5-year check in on the plan to assess advancement and whether any adjustments are needed to implement or continue to advance vision for areas.
 - Linda followed up that movement on implementing the Windsor Osborne Plan is very reliant on private property owners, so it may move slower.
- 1.3.2 - JF has a yellow dot here as well. Would Brookhaven Park serve that purpose?
 - AH noted that this came out of the City Centre Master Plan.
 - ST: I also putted a yellow dot on that one.
 - DM: The land prices are high; we have a housing crisis. A big issue with the overlay is the requirement to include a pocket park, particularly given the size limitations on the parcels.
 - Sam noted that a larger aggregate open space could alleviate the requirements to provide pocket parks on individual parcels. Maybe property owners put money toward the communal space instead.
- 1.4.2 - JF: Didn't we already replace that bridge (Nancy Creek Bridge)?
 - The group discussed this and will take another look to confirm the status of the bridge replacement.
- 1.5.1 - SM: I don't see anything here communicated to the public differentiating the city/homeowner's association/county responsibility. We need something on the website to fully outline who is responsible for what.
 - SK: We have to put the responsibility of infrastructure on the title so that the owner understands what they are responsible for, and it is recorded.
 - Sandy: On that same topic, there is nothing about trees in our vision, mission, or long-term goals. Stormwater is a big issue when it comes to trees. We need to balance the role of streets versus stormwater management. One of our goals as a city was to increase the tree canopy to 50%.
 - SM: How will increasing the tree canopy to 50% impact accommodating affordable housing and density needs?

- The group discussed tradeoffs on these topics and how the city could address both of those needs.

CHARACTER AREA MAP & POLICY REFINEMENT

Community Input: Corridors

Anna B highlighted takeaways from public feedback about corridors from the December meetings and input period. She noted that people, overall, were more supportive of density than we initially expected. We also heard that we need to consider more missing middle housing types. Anna reviewed key considerations for certain corridors, which are detailed on the slide.

- JF: For Clairemont Road, did you talk to Chamblee about coordinating with future land use and development along Clairemont Road, where the city boundaries meet?
 - LA: We have a joint study with Chamblee on that part of Clairemont corridor. We own the right-of-way, but not the land use north of Buford Highway
 - JF: I'm referring to the section between I-85 and Buford Highway. We just need to be consistent as we change.
 - LA: the Study did not extend that far, so we have not discussed that.
 - ASH: Chamblee's Comp Plan update process is just getting started, so those types of things will also be addressed in that planning process.

Character Area Spread Tour

Next, Anna reviewed an example character area spread to show what that aspect of the updated plan document will look like and to share how existing and new character area information will be included.

Anna noted that DCA request aspirational imagery to illustrate the character areas. Each character area spread will highlight housing diversification strategies and transportation and connectivity opportunities. There will be a parcel specific subarea map, general narrative, appropriate land use, housing types, zoning districts, and implementation strategies for each sub area.

- AD: Will you all add a preamble or something to describe what changed since the last plan and why.
- Anna and Amanda confirmed that there would be a section at the beginning of the Character Area Plan describing what's changed and the methodology behind it.

HOUSING DIVERSIFICATION

Housing Diversification Approach

Next, Allison talked about the approach for diversifying the housing. How serious are we about improving the housing affordability issues in the city? The slide outlines the three-part approach for diversifying housing in Brookhaven:

1. Identify locations ripe for increased housing density

2. Explore continued growth of “missing middle housing” and assess zoning and code restrictions
3. Establish dedicated funding source(s) and tool(s)

Allison outlined the big picture questions. Are those appropriate assumptions to have? Also, keep in mind that diversifying housing will look different in certain character areas.

- JF: From a policy perspective it’s the right thing to do. From a community perspective, it’s the right thing to say. But I’m not sure if the city will be able to get the support behind the policy.
- ASH: What is the political will in Brookhaven to get behind these types of changes?
 - JF: It will depend on each Council member and how influential the residents are.
 - SM: As long as you explain it carefully, you could get community buy in.
 - MJ: This is my perspective and not that of the city - Plans that work, work in the long term regardless of the perceptions. If we are genuinely serious about fixing this problem, it has to be hard wired regardless of whether people love it or hate it, because it’s good for the community. If we are genuinely serious about fixing a problem, it cannot be looked at as a 4-year cycle.
 - SM: We cannot only respond to the loudest voices in the room.

Allison walked through the three housing approaches, which are detailed on the slides. Several missing middle housing types were explored in terms of what policy changes would be needed to accommodate different housing types: Accessory Dwelling Units (ADUs), duplexes, triplexes, and quadplexes.

Allison noted that this is not about changing the character of neighborhoods. All of these housing types can look like single family and won’t impact the character of the neighborhood. She then showed illustrative examples of each, and how they could fit seamlessly into existing neighborhoods.

Housing Analysis – 2 Parts

The housing analysis focused on two key parts: Accessory Dwelling Units (ADUs) and Other Housing Types (duplexes, triplexes, quads, and cottage courts). For each part, a suitability analysis identified where each housing type could be built in the City according to parameters in the existing code. They then tested to see whether reduced setbacks would impact the number of parcels that were determined suitable for a certain housing type.

Part A) Accessory Dwelling Units

Allison noted that ADUs are already allowed in single family residential areas. We assessed where ADUs could be implemented right now, considering stream buffers, set backs, and other parameters. We considered different approaches for making ADUs more eligible for approval.

Key takeaways: Current ADU policy is good, policy doesn’t seem like the issue

SK: ADUs can be built, but what Portland has done is allow property owners to sell them.

Brookhaven allows rental ADUs, but not different property owners.

The reason that they are not being built is more related to market driven reasons and costs.

Part B) Duplexes, Triplexes, Quadruplexes

Anna B talked about other housing types and how parcels were analyzed to accommodate that. Where can duplexes, triplexes, and quadruplexes be built now? We wanted to see where these opportunities were in relation to the character areas. We also considered changes to the code that would improve the opportunity to build these housing types.

The slide provides additional detail on types of housing that were analyzed and why certain types were recommended. We chose these housing types since there are not policy barriers for other types of housing like single family, townhomes, etc.

Allison clarified that minimum lot dimensions on the slides for each housing type were taken from missing middle housing experts.

Anna B walked through each housing type, describing typical specifications for implementing them. Maps were shown for each housing type to indicate what areas in the cities were most appropriate for each housing type.

- LA: We are working on existing duplexes - to enable them to remain even though they are legal non-conforming.

Anna B showed the before and after outputs from the analysis for **duplexes** with a 10-foot set back reduction (a potential policy changes to remove barriers to implementing that housing). Anna B asked the group if they wanted to expand the opportunity for duplexes.

- Sandy: I've looked into ADUs from a tree perspective. You have to cut down trees to build an ADU. If you change the rear set back, you increase stormwater and cut down more trees. How do we mitigate those types of impacts?
- LA: This analysis considered stormwater limitations and only focused on properties where this addition of an ADU would actually work. The tree ordinance, set backs, and lot coverage will impact what size ADU you can build and whether you can even build it.
- JF: Could we modify the tree ordinance for this small percentage?
- LA: The biggest bang for your buck will be to allow ADUs by right. Change definition of single family lot (currently only allows 1 single family lot).
- AS: There are also architectural requirements for ADUs.
- LA asked SK what the appetite is for developers to build duplexes. SK said if we are allowed to build duplexes, we will. It keeps costs down.

Anna continued through housing types, including **stacked duplexes/triplexes**. With the same policy change (reducing rear setback allowance by 10 feet), almost 200 parcels became eligible for these housing types.

- SM: Neighbors just want to know the traffic impact. We have to be able to explain how that will work and pull from real examples of how these housing types don't really increase traffic more than a regular home with the same number of cars. Any data or studies to support this will go a long way. Also explaining that this approach allows people to age in place in smaller housing types.
- AD: It's not only the traffic, but where are the cars going to park? I think people will complain about houses not being kept up overtime. The cars might not be as nice; landscaping might not be as nice.
- LA: The last time I looked at the quadplexes by Boys and Girls Club, they were over \$500,000. The developer noted that there are sometimes issues with managing the fees between the different tenants.

Quadruplexes were discussed next, and Anna noted that there was not a lot of opportunity for this housing type under current policy. Do we want to expand opportunities for this housing type?

- SK and JF said yes, it adds flexibility. SK noted that developers can combine lots to achieve these.
- DM: Do we have to separate the different housing types in the code?
- ASH: When you get over triplexes, it gets more difficult to consider different housing types the same way.

Cottage courts were also analyzed to identify existing opportunities for these housing types and confirm whether we want to push this forward in the plan.

Diversification Approach 3

Allison reviewed the third step for diversifying housing: Establish dedicated funding source(s) and tool(s). She noted that City-owned property can be a powerful tool to implement this housing initiative if the city wants to.

- SM: Is there federal funding available for housing that we can explore?
 - AH: The project team will look into this and discuss potential funding sources.
 - JF: HUD has available funding, but Brookhaven often doesn't meet the Census block thresholds to be eligible.
- JF: When thinking about Buford Highway, we want to keep the people but change the building. What funding tools can incentive and support this area as it changes? How can we create a pot of funds to support change along BuHi. We want to incentivize people and builders/developers.

Allison noted that the more local we can keep funding sources the better, as federal funding often moves slowly.

Allison clarified that the analysis primarily analyzed smaller lots for these development opportunities. The project team will rework the analysis based on some of the feedback we heard today.

- JF: Good quality, representative images of existing or aspirational housing types will be very important in gaining buy in. Check with local builders for real housing product images.

NEXT STEPS & ADJOURN

Amanda reviewed next steps in terms of document development and upcoming engagement opportunities. She emphasized the committee's ongoing role in reviewing this plan. Amanda requested that the committee provide feedback on the remaining work program worksheets at home, if not yet complete, and send back to city staff or email anna.johnson@bluecypress-consulting.com.

- EV: We need to ensure we are making the plan available to other languages as well, if they ask for it.
- AH: The document will be translated to Spanish as part of this process after adoption, and the City could consider if they wanted to make it available in other languages as well. The website has a translation tool on it, and Amanda asked Eli to review it to make sure it was easy to use.

Amanda encouraged the committee to show up in support of the plan and to remain an advocate as we move towards adoption this summer. Linda thanked the committee for their time on this project and serving on the committee.

JF: On behalf of the City, as a City leader, I'm appreciate of the professional planning team and input from members of this committee. I appreciate your honesty and directness in helping us see different perspectives. Understanding the thought process behind the planning process enables us to have effective policies.

B5

Stakeholder Interviews

Interviews Summary



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STAKEHOLDER INTERVIEWS SUMMARY

OVERVIEW

As noted in Table 1, 23 stakeholders participated in interviews with the Consultant Team between August and October 2023. Input gathered contributes to the Brookhaven 2044 Comprehensive Plan Update in the following ways:

- Informs the existing conditions and trends assessment,
- Shapes preliminary identification of community needs, opportunities, and potential action items,
- Uncovers topics to bring forth to the public for feedback, and
- Helps identify community priorities for the short-term implementation period.

Table 1. Interviewees

Name	Organization	Role
Linley Jones	City of Brookhaven City Council	District 1
Michael Diaz	City of Brookhaven City Council	District 1 (starting 2024)
Jennifer Owens	City of Brookhaven City Council	District 2
Madeleine Simmons	City of Brookhaven City Council	District 3
John Funny	City of Brookhaven City Council	District 4
John Park	City of Brookhaven	Mayor
Christian Sigman	City of Brookhaven	City Manager
Lindsay Abaray	Brookhaven Community Development Department	Director
Arona Smith	Brookhaven Community Development Department	Planning and Zoning Manager
Michael Johnson	Brookhaven Office of Economic Development	Director
Don Sherrill	Brookhaven Public Works Department	Director
Stan Segal	Brookhaven Planning Commission	Chair
Lauren Kiefer	Brookhaven Arts and Culture Commission	Chair
JD Clockadale	Brookhaven Board of Appeals	Chair
David Carpio	Brixmor Property Group	Senior Manager
Chris Young	Marriott International	Area Sales Leader
James Seiler	Salvation Army	Major
Nancy Plesnarski	18/8 Men's Salon	VP of Marketing
Jason Rogers	Brookhaven United Methodist Church	Senior Pastor
Chris Chelette	Children's Healthcare of Atlanta	SVP of Facilities Services
Adam Kofinas	Congregation Or VeShalom	Executive Director
Pete Stobie	Oglethorpe University	Chief Financial Officer

Name	Organization	Role
David Payne	Emory University	Associate VP for Planning and Engagement

COMMON THEMES AND MAJOR TAKEAWAYS

Stakeholders generally feel that the current Brookhaven Comprehensive Plan has performed well in guiding the City’s future growth and development decisions; however, interviewees feel that changes both locally and nationally over the past five years necessitate some refinements.

Comments and key takeaways from interviews with various stakeholders are organized into five key categories representing emerging themes:

- Priority Needs
- Opportunities Related to Future Growth and Development
- Challenges Related to Future Growth and Development
- Desired Types of Development
- Preparing for Anticipated Changes

The following sections identify common themes and major takeaways from interviews.

Priority Needs

- The neighborhoods surrounding Cross Keys High School lack adequate play spaces for children, and safety at bus stops where large groups of children and parents congregate has drawn concern.
- Some feel sweeping changes aren’t needed, simply to fine-tune the way things are.
- Preserving greenspace is paramount, as is protecting and expanding the tree canopy.
- Attracting the types of businesses and developments that excite residents is important.
- More affordable housing options are needed, and avoiding gentrification is crucial.
- More mixed-use development south of I-85 will be essential to maximizing the potential of the Children’s Healthcare of Atlanta and Emory campuses. Hotels, restaurants, retail, and affordable housing are needed.
- Integrating the communities on either side of I-85 is a must, through pedestrian and bicycle crossings and improvements to the existing intersections.
- Building a sense of identity and community around the new City Center will be important; neighboring cities like Chamblee provide good examples.
- A stronger sense of culture and identity for the City as a whole is important.
- Creating a quality transit-oriented development around the MARTA station will improve the City’s economic standing and enable people to use alternate modes to get to work.
- Nodal development along Buford Highway should be prioritized.
- Active transportation connectivity needs to be improved throughout the city, particularly near parks and schools. Regionally, there is a desire to link the Peachtree Creek Greenway to the Beltline and Chamblee’s Rail Trail.
- Bus rapid transit will be critical for integrating safe and efficient transit service; since the Buford Highway route has the highest ridership of any route in the city, it’s a prime candidate for that type of service.
- Implementing traffic calming and increasing walkability while maintaining neighborhood character is important, particularly for people raising young children in the City.

Opportunities Related to Future Growth and Development

- Improving relations between the City and nonprofit/faith-based organizations will facilitate more opportunities for partnerships between the two. These organizations can become key resources in meeting the needs of residents.
- The City should have a strategy to incorporate and incentivize more workforce and affordable housing.
- Each area of the City can add housing in ways that are well-suited to the character of the area.
- Buford Highway is ripe for improvements to connectivity and walkability.
- Underground utilities are worth exploring to lessen the frequency of power outages, which is currently severe in certain areas.
- The City could approach DeKalb County Schools about opportunities to convert underutilized office buildings into schools, thereby placing them more centrally into the community and saving money over constructing new facilities.

Challenges Related to Future Growth and Development

- The City needs to craft regulations that can prevent developers from forcing projects that don't fit onto neighborhoods while allowing for non-profit organizations to improve their properties in ways that benefit the community.
- Land costs can pose a barrier to development.
- The post-COVID proliferation of delivery vehicles for food, groceries, public services and more has implications for street size, safety, privacy, noise, and other neighborhood quality-of-life issues.
- Zoning districts and overlays are well-intentioned but often too absolute; the City needs to be more creative in enabling redevelopment opportunities of legacy non-conforming uses.
- Sidewalk requirements, have not been able to establish cohesive networks throughout the City; further study is needed on how to make these connections.
- Getting developers to the negotiating table is difficult; offering the right incentives to set aside affordable units or address potential flooding concerns is an ongoing effort.
- Traffic is an issue and will continue to be as more development occurs; creating developments that generate as little traffic as possible will be a challenge.

Desired Types of Development

- Redevelop neglected commercial properties along Buford Highway into mixed-use centers; there are ways to do this while keeping valued institutions in place: "Change the buildings, keep the people."
- Mixed-use districts will provide the economic engine to support surrounding areas, allow people to get around without cars, and provide missing middle housing.
- The new City Center will bring in things like greenspace, coffee shops, retail and restaurants that people want and are not as present in Town Brookhaven as desired.
- The lots around the MARTA station should be redeveloped with offices, hotels, and restaurants to create a desirable destination and make people willing to walk 5 or 10 minutes to their jobs.
- Improving existing hospitality offerings will be key to creating successful activity centers.

- The City needs to move toward nodal development and away from strip malls along arterial corridors. Focus on specific areas and accommodating all transportation modes.
- Commercial developments that are low-impact in terms of traffic but desirable to the community, particularly restaurants and small businesses, are preferable. Locally-owned unique businesses and restaurants should be part of the City's economic development strategy.
- Roswell Road in Sandy Springs is a cautionary tale; it consists of a bunch of small pockets without a cohesive sense of identity, and it's choked with traffic.
- Inman Park is an excellent example of great, walkable, mixed-use neighborhood feel centered around a heavy rail station, and it has a strong and distinguished identity.
- Developments that allow people to age in place are drawing attention, but not due to economic concerns.

Preparing for Anticipated Changes

- City government needs to invest the resources to scale up its operations to match the anticipated growth, so it can maintain the responsiveness and quality of services.
- Water and sewer infrastructure across the City is aging; locating funding sources to shift from reactive to proactive maintenance is crucial.
- Stormwater management will be key; flooding is already a major issue, and extreme weather events are expected to increase in frequency.
- Outside investors who buy up single-family homes and rent them out are disrupting the natural turnover of these homes and showing little concern for properly maintaining them; this will have long-term effects if it continues.
- The stretch of Peachtree Road near the MARTA station is a horrible traffic snare; whether routing, signal timing, or some other strategy, it needs to be addressed as population and traffic grow.
- Our processes are effective and allow for nuance that blanket policies will not be able to capture.



APPENDIX

C

**Housing Needs
and Strategy
Memorandum**

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HOUSING NEEDS AND STRATEGY MEMORANDUM

OVERVIEW

The Housing Needs and Strategy Memorandum summarizes housing-related community data highlights, analyses, and the recommendations formalized in the 2044 Comprehensive Plan. The pursuit of equitable housing strategies is grounded in the City’s commitments to social justice and racial equity, formalized through the creation of a Social Justice, Race, and Equity Commission in 2020. The 2040 Comprehensive Plan stakeholder and community engagement process further confirmed these commitments.

Table 1 provides a reference guide for locating additional housing analyses, policies, and implementation actions within the 2044 Comprehensive Plan.

Table 1. Where to Find Housing-Related Content in the Comprehensive Plan

Topic	Where to Look for More Information
Chapter 3: Future Land Use Plan	<ul style="list-style-type: none"> • Illustrative Spread of Recommended Small-Scale Housing Types (pages 38 – 39) • Definitions of Residential Land Uses (page 42, Table 2) • Character Area and Subarea Policies (pages 44 – 78)
Chapter 4: Strategic Development	<ul style="list-style-type: none"> • Key Housing-Related Zoning Actions (page 111) • Opportunities to Advance Live-Work Developments and Centers (SG.8, pages 123 – 124)
Chapter 5: Equitable Development and Investment	<ul style="list-style-type: none"> • Preservation of Safe, Affordable, and Workforce Housing (EI.2, pages 133-136) • Expansion of Allowable Housing Types (EI.3, pages 137-138)
Chapter 9: Community Work Program	<ul style="list-style-type: none"> • Action Items in the CWP table specifically addressing housing are under SG.8, EI.2, and EI.3 (pages 207 – 230)
Appendix A: Progress + Trends Report	<ul style="list-style-type: none"> • Section 2: People, Economy, and Place (pages 25 – 39)

OUR COMMUNITY

Brookhaven is a highly educated, affluent community in the heart of Metro Atlanta. Of Brookhaven's nearly 55,000 residents, 69 percent have a bachelor's degree or higher, compared to 46 percent of DeKalb County residents and 33 percent of Georgia residents. The median household income (MHI) for all households in the City of Brookhaven is \$105,464, significantly higher than that of both DeKalb County (\$69,423) and the state (\$65,030). Correspondingly, poverty levels are lower in Brookhaven than Metro Atlanta averages.¹

Positive social and economic indicators are not consistent across all demographic groups. Brookhaven is 59 percent White alone, 20 percent Hispanic, and 12 percent Black alone. Among the population, 82 percent of White, 25 percent of Hispanic residents, and 57 percent of Black residents have a bachelor's degree or higher. MHI for White households is \$132,000; for Black residents, it is \$62,000, and for Hispanic households, MHI is \$55,000. A living wage for a family of four in Brookhaven is \$105,000.² Life expectancy also varies heavily by race. In northern portions of Brookhaven, where the population is predominantly White, life expectancy is nearly eight years higher than the southern portions of the City, which are more predominately Black, Hispanic, Asian, and mixed-race.³

In its local economy, Brookhaven saw significant growth between 2010 and 2020 in the Retail, Information, and Healthcare sectors, increasing employment in each by 14 percent or 2,584 jobs, 16 percent or 1,885 jobs, and 16 percent or 2,593 jobs, respectively.⁴ The City saw 24 percent total employment growth in the same period.⁵

The City has historically had both a large inflow of workers who reside elsewhere, as well as a large outflow of residents who work elsewhere in the region. A low percentage of the City's population both lives and works in Brookhaven (4.2 percent, according to U.S. Census Bureau's 2020 Longitudinal Employer-Household Dynamics data).⁶ However, the changing dynamics of work-from-home (WFH) following the COVID-19 pandemic are not accounted for in this data.

The Atlanta Regional Commission's Research and Analytics team posted on their 33°N blog in 2023 that DeKalb County's share of residents who work from home (full-time) was 23.6 percent in 2022.⁷ The U.S. Census Bureau's 2021 OnTheMap data shows that Brookhaven has experienced a loss of daytime population by about 1,500 workers, mostly in the Information and Health Care and Social Assistance sectors.⁸ These sectors have generally been more flexible with WFH policies. However, with the construction of the expanded Children's Healthcare of Atlanta campus underway in Brookhaven, it is likely that the City will see an increased flow of workers.

¹ U.S. Census Bureau, American Community Survey Five-Year Estimates, 2017 - 2021

² Massachusetts Institute of Technology's (MIT) Living Wage Calculator, 2023

³ PolicyMap and the Centers for Disease Control and Prevention (CDC), 2010 to 2015

⁴ Lightcast, retrieved June 2023

⁵ U.S. Census Bureau's Local Employment Dynamics (LED) 2010 to 2020

⁶ U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD)

⁷ <https://33n.atlantaregional.com/data-diversions/did-we-return-to-the-office-in-2022>

⁸ U.S. Census Bureau OnTheMap 2021

HOUSING MIX TODAY

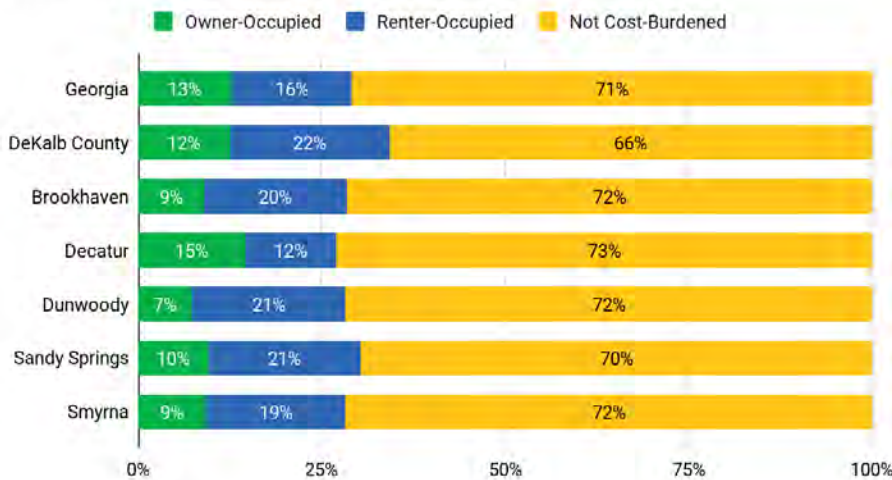
Housing Occupancy

According to 2017-2021 American Community Survey Five-Year estimates, Brookhaven has 23,632 households with an average household size of 2.29. There is an approximate 40/60 split between married and nonmarried households, respectively. Around 11,000 units are renter-occupied, and 12,600 are owner-occupied. White individuals and families occupy 63.4 percent of housing and own 42.7 percent of existing homes. Black individuals and families occupy 14.9 percent of housing and rent 11.0 percent of total housing. Hispanic individuals and families occupy 13.3 percent of housing and rent 10.3 percent of all housing.⁹

Brookhaven has a lower percentage of cost-burdened homeowners (9 percent) compared to the county (12 percent) and state (13 percent), but not the lowest among peer cities (Dunwoody, 7 percent). Brookhaven's share of cost-burdened renters is on par with its peer cities at 20 percent. Comparatively, half of all renters and 22 percent of homeowners are cost-burdened nationwide. In Georgia, those numbers are 49 percent and 21 percent. Cost-burdened households are defined by the Census Bureau as those that spend more than one-third of their income on housing.

Figure 1. Housing Cost-Burden by Tenure

Housing Cost-Burden



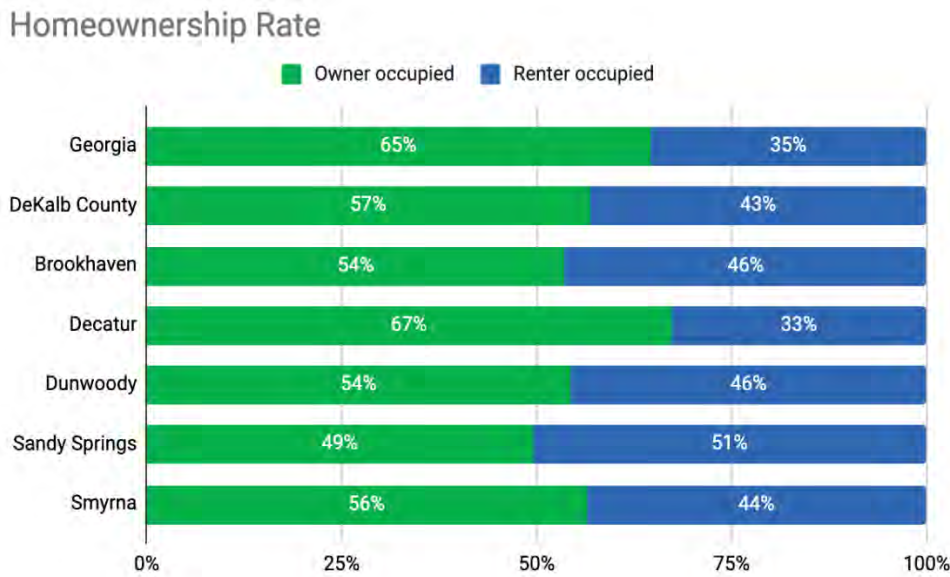
Source: U.S. Census Bureau, American Community Survey Five-Year Estimates, 2017 - 2021

The homeownership rate for Brookhaven is 54 percent, lower than state and national rates. It is also fairly low compared to peer cities. Brookhaven is tied with Dunwoody for the second lowest share of owner-occupied units, after Sandy Springs (49%). Likewise, Brookhaven has the second highest rate of renter-occupied units at 46 percent.¹⁰

⁹ U.S. Census Bureau, American Community Survey Five-Year Estimates, 2017 - 2021

¹⁰ U.S. Census Bureau, American Community Survey Five-Year Estimates, 2017 - 2021

Figure 2. Homeownership Rates in Brookhaven and Peer Communities



Source: U.S. Census Bureau, American Community Survey Five-Year Estimates, 2017-2021

Housing Types

Brookhaven’s housing stock is primarily single-family homes (41.6 percent). About one-fifth (18.9 percent) of units are in complexes of 5-19 units and one quarter (24.8 percent) of units are in complexes of 20 or more units. A majority, 85 percent, of owner-occupied housing has 3 or more bedrooms, while 85 percent of renter-occupied housing units have 3 bedrooms or less. Of the existing housing stock, 36.5 percent of units were built before 1979, while 11.7 percent of units have been built since 2010. As of 2019, 18 percent of owner-occupied homes and 46 percent of renter-occupied had at least one reported substandard condition.¹¹

Housing Costs

The median home value in Brookhaven grew by 31.5 percent from 2015 to 2019 (\$368,300 to \$484,400), and the median contract rent grew by 33 percent in the same period (\$956 to \$1,273). The most recent fair market rent (FMR) calculated by the City, in 2021, was \$1,040 for a one-bedroom, \$1,185 for a two-bedroom, \$1,491 for a three-bedroom, and \$1,823 for a four-bedroom housing unit.¹²

A 2021 Market Analysis conducted on Buford Highway further researched information on home sale and rental prices. Of homes sold between 2018 and 2020 throughout Brookhaven, single-family detached units had a median sale price of \$565,000, townhomes of \$475,000, and condominiums of \$229,650. The median home price varied by seller-type, with developers selling homes for the highest price and investors for the lowest prices. Prices in the rental market vary by age. The 2,110 rental units built before 1970 rent as low as \$755 for a one-bed unit and \$1,600 for a four-bed unit. The 2,666

¹¹ Brookhaven’s Consolidated Housing and Community Development Plan (2021-2025) and Analysis of Impediments to Fair Housing Choice (2021-2025)

¹² Brookhaven’s Consolidated Housing and Community Development Plan (2021-2025) and Analysis of Impediments to Fair Housing Choice (2021-2025)

units built between 1970-2000 rent between \$910 and \$1,898. The 2,946 built or renovated since 2000 rent between \$1,252 and \$2,829.¹³

PROJECTED NEEDS AND HOUSING GAP

Location continues to drive housing demand at the City and regional levels. Brookhaven has diverse housing options but lacks enough options to support all the various housing needs of current and future residents. There are fewer affordable housing units as prices rise, compounded by the increasingly affluent residents the City is attracting.

Currently, housing development in Brookhaven is incremental. Individual parcels throughout the City are being used for new single-family residences, townhouses, and other multi-family and mixed-use building typologies, with no sizable undeveloped parcels available for any significant amount of greenfield development. A map of recent developments is available in Appendix A: Progress + Trends (Map 11 on page 59). Redeveloping existing assets into denser housing types is the City's greatest opportunity for developing new housing at scale.

Brookhaven has a variety of existing multifamily apartment buildings that can be updated and expanded to accommodate more density. Areas can also upzone to accommodate more dense housing options. The 2019 Comprehensive Plan cites infill development to help develop both single and multi-family units in areas of the City that currently lack density. Ample zoning and policy considerations will be needed to adequately unlock this land to meet the housing needs of current and future residents.

Areas ripe for housing demand, according to findings from prior studies and this Comprehensive Plan, include the Buford Highway Corridor, the Brookhaven City Centre, Peachtree Road, within the Blackburn Park commercial center, and underdeveloped parcels clustered around I-85. The Buford Highway area represents the largest existing opportunity for new housing development and redevelopment, with the Corridor's aging apartment complexes presenting a chance to develop more vertical, modernized housing types. These housing types, if built with the right collaboration and funding sources, can remain affordable and attainable to both low-income residents and middle-income workers.

Other projected housing needs and current gaps include downsized units for seniors looking to age in place, good-condition units for low-income renters, and, in general, more units for the lowest-income residents of Brookhaven. 2019 data shows that there is a 1,215-unit deficit for rental households earning less than 30 percent AMI, and an 881-unit deficit for households earning between 30 percent and 50 percent AMI. This deficit is primarily due to rising housing costs.

Regional Projections and Brookhaven's Share

The Atlanta Regional Commission's forecasts anticipate DeKalb County's population increasing from 764,382 people in 2020 to 880,195 people by 2050. This is an increase of 115,813 people. After accounting for population change since the 2020 Census – which estimates the DeKalb County population at 762,991 in July 2023 – DeKalb County, inclusive of its constituent cities, is anticipated to add 117,204 people by 2050, an increase of 15.4 percent. With a 15.4 percent increase applied to

¹³ Buford Highway Market Analysis Report, 2020

Brookhaven's population, which was estimated at 57,945 in July 2023 by the U.S. Census, the population is projected to increase by roughly 8,900 people to a projected 66,900 people living within the City of Brookhaven by 2050. Housing these new, anticipated community members will require a greater variety and number of housing units. If average household size remains at 2.29, there is an estimated need for roughly 3,900 additional housing units over the next 20 to 25 years.

Affordable (Attainable) Housing Definition and Gaps

Affordable housing is defined by the US Department of Housing and Urban Development (HUD) as "housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities."¹⁴ Therefore, what is affordable in any given community is contextual, and relies on a calculation of area median income (AMI). AMI is a summation of median income in the metropolitan statistical area. In Brookhaven's 2021-2025 Consolidated Plan, AMI for a four-person family in Atlanta Metro Area is defined as:

- Extremely Low Income (0 – 30% AMI): \$26,200
- Very Low Income (>30% - 50% AMI): \$41,350
- Low Income (>50% - 80% AMI): \$66,150
- Moderate Income (>80% - 100% AMI): \$82,700

The City's Zoning Code defines "workforce housing" as for-sale or rental housing units that are affordable to those households earning no more than 80 percent of the median household income for the Atlanta MSA, as determined by the current fiscal year HUD income limit table.

The terms "affordable housing" and "workforce housing" fail to encompass the totality of housing needs in an area. In a place like Brookhaven, which has a mix of low and high-income population, individuals and families with incomes in the 80-120 percent-AMI range often struggle to find housing. This encompasses residents who typically have a stable job but cannot afford market-rate housing options, but they earn above the income that would qualify them for rental assistance and subsidy programs.

Regionally and across the nation, the production of housing developments with below market-rate units typically relies on subsidies and other financing tools, particularly for more dense multi-family products. In alignment with the City's future land use plan (Chapter 3 of the Comprehensive Plan), Brookhaven's core focus is expanding housing types built to serve the middle-income population, often referred to as missing middle housing and gentle density. In Brookhaven, both terms are being utilized to speak to low-rise, middle-density housing that present an affordable option for households with incomes that are in neither the highest nor the lowest brackets for a community. These housing types include townhomes, duplexes, triplexes, and courtyard clusters. The limited supply of these types of housing units contributes to Brookhaven's housing affordability challenges.

To meet its equitable development priorities, Brookhaven needs a multi-pronged approach that expands housing types and provides funding support for more dense housing development in appropriate locations. As discussed in the next section, these strategies will help Brookhaven support gap financing needs as well as provide a spectrum of housing types that fall between market-rate units and low-income, federally subsidized units.

¹⁴ HUD Archives' Glossary of Terms to Affordable Housing, 2006

ADDRESSING THE GAP

Missing Middle Land Use Approach

Finding ways to expand housing types— particularly “missing middle” types like duplexes, triplexes, quadplexes, and cottage courts—emerged as a recurring theme throughout the planning process; thus, housing diversification strategies evolved as a key land use policy focus of both the character areas and their sub-areas. Brookhaven’s housing strategy is rooted in the following value:

Every part of the City has a role to play in addressing the housing challenge.

Missing middle housing types exist in the middle of the spectrum between single-family homes and high-rise apartments. This spectrum represents form, scale, number, and affordability. These are small-scale housing types that are compatible with—and when well designed, indistinguishable from—traditional single-family homes. Thus, their introduction into existing neighborhoods adds much needed housing units without jeopardizing the character of established neighborhoods. A key recommendation of this Future Land Use Plan is that the City should amend its zoning code to allow duplexes by right in all single-family districts.

Each Character Area policy spread (Comprehensive Plan Chapter 3, pages 44 – 78) provides information about locations within the Character Area where more dense housing products are recommended.

Equitable Development and Investment Actions

A variety of recommendations and action items, both short and long-term, delve into housing strategies for Brookhaven to take on in the coming years. These recommendations fall under two categories: Strategic Growth and Equitable Development and Investment.

These include short term actions, like introducing an interior apartment audit ordinance; evaluating the feasibility of a land trust and expanding land banking to increase workforce housing; assessing zoning and code that impact new construction and amending to expand allowable housing types and price points, as well as advance live-work opportunities; developing a City-approved “missing middle” guidebook that shows examples of “gentle density” that are appropriate for Brookhaven’s character; exploring incentives for developers to build out affordable and workforce housing; and evaluating City resources to create and manage a dedicated funding source for affordable housing.

They also detail longer-term actions that may require the development of new tools and cultivation of new partnerships, such as evaluating incentives to initiate employer-assisted housing programs; and exploring funding for the preservation of naturally occurring affordable housing.

Related policies to catalyzing these needed housing development and redevelopment include the use of Brookhaven’s Special Service District, Development Authority, and Urban Redevelopment Authority. Policies to explore include the creation of a Land Bank or Trust to target the development and preservation of workforce and missing middle housing. In the long-term, Brookhaven can focus on its strip malls and other commercial centers for redevelopment into clusters of housing density. Buford Highway is a core target for this work.

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APPENDIX

D

2019-2024 Community Work Program

Report of Accomplishments

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2019-2024 Community Work Program

Report of Accomplishments

ID	Description of Activity	Status	Status Notes
LAND USE			
1.1.	Further Brookhaven as a walkable and bikeable community.		
1.1.1.	Implement recommendations for new parks, trail systems and improvements to existing parks identified in the Parks and Recreation Master Plan.	Underway	The City will continue to advance projects/initiatives identified in the master plan. (This action is incorporated in the 2024-2029 CWP as action CT.1.1.)
1.1.2.	Implement recommendations of the Comprehensive Transportation Plan that promotes walkability and bikeability.	Underway	The City is completing its Multimodal Study in 2024 and will advance projects/initiatives identified study in time frame recommended. The City will also continue to implement the Comprehensive Transportation Plan. (This action was merged into action CT.1.2 in the 2024-2029 CWP.)
1.1.3.	Identify opportunities to promote neighborhood commercial centers in targeted areas through incentives or other mechanisms.	Canceled	This is ongoing work of the Department of Economic Development. (This action was moved to "Related Policies" Section 4.3 in 2044 Comprehensive Plan.)
1.1.4.	Achieve Bicycle-Friendly Community Status as recognized by the League of American Bicyclists within the next five years.	Completed	Pursued and received honorable mention 2023. We received the bicycle friendly report card and the feedback to improve will be reviewed.
1.2.	Review tree ordinance (ensure appropriate protection).		
1.2.1.	Review the tree ordinance to ensure that it is working effectively and amend the ordinance, if necessary. Include alternative planting standards (e.g. large planters in public places and parking structures).	Completed	Tree Ordinance was rewritten in 2021.
1.3.	Address visual clutter in the community.		
1.3.1.	Continue Code Enforcement efforts.	Canceled	This is ongoing work of the Department of Community Development. (This action was moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.)
1.3.2.	Review and amend sign ordinance as needed.	Completed	
1.4.	Further health and exercise in the community through supportive infrastructure and design.		
1.4.1.	Consider the adoption of the Ashford Dunwoody Master Active Living Plan and amend the PC zoning district as appropriate.	Canceled	Elements of the plan have been incorporated in and/or addressed through Citywide planning initiatives and investments. PC zoning has limited applicability in the Brookhaven at this point.

ID	Description of Activity	Status	Status Notes
1.4.2.	Consider recommendations of the Master Active Living Plans for the Ashford Dunwoody Study Area and the Buford Highway Corridor Study Area.	Canceled	Elements of the plan have been incorporated in and/or addressed through Citywide planning initiatives and investments. PC zoning has limited applicability in the Brookhaven at this point.
1.4.3.	Pursue Healthy Communities designation by CDC or other entity (Requires further research by planning team)	Completed	Accomplished in 2020
1.4.4.	Identify locations for community gardens.	Underway	The City has implemented gardens at Briarwood Park and Brookhaven Park and continues to look for additional opportunities. (This action was merged with action 1.4.5 and incorporated in the 2024-2029 CWP as action S.3.1.)
1.4.5.	Implement a community garden program.	Underway	The City continues to implement this program. (This action was merged with action 1.4.4 and incorporated in the 2024-2029 CWP as action S.3.1.)
1.5.	Continue planning efforts that refine and implement the vision and recommendations of the Comprehensive Plan 2034 document and the Character Area Study.		
1.5.1.	Investigate possibility of establishing design guidelines for Blackburn Park Neighborhood Center.	Postponed	Other studies were prioritized. (This action is merged with action SG.1.2 in 2024-2029 CWP. It is specifically identified on page 109 as the "Johnson Ferry Rd at Ashford Dunwoody Road.")
1.5.2.	Investigate possibility of establishing design guidelines for Clairmont Road.	Completed	Completed in 2019 in partnership with Chamblee
1.5.3.	Review sidewalk ordinance and ability to waive/ vary standards in consideration of trees and other existing site features.	Completed	Ordinance updated 2019
1.5.4.	Develop Special Area Plans for targeted nodes and corridors of the city.	Underway	Completed: Windsor Osborne, Clairmont Road, and Buford Highway Activity Nodes studies. Additional Special Use Area Plans are recommended to continue in the 2024-2029 Community Work Program. (This ongoing work is merged as part of action SG.1.2 in 2024-2029 CWP.)
1.5.5.	Review Zoning Ordinance to determine if infill housing requirements are needed.	Completed	
1.5.6.	Review Zoning Ordinance to determine if additional pedestrian safety measures should be included in development regulations.	Completed	
1.5.7.	Ensure pedestrian safety and multimodal options continue to be provided through implementation of the Comprehensive Transportation Plan and Bicycle, Pedestrian, and Trail Plan.	Underway	The Multimodal Study (anticipated adoption in 2024) will help advance these priorities. The Multimodal Study will replace the Bicycle, Pedestrian, and Trail Plan. (This action was reworded and included as action CT.1.2 in the 2024-2029 CWP.)



ID	Description of Activity	Status	Status Notes
1.5.8.	Consider soundproofing standards for new developments near the Peachtree-DeKalb Airport and ensure compatible development in the area.	Canceled	It was determined that this should not be government regulated.
1.5.9.	Ensure pedestrian safety and multimodal options continue to be provided through implementation of the Comprehensive Transportation Plan and Bicycle, Pedestrian, and Trail Plan.	Canceled	Duplicate 1.5.7
1.5.10.	Develop separate character area for annexation area south of I-85.	Completed	
1.5.11.	Review land development and subdivisions code to ensure alignment with comprehensive plan policies and recommendations.	Completed	Completed review in 2020. (This item has been reworded and incorporated in the 2024-2029 CWP to addresses policy changes in 2044 Comprehensive Plan.)
1.6	Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road.		
1.6.1	Discuss as MARTA TOD project is considered.	Underway	City Center Master Plan completed; it advanced this discussion. Started City Hall project. Continuing to look for additional TOD opportunities with bridge as part of discussion. (This action has been reworded to better reflect initiative and incorporated in 2024-2029 CWP as action as CT.2.1.)
COMMUNITY FACILITIES AND RESOURCES			
2.1.	Preserve the city's tree canopy.		
2.1.1.	See 1.2.1.	Completed	
2.2.	Stormwater management: evaluate existing program to ensure sufficient capacity to meet needs.		
2.2.2.	Review City's adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District 2017 Water Resources Management Plan.	Completed	Adopted model ordinance in 2020.
2.2.3.	Explore conversion of 100 year flood FEMA sites and other vacant lands to stormwater management facilities.	Underway	This is an ongoing activity. The City continues to explore and identify opportunities for such facilities in City. (This item has been incorporated in 2024-2029 CWP as action as SG.5.2.)
2.3.	Identify infrastructure and utility capacity improvements (water and sanitary sewer) needed to support Future Land Use Plan.		
2.3.1.	Collaborate with DeKalb County regarding water and sewer capacity needs to meet City's Future Land Use Plan, as laid out by the Character Area Map and defining narrative.	Canceled	City continues to coordinate with County. (This action was moved to "Related Policies" Section 7.3 in 2044 Comprehensive Plan.)
2.4.	Leverage city's creek system for greater access by community, while protecting their long-term health and viability.		
2.4.1.	Implement recommendations of City's Parks and Recreation Master Plan.	Canceled	Implementation of this plan is underway and will continue. (This action was moved to "Related Policies" Section 7.3 in 2044 Comprehensive Plan.)

ID	Description of Activity	Status	Status Notes
2.4.2.	Evaluate stream bank restoration on park property.	Underway	The City continues to protect streams and identify opportunities. (This action is incorporated in the 2024-2029 CWP as action S.1.2.)
2.4.3.	Deploy stream bank restoration.	Underway	City has completed one project and has one underway. The City will continue to deploy other restoration projects as identified by City. (This action was reworded and included as action S.1.3 in the 2024-2029 CWP.)
2.5.	Establish a Town Center.		
2.5.1.	Determine components and needs of a Town Center.	Completed	
2.5.2.	Undertake a Master Plan to explore strategic location and desirable attributes of Brookhaven's long-term City Hall and civic area needs.	Completed	
2.5.3.	Explore/inventory available sites.	Completed	Addressed in City Centre Master Plan (completed 2021). Sites also inventoried a part of zoning code work.
2.5.4.	Begin process to secure sites for Civic/City Center.	Completed	City Hall construction began on the MARTA site in 2023.
2.6.	Improve coordination with DeKalb County Schools or consider development of a charter school system.		
2.6.1	Develop a coordination program or memorandum of understanding (MOU) with school boards or system personnel to share information on school siting, forecasts, joint use of facilities, infrastructure plans, bus routes, and safe routes to school.	Canceled	The City has an annual meeting and monthly coordination meeting with DeKalb County School System to align school forecasting with anticipated development. (This ongoing action was reworded and moved to "Related Policies" Section 4.3 in 2044 Comprehensive Plan.)
2.7.	Document historic resources.		
2.7.1.	Undertake a historic and archaeological resource survey (including cemeteries)	Completed	
2.7.2.	Develop historic guidelines for identified resources.	Completed	
2.8.	Ensure access to emergency services.		
2.8.1	Evaluate ability to maintain emergency services.	Completed	City has an established police department and 911 dispatch center, and otherwise coordinates closely with DeKalb County regarding fire services.
2.8.2.	Implement related recommendations of Comprehensive Transportation Plan.	Underway	Implementing the recommendations of the Comprehensive Transportation Plan is an ongoing activity. (This action was merged into action CT.1.2 in the 2024-2029 CWP.)
2.8.3	Construct new public safety building.	Completed	Constructed in 2023.
2.8.4	Implement security camera and license plate reader program as part of park plan development including the greenway.	Completed	



ID	Description of Activity	Status	Status Notes
ECONOMIC DEVELOPMENT			
3.1.	Continue to enhance, diversify, and attract business establishments and unique restaurants.		
3.1.1.	Inventory current local service establishments and determine if additional services are needed.	Canceled	This is ongoing work of the City. (Action was reworded and moved to "Related Policies" Section 4.3 in 2044 Comprehensive Plan.)
3.1.1.a.	Create a citywide Economic Development Plan and Market Strategy.	Completed	
3.2.	Identify opportunities for community festivals and events.		
3.2.2.	Promote and advance these events as a platform to celebrate the various cultures represented within the city.	Canceled	The International Festival started 2023 and is an ongoing, annual event that the City is implementing alongside the Cherry Blossom Festival. (This action was merged with action 3.2.3 into an ongoing, general policy and moved to "Related Policies" Section 6.3 in 2044 Comprehensive Plan.)
3.2.3.	Utilize these events to provide an avenue for local business promotion. An event like "Taste of Brookhaven" could highlight the unique restaurants and catering services in town.	Canceled	The International Festival started 2023 and is an ongoing, annual event that the City is implementing alongside the Cherry Blossom Festival. (This action was merged with action 3.2.2 into an ongoing, general policy and moved to "Related Policies" Section 6.3 in 2044 Comprehensive Plan.)
3.3.	Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy.		
3.3.3.	Evaluate economic opportunities in proximity to the DeKalb-Peachtree Airport (PDK).	Completed	This is a resource that is leveraged as an ongoing economic development efforts.
3.4.	Establish additional incentives to encourage sustainable development in the city.		
3.4.1.	Identify impactful incentives that align with economic development goals once they have been established in the citywide Economic Development strategy.	Underway	This is an ongoing activity of the Department of Economic Development. (This action has been refined and incorporated in 2024-2029 CWP as actions S.2.4 and S.2.7.)
3.5.	Identify ways to regularly engage business community in feedback on city needs and concerns and vice versa.		
3.5.1.	Develop a business retention and expansion program to gain feedback on needs and concerns.	Underway	This is an ongoing activity of the Department of Economic Development. (This action is incorporated in the 2024-2029 CWP as action EI.1.1.)
3.5.2.	Develop and continually evaluate the criteria for business retention and expansion visits, in addition to size, and ensure the data that is collected is actionable.	Underway	This is an ongoing activity of the Department of Economic Development. (This action was merged with action 3.5.1 and included in the 2024-2029 CWP as action EI.1.1.)
3.5.4.	Maintain a relationship with Brookhaven businesses.	Completed	This is an ongoing activity of the Department of Economic Development. Removed from work program.

ID	Description of Activity	Status	Status Notes
3.5.5.	Promote and operate the City's business incubation center.	Canceled	City is encouraging the creation of an incubator space by the private sector.
3.6.	Leverage the Brookhaven MARTA station to encourage further desirable development along the Peachtree Corridor.		
3.6.1.	Incorporate relevant components of the Comprehensive Transportation Plan and planned transit-oriented development into Economic Development Strategy.	Completed	
3.7.	Streamline information accessibility between economic development partners and for site selectors and prospective companies.		
3.7.1.	Maintain and leverage a comprehensive, up-to-date database of the City's available and developable real estate portfolio.	Canceled	This is an ongoing activity of the Department of Economic Development. (Action was reworded and moved to "Related Policies" Section 4.3 in 2044 Comprehensive Plan.)
3.8.	Ensure a well-rounded view of the city through coordinated data analysis.		
3.8.1.	Maintain data profiles for the website, provide economic development data analytics for the City, and fulfill data requests from prospective businesses and site selectors.	Canceled	This is an ongoing activity of the Department of Economic Development. (Action was reworded and moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.)
3.8.2.	Incorporate examination of national and metro wide best practices and peer city benchmarking into periodic City data analysis.	Canceled	This is an ongoing activity of the City. (Action was reworded and moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.)
3.8.3.	Partner with the Brookhaven Development Authority, local business leaders, and other potential partners to align economic development goals and metrics.	Underway	Scheduled for completion in 2025-2026. (This action is incorporated in the 2024-2029 CWP as action SG.2.3.)
3.8.4.	Develop work program as part of the citywide Economic Development Plan.	Completed	
3.9.	Optimize efforts and resources at county and regional levels		
3.9.1.	Identify programs and funding mechanisms that the City, local business leaders, and other economic development partners can leverage within economic development initiatives.	Underway	Scheduled for completion in 2025-2026.
POPULATION			
4.1.	Complete a strategic wayfinding and branding study for the city that considers signage, lighting and landscaping unique to Brookhaven.		
4.1.1.	Complete strategic lighting and landscaping study for City Rights of Way.	Completed	
4.2.	Promote lifelong communities.		
4.2.1.	Complete the Atlanta Regional Commission Local Government Lifelong Communities Assessment Survey.	Canceled	ARC's program has been on hold. (This initiative has been merged with action 4.2.2 and moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.).

ID	Description of Activity	Status	Status Notes
4.2.2.	Identify appropriate facilities, programs, and policies to further Brookhaven as a Lifelong Community.	Canceled	This is an ongoing initiative. (The action has been reworded and moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.)
4.2.3.	Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Communities Principles.	Completed	City continues to evaluate codes for life long growth. (This initiative has been moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.)
4.3.	Promote opportunities for community members from all districts to serve on boards or committees.		
4.3.1.	Create an application process for citizens interested in serving on appointed boards and commissions.	Completed	
4.4.	Enhance City's communications with public.		
4.4.1.	Hold public forums, offering community members an opportunity to learn about government services.	Underway	This is an ongoing activity of the City. (This action is incorporated in the 2024-2029 CWP as action SG.6.1.)
4.4.2.	Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.	Underway	This is an ongoing activity of the Communications Department. (This action is incorporated in the 2024-2029 CWP as action SG.6.2.)
4.4.3.	Create a biannual City magazine.	Canceled	We redirected our focus and resources to engaging our international community.
4.5.	Grow the City's arts and cultural offerings.		
4.5.1.	Develop a public art program via ordinance.	Completed	
4.5.2.	Implement a public art program.	Completed	Arts and Cultural Commission was created and is responsible for the arts policy.
4.5.3.	Identify incentives for incorporation of public art in private development; coordinate with action 1.1.1.	Underway	The City has added incentives but the continues to look for more opportunities. (This action has been refined and incorporated in 2024-2029 CWP as action CP.3.1.)
4.5.4.	Continue to promote City led or partnered activities and events.	Canceled	This is business as usual and has been removed from work program.
4.6.	Provide translation services for all city services (hire Spanish speaking staff).		
4.6.1.	Coordinate with translation service providers or hire staff directly to ensure communications targeted toward non-English speaking citizens.	Completed	This has been completed and is business as usual.
4.7.	Promote workforce development programs for citizens as needed		
4.7.1.	Link community members with program offerings from various service providers.	Completed	The initial work for this activity has been completed. It has been converted to a policy in the 2044 Comprehensive Plan.
HOUSING			
5.1.	Preserve safe and affordable housing in the community.		
5.1.1.	As multi-family housing redevelops in community, provide incentives for providing affordable housing as a percentage of units.	Completed	10% affordable housing required for all multifamily properties requiring rezoning or SLUP. The City has density and height incentives for affordable housing

ID	Description of Activity	Status	Status Notes
5.1.2.	Continue code enforcement efforts related to housing.	Canceled	This is ongoing work of the Department of Community Development. (Moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.)
5.1.2.a.	Add additional code enforcement as necessary.	Canceled	The City concluded additional officers were not needed.
5.1.2.b.	Cross-train police officers for code enforcement needs (after hours).	Canceled	This is business as usual and has been removed from work program.
5.1.3.	Continue Police Department's Crime Free Housing Program/Addition of Video Monitoring and License Plate Readers throughout City	Canceled	Addition of Video Monitoring and License Plate Readers throughout City has been completed. The Crime Free Housing Program is an ongoing initiative. (This action was refined and moved to "Related Policies" Section 5.3 in 2044 Comprehensive Plan.)
5.2.	Work with DeKalb County to target HUD funding for improvement and preservation of affordable housing in city.		
5.2.2.	Conduct interior apartment audit program per ordinance.	Underway	This is an ongoing activity of the City that requires dedicated resources. (This action is included in the 2024-2029 CWP as action EI.2.1.)